City of Bell

▪ *2010 GENERAL PLAN* ▪

The
CITY of BELL

■LAND USE ELEMENT■

CITY OF BELL
2010 GENERAL PLAN

THE
CITY OF BELL

RESOLUTION NO. 96-38

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELL, CALIFORNIA ADOPTING THE NEGATIVE DECLARATION PREPARED FOR THE PROPOSED GENERAL PLAN AMENDMENT 96-1 AND AMENDING THE CITY'S GENERAL PLAN PURSUANT TO GENERAL PLAN AMENDMENT 96-1

WHEREAS, the City of Bell's current General Plan was last revised in 1986; and

WHEREAS, the General Plan is the City's basic planning document; and

WHEREAS, since the time of the last revision of the City's General Plan, new information relating to the General Plan has become available; and

WHEREAS, Staff and consultants have diligently proceeded in gathering and analyzing important relevant data in an effort to update the General Plan; and

WHEREAS, the City of Bell is the Lead Agency for the revised draft General Plan; and

WHEREAS, the initial study prepared for the revised General Plan indicated that an environmental impact report would not be necessary to evaluate the environmental impacts of the plan and that a negative declaration could be prepared; and

WHEREAS, the proposed revised General Plan and proposed negative declaration were circulated for public review for a 30 day public review period beginning on August 15, 1996 and concluded on September 16, 1996; and

WHEREAS, a Notice of the negative declaration was posted, published and mailed to all trustee agencies, public agencies with jurisdiction over resources and all parties set forth in Government Code § 65352 on August 15, 1996; and

WHEREAS, copies of the negative declaration were sent to the California State Clearinghouse for distribution to designated State Agencies and on September 19, 1996 the California State Clearinghouse sent the City a letter indicating that none of the state agencies to whom copies of the negative declaration had been sent by the State Clearinghouse had any comments on the negative declaration; and

WHEREAS, each of the members of the City Council have independently reviewed and analyzed the information contained in the initial study and the negative declaration; and

WHEREAS, the draft negative declaration which was circulated reflects the independent judgment of the members of the City Council; and

WHEREAS, the Planning Commission held a duly noticed public hearing on September 25, 1996 to consider the revised draft General Plan and the negative declaration prepared pursuant thereto; and

WHEREAS, the Planning Commission through passage of Planning Commission Resolution 96-36PC voted unanimously to recommend that the City Council adopt the negative declaration prepared for proposed General Plan Amendment 96-1 and adopt General Plan Amendment 96-1.

Section 1. The City Council has considered all of the evidence submitted into the administrative record for the above matter which includes, but is not limited to:

1. All public comments, both written and oral, received and/or submitted at, or prior to the Planning Commission public hearing and the City Council Public Hearing;

2. All staff reports prepared;

3. Staff and consultant's presentations at the City Council public hearing;

4. All related documents and reports, including but not limited to the revised Draft General Plan and the proposed negative declaration including any exhibits thereto;

Section 2. Based of the foregoing evidence, the City Council finds that:

1. The Planning Commission held a duly noticed public hearing on September 25, 1996, and voted unanimously to recommend that the City Council adopt the negative declaration prepared for proposed General Plan Amendment 96-1 and adopt General Plan Amendment 96-1.

2. The City Council held a duly noticed public hearing on October 7, 1996 to consider the revised draft General Plan and the negative declaration prepared pursuant thereto.

3. Notice of all relevant public hearings before the Planning Commission and City Council was provided to relevant local and regional agencies, and notice of all public hearings before the Planning Commission and City Council were published in a local newspaper and posted in at least three public places in the City.

4. Notice of the relevant Planning Commission and City Council public hearings included the date, time, and place of the public hearings, the identity of the hearing body, a general explanation of the matter to be considered, a general description of the Draft General Plan and of the need to exhaust administrative remedies.

5. The negative declaration reflects the independent judgment of the City.

6 The General Plan, including the existing Housing Element which is not being revised at this time includes the seven mandatory elements as required by Government Code Section 65302, subds. (a)-(g).

7. The General Plan is logical, readable and informational.

8. The General Plan is internally consistent.

9. The data, assumptions and projections within each element of the General Plan are consistent.

10. All diagrams contained in each of the elements of the General Plan reflect the policies and programs of the respective element.

11. The implementation measures of each of the elements of the General Plan are justified by the underlying policies of the respective element.

12. None of the elements of the General Plan are made subordinate to any other element.

13. The elements of the General Plan are consistent with State policy.

14. The General Plan was prepared in compliance with the statutory requirements of the Government Code.

15. The General Plan reflects the current predominant thinking of the community.

16. The General Plan is long term in perspective.

Section 3. **In view of all the evidence and based on the foregoing findings and conclusions, the City Council hereby resolves to adopt the negative declaration for General Plan Amendment 96-1 and adopt General Plan Amendment 96-1.**

PASSED AND APPROVED on this 7th day of October, 1996.

Rolf Janssen
Mayor

ATTEST:

Patricia Casjens
City Clerk

I, Patricia Casjens, City Clerk, certify that this resolution number 96-38 was adopted by the City Council at a regular meeting of the City Council held the 7th day of October, 1996.

AYES:	Councilmen Johnson, Cole, Mirabal, Bass and Mayor Jassen.
NOES:	None.
ABSENT:	None.
ABSTAIN:	None.

Patricia Casjens, City Clerk

Resolution No. 96-38
October 7, 1996

RESOLUTION NO. 96-55

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELL, CALIFORNIA ADOPTING GENERAL PLAN AMENDMENT 96-3 UPDATING THE HOUSING ELEMENT OF THE CITY OF BELL GENERAL PLAN AND ADOPTING THE NEGATIVE DECLARATION PREPARED PURSUANT THERETO

WHEREAS, the City of Bell's current General Plan Housing Element was last revised in 1986; and

WHEREAS, since the time of the last revision of the City's Housing Element, new information relating to the Housing Element has become available and new requirements for the Housing Element have been adopted; and

WHEREAS, Staff and consultants have diligently proceeded in gathering and analyzing important relevant data in an effort to update the Housing Element; and

WHEREAS, the California Department of Housing and Community Development has reviewed the draft Housing Element and has indicated its conditional approval of the draft Housing Element pending adoption by the City; and

WHEREAS, the City of Bell is the Lead Agency for the revised draft Housing Element; and

WHEREAS, the Initial Study prepared for the revised Housing Element indicated that an Environmental Impact Report would not be necessary to evaluate the environmental impact of the plan and that a negative declaration could be prepared; and

WHEREAS, the proposed revised Housing Element and proposed Negative Declaration were circulated for public review for a 30 day public review period; and

WHEREAS, a Notice of the Negative Declaration was posted, published and mailed to all trustee agencies, public agencies with jurisdiction over resources and all parties set forth in Government Code § 65352; and

WHEREAS, A duly noticed public hearing was held before the Planning Commission on November 21, 1996 and after the conclusion of said hearing the Planning Commission passed a

resolution recommending that the City adopt the proposed Negative Declaration and the proposed General Plan Amendment 96-3; and

WHEREAS, A duly noticed public hearing was held before the City Council on December 2, 1996 and after the conclusion of said hearing the City Council passed this resolution.

Section 1. The City Council has considered all of the evidence submitted into the administrative record for the above matter which includes, but is not limited to:

1. All public comments, both written and oral, received and/or submitted at, or prior to the Planning Commission public hearing and the City Council public hearing;

2. All staff reports prepared;

3. Staff and consultant's presentations at the Planning Commission and City Council public hearings;

4. All related documents and reports, including but not limited to the City's General Plan including all adopted elements, the draft Housing Element, and the proposed Negative Declaration including any exhibits thereto;

Section 2. Based on the foregoing evidence, the City Council finds that:

1. The Planning Commission held duly noticed public hearings to consider the draft Housing Element and the Negative Declaration prepared pursuant thereto and at the conclusion of said hearing made a written recommendation to the City Council that it adopt the proposed Negative Declaration for the Bell Housing Element Update and adopt General Plan Amendment 96-3 (Housing Element Update).

2. Notice of all relevant public hearings before the Planning Commission and City Council were provided to relevant local and regional agencies, and notices of all public hearings before the Planning Commission and City Council were published in a local newspaper and posted in at least three public places in the City.

3. Notices of the relevant Planning Commission and City Council public hearings included the date, time, and place of the public hearings, the identity of the hearing body, a general explanation of the matter to be considered, a general

description of the draft Housing Element and of the need to exhaust administrative remedies.

4. The City Council has reviewed the proposed Negative Declaration and the proposed Negative Declaration reflects the independent judgment of the City Council.

5. Adoption of General Plan Amendment 96-3, updating the City's Housing Element, will not have a significant effect on the environment.

6. The draft Housing Element is logical, readable and informational.

7. The draft Housing Element is consistent with the other General Plan elements.

8. The draft Housing Element is internally consistent.

9. The data, assumptions and projections of the draft Housing Element are consistent with those of the other elements of the General Plan.

10. The implementation measures of the draft Housing Element are justified by the underlying policies of the draft Housing Element.

11. The draft Housing Element is not made subordinate to nor superior to any other element of the General Plan.

12. The draft Housing Element is consistent with State policy.

13. The draft Housing Element was prepared in compliance with the statutory requirements of the Government Code.

14. The draft Housing Element reflects the current predominant thinking of the community.

15. The draft Housing Element is long term in perspective.

<u>Section 3.</u> In view of all the evidence and based on the foregoing evidence, findings and conclusions the City Council hereby resolves to adopt the Negative Declaration for the Bell Housing Element Update and to adopt General Plan Amendment 96-3 updating the City's Housing Element.

PASSED AND APPROVED on this 2nd day of December, 1996.

Rolf Janssen, Mayor

ATTEST:

Patricia Casjens, City Clerk

I, Patricia Casjens, City Clerk, certify that this Resolution No.96-55 was adopted by the City Council at a regular meeting of the City Council this 2nd day of December, 1996.

AYES: Councilmen Johnson, Cole, Bass and Mayor Janssen.

NOES: None

ABSENT: Councilman Mirabal

ABSTAINED: None

Patricia Casjens, City Clerk

36451

CITY OF BELL
2010 GENERAL PLAN

Prepared for:

City of Bell
Community Redevelopment Agency
6330 Pine Avenue
Bell, California 90201

Prepared by:

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Whittier, California 90601

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INTRODUCTION

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INTRODUCTION TO THE GENERAL PLAN

The *City of Bell General Plan* is a long range comprehensive plan designed to control and regulate growth in the City and to maintain the quality of the environment. The individual Elements of the General Plan contain objectives, policies, and programs to guide future development and change in the City. As such, the objectives and policies provide the constitutional framework for the City with regard to land use planning.

Section 65302 et seq. of the California Government Code requires that a general plan contain seven elements: 1) Land Use, 2) Circulation, 3) Housing, 4) Conservation, 5) Open Space, 6) Noise, and 7) Safety. The City of Bell General Plan is comprised of the following elements in accordance with the State of California Planning, Zoning, and Development laws:

- *Land Use Element* designates the general location, distribution, and extent of existing and proposed land uses for the City and indicates standards for population density and development intensity.

- *Circulation Element* identifies the general location and the extent of existing and proposed roadways, highways, railroads and transit routes, terminals, and public utilities and facilities.

- *Housing Element* evaluates the existing and projected housing needs of the City and establishes goals, policies, objectives, and programs for the preservation, improvement, and development of housing to meet local and regional housing needs.

- *Open Space/Conservation/ Recreation Element* meets the State-mandated requirements for the conservation and open space elements. The Element provides for the conservation, development, and use of natural resources relevant to planning in the City. This Element meets the requirements of the open space and conservation elements.

- *Safety Element* establishes standards and provides for the protection of the community from a variety of man-made and natural hazards that need to be considered in future planning.

- *Noise Element* examines the existing and future noise environment in the City and identifies programs for reducing noise levels.

PLANNING PROCESS

The City of Bell initiated a comprehensive update of the City's General Plan in 1986. This earlier undertaking utilized experts from a range of disciplines to prepare the requisite technical analysis. The earlier General Plan update also provided numerous opportunities for public involvement.

The City of Bell General Plan has undergone periodic review and revision since the last comprehensive update in 1986. The following revisions are reflected the City's most recent review and amendment to the General Plan:

- The 1990 Census data became available in 1994 and this information is reflected in the General Plan, primarily the Housing Element.

- Housing Element law underwent some recent changes and these revisions are now reflected in the Element.

- The Circulation Element has been amended to reflect more recent traffic volume and level of service counts collected for area roadways.

- The Open Space, Conservation and Recreation Element was updated to reflect the additional facilities in the City.

- The Noise Element has been updated to reflect recent noise measurements and traffic noise projections.

- The Safety Element has been updated to reflect the recent earthquakes which have occurred since 1986. An updated list of hazardous material users in the City has also been included.

- The Land Use Element has been updated and reformatted to include both the Land Use Element and the Public Facilities Element from the 1986 General Plan.

Subsequent additions and amendments to the Bell General Plan shall follow the procedures outlined in Government Code Section 65350 et. seq. The City of Bell intends to review the General Plan for internal conformity and consistency on an annual basis. Under State law, the Plan may be amended up to four times a year.

The format and structure for each Element is consistent to facilitate the use, review, and periodic updating of the General Plan. Each Element contains the following sections:

- The *Introduction to the Element* describes the purpose, scope, and statutory authority of the Element.

- The *Background to Planning* provides a discussion of the existing conditions as they relate to each Element and identifies issues and opportunities that need to be addressed.

- The *Objectives and Policies* section includes the policy statements germane to the particular element.

- Each Element contains a "*Plan*" which in turn, indicates guidelines, standards, or implementing programs germane to the particular element.

INTRODUCTION TO THE ELEMENT

The Land Use Element serves as a long range guide for development and planning in the City of Bell and indicates the location and extent of development permitted throughout the City. The Element identifies those areas of the City where existing land uses and development will be maintained as well as those areas where new development will be encouraged.

The primary objective of the Land Use Element is to assist in the management of future growth, to improve the City's physical appearance, and to minimize land use conflicts. The Land Use Element combines the 1986 Land Use and Public Facilities Elements.

Relationship to the General Plan

The Land Use Element provides a blueprint for development within the City of Bell and sets forth goals, policies, and objectives concerning physical development within the community. The Element addresses a wide range of issues regarding existing and future development, land use compatibility, the availability of public services and infrastructure, public safety, and the conservation resources of concern to the community.

The scope and content of this Land Use Element is governed by State law (Section 65302(a) of the Government Code) which contains the following requirements:

- The Land Use Element must designate the distribution, location, and extent of land uses for housing, business, industry, open space, recreation, and public facilities.
- The Land Use Element must establish standards of population density and building intensity for each land use category covered by the plan; and
- The Land Use Element must identify land uses in those areas subject to development constraints, such as flooding.

Additionally, the State General Plan Guidelines indicates the Land Use Element should...

- promote a balanced and functional mix of land uses consistent with the community's values;
- reflect those opportunities and constraints identified in other elements of the General Plan which may affect land use and development; and
- assist in reducing the potential for loss of life, injury, property damage, and economic and social dislocation resulting from natural hazards.

Policies included in the Land Use Element reflect the policies contained within the other General Plan Elements. The Housing Element contains policies for residential development which are considered in the Land Use Element. The Circulation Element provides for the development of a transportation network that will support the ultimate land uses under the Land Use Plan. The Safety Element identifies hazards that need to be considered in land use planning for the City. The noise contours in the Noise Element is used as a guide to establish the land use patterns in the Land Use Element to ensure that future development minimizes exposure of community residents to excessive noise.

The City of Bell Land Use Element consists of the following sections:

- ***Background for Planning*** describes existing conditions in the City including the character and location of existing land uses and development.
- ***Land Use Objectives & Policies*** articulates City objectives and policies related to land use and economic development.
- ***Land Use Plan*** indicates the location and extent of future development permitted in the City, as well as standards for development.

BACKGROUND FOR PLANNING

Regional Setting for Development

The City of Bell is located within the Greater Los Angeles Metropolitan Area, approximately 10 miles southeast of downtown Los Angeles. The City of Bell is bounded on the north by the cities of Maywood, Vernon, Huntington Park and Commerce; on the south by the cities of Cudahy and South Gate; on the east by the cities of Bell Gardens and Commerce; and on the west by the cities of Vernon, Maywood and Huntington Park. The City's location in a regional and local context is indicated in Exhibits 1 and 2 respectively.

The City is located in the midst of an industrial area located southeast of downtown Los Angeles, which includes the cities of Vernon, and Commerce. Adjacent communities, including Bell, Cudahy, Bell Gardens and Maywood provide housing for those working in the nearby industrial areas.

The City's total land area is 2.81 square miles. The City's population as of January 1996, according to the most recent State of California Department of Finance estimates, was 36,404 persons.

Character of Land Uses and Development

The area which now is included within the corporate boundaries of the City was once part of the James Bell ranch in the late 1800's. Portions of the ranch were sold in the early 1900's and soon after, the townsite was recorded and development began. The City of Bell was incorporated as a General Law City in 1927.

The City of Bell consists of two district areas connected by the Los Angeles River and the Long Beach Freeway (I-710). The southern portion of the City is commonly known as the "Central City" and contains the residential and supporting commercial areas. The Central City area is generally bounded by Randolph Street on the north, Florence Avenue on the south, the I-710 freeway on the east and Bissell Street on the west.

Commercial development is generally found along the major arterials including Florence Avenue, Gage Avenue and Atlantic Avenue. The major commercial area in the City is located along Atlantic Avenue, although the City's traditional downtown is situated along Gage Avenue between Atlantic Avenue and Otis Avenue. Mixed commercial-residential uses are found along Gage Avenue and Florence Avenue. A small industrial area is located along Salt Lake Avenue, at the western edge of the Central City. Institutional and other public uses are scattered throughout the Central City. These include the Bell High School, the Bell Library, the Bell Civic Center, six City parks, three elementary schools, and a number of churches.

The majority of the residential neighborhoods are zoned for higher densities and over time, have been developed accordingly. Most neighborhoods exhibit a range of housing styles at varying development densities. A residential block typically contains a mix of housing styles with higher density apartments intermingled with single-family homes, with one to two additional units on the lot. Several small neighborhoods remain single-family in land use.

According to the State Department of Finance, there are 9,448 housing units in the City of Bell as of January 1996. Of this total, 3,556 units (37.6%) are single family homes, 5,463 units (57.8%) are attached and multi-family units, and 429 units (4.6%) are mobile homes.

The northern section of the City is developed exclusively with industrial uses and is known as the Cheli Industrial Area. This portion of the City is bounded by East 26th Street on the north, Mansfield Way on the south and the Los Angeles River and Atlantic Avenue on the west and Eastern Avenue on the east. A large portion of this area is owned by the Federal government. A newer industrial park is located south of Bandini Boulevard.

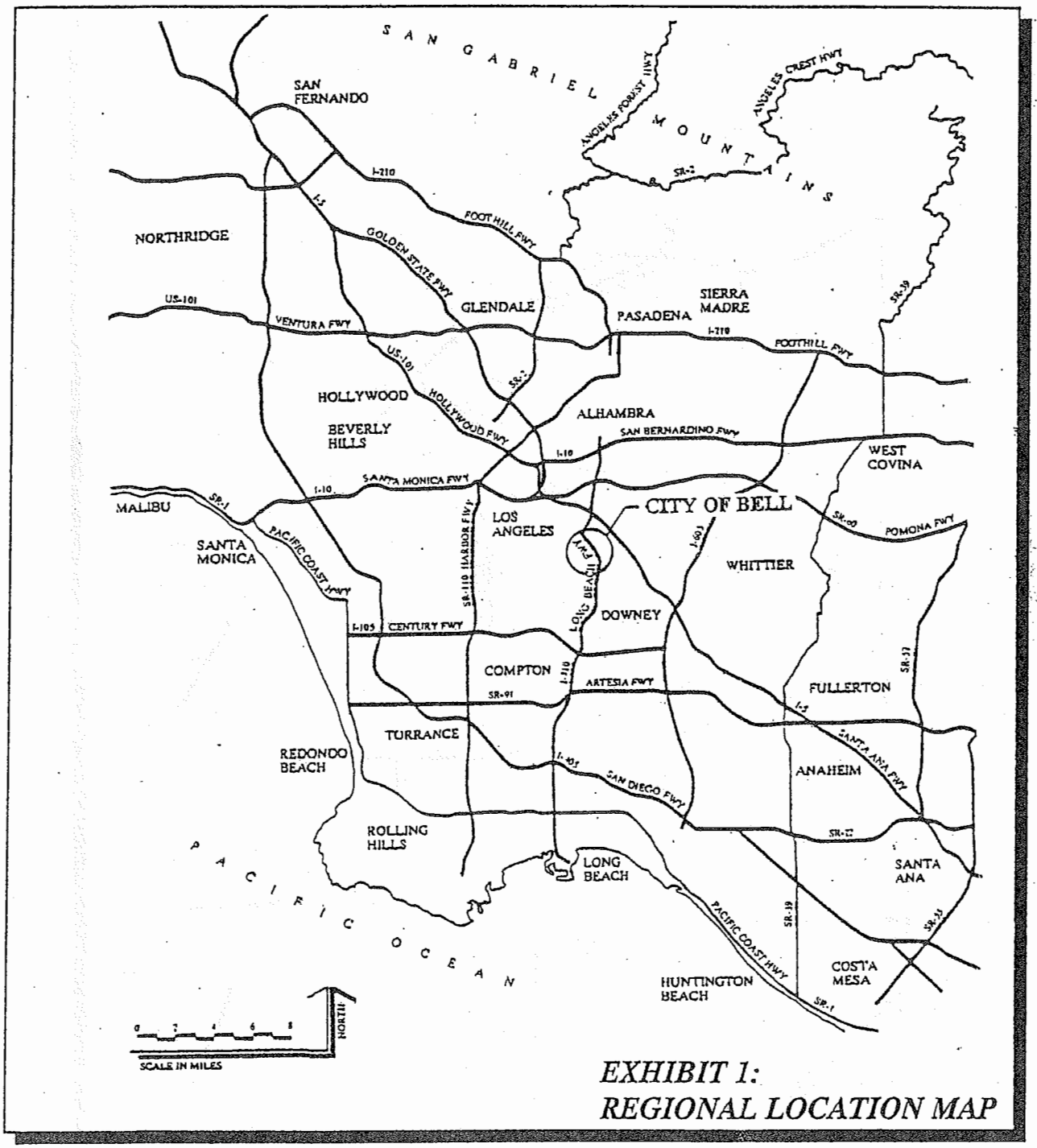


EXHIBIT 1: REGIONAL LOCATION MAP

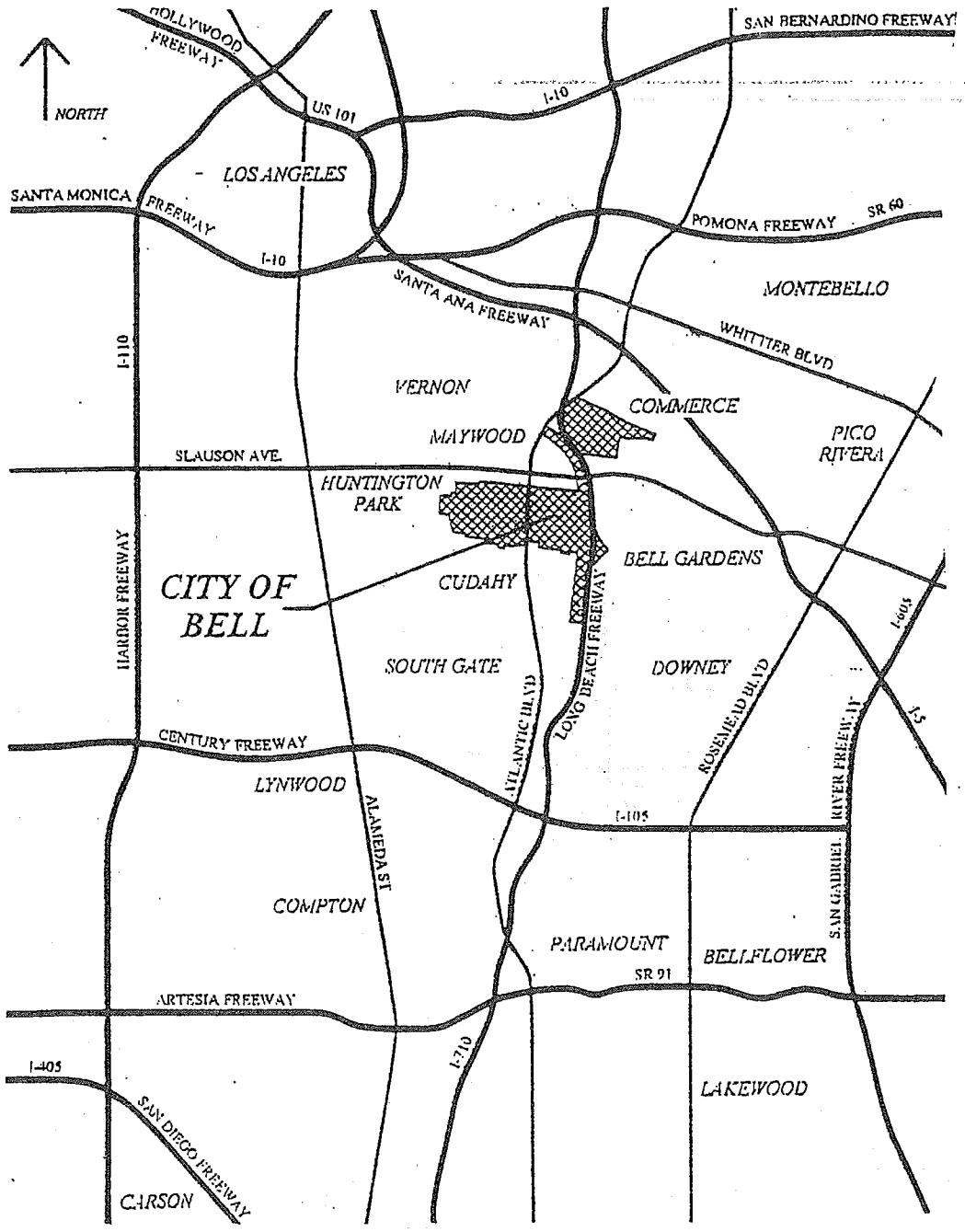


EXHIBIT 2: VICINITY MAP

Street rights-of-way account for approximately 288.8 acres or 16.1 percent of the City's land area. Vacant areas in the City consist mainly of scattered infill lots and may be found throughout the residential and commercial areas of the City. Table 1 provides the acreage breakdown of existing land uses in the City.

Very limited vacant land exists in the City and new development is expected to take the form of recycled or redeveloped properties. Table 1 provides the acreage breakdown of existing land uses in the City. Exhibit 3 shows the generalized land uses in the City, where only the predominant land use is identified. As such, multi-family residential uses within commercial areas or industrial areas are not identified. This is true for smaller dissimilar land uses found within each category

TABLE 1 - DISTRIBUTION OF EXISTING LAND USES

Land Use	Acres	% of City
Single-family	65	4.0%
Multiple-family	545	30.0%
Commercial	148	8.0%
Industrial	390	22.0%
Vacant	48	3.0%
Streets	289	16.1%
I-710 Freeway	125	7.0%
L.A. River	186	10.4%
Total	1,796	100.0%

Source: Blodgett/Baylosis Associates, 1996.

The federal property covers approximately 151 acres of the Cheli Industrial area including three parcels located adjacent to the I-710 freeway and north and south of Bandini Boulevard. The properties south of Bandini Boulevard and along the I-710 Freeway were first developed during the Second World War as the Los Angeles Air Base. The "air base" was actually used as a munitions depot. The federal-owned parcels north and south of Bandini Boulevard, along the I-710 Freeway, continue to be used for equipment storage, with the warehouses along the I-710 freeway leased to private businesses.

The Los Angeles River is 500 feet wide and covers approximately 186 acres. The I-710 Freeway occupies approximately 125.2 acres of land, parallel and immediately east of the Los Angeles River. Both the river and freeway run in a north-south direction and serve as the connector between the Central City to the southwest and the Cheli Industrial area to the northeast.

Zoning Regulations

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

The Bell Zoning Code consists of 10 zoning categories for the City: R-1, R-2, R-3, C-1, C-2, C-3R, C-3, CM, M, and T. In addition, a Planned Development Overlay zone allows for flexible development within the C-3, C-3R, CM, M and T zones. A Specific Plan is also required for development on 4 acres or more. The zoning categories are summarized in Table 2. The T zone applies to the Cheli Federal Reserve Center and is intended as a transitional zone when this property is redeveloped. The T designation allows for the development of the site for residential, commercial or manufacturing uses, subject to a conditional use permit from the City.

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

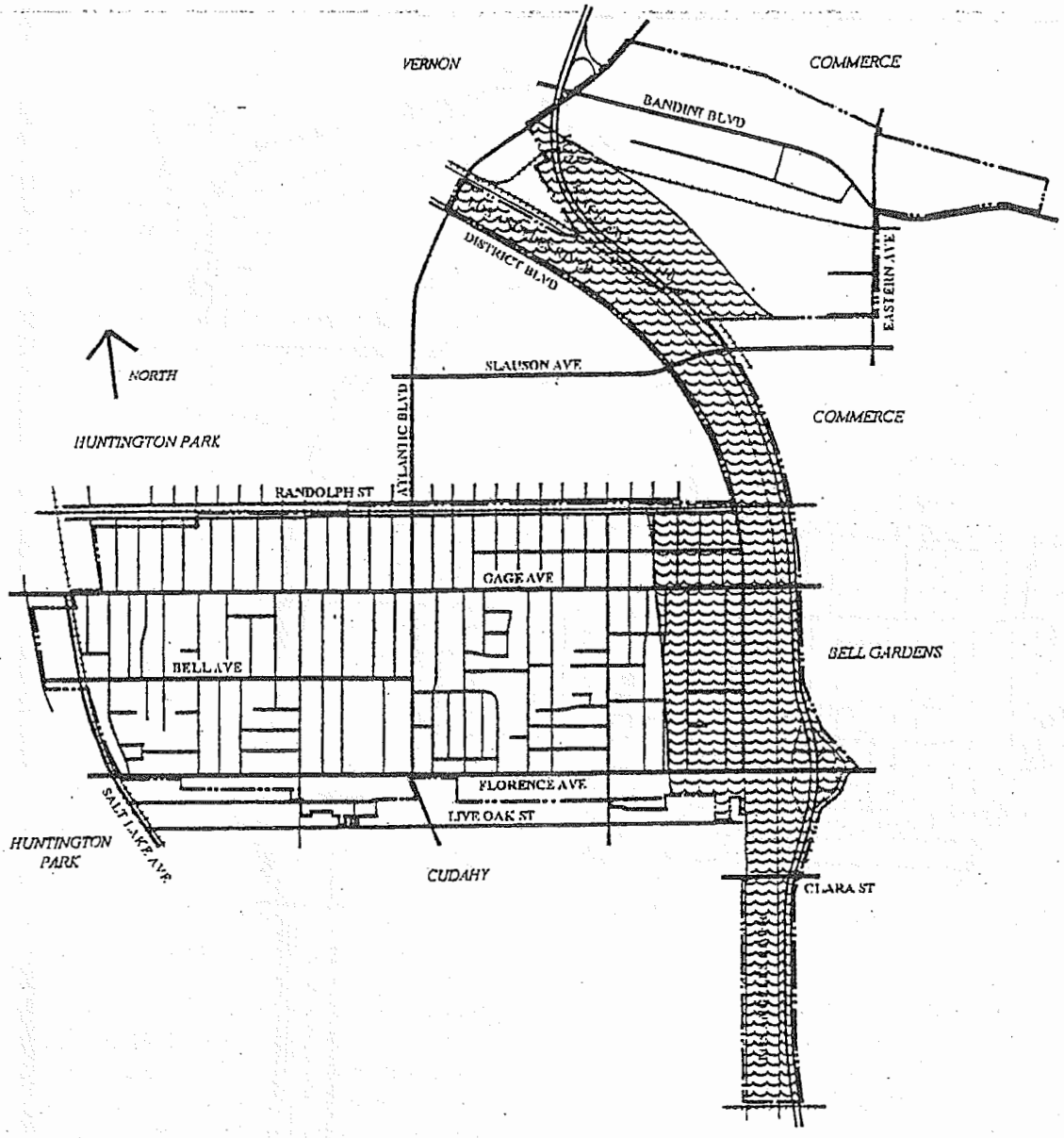


EXHIBIT 6: FLOOD HAZARDS

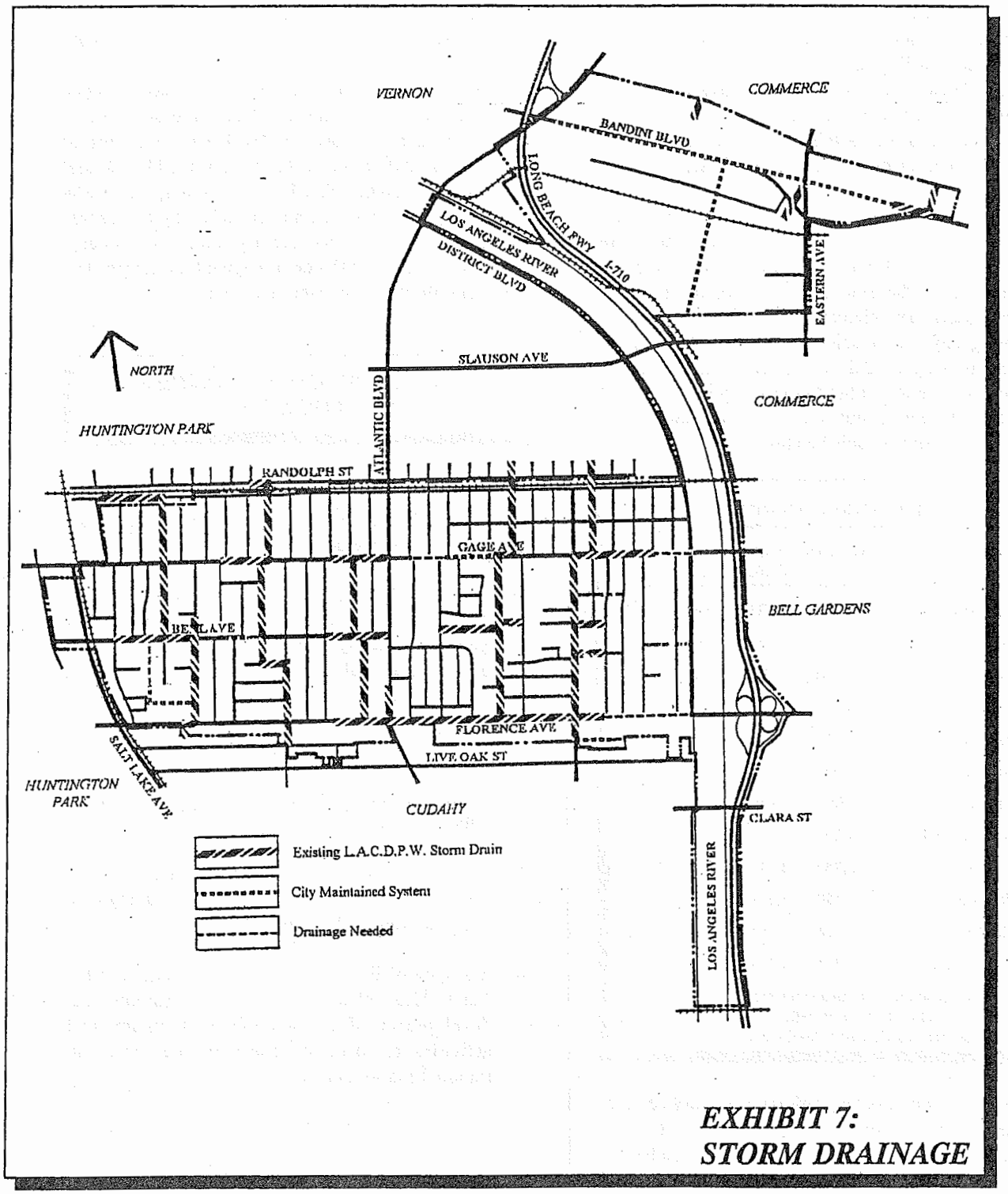


EXHIBIT 7: STORM DRAINAGE

Corona Avenue Elementary School, Nueva Vista Elementary School, Woodlawn Avenue Elementary School and Bell High School. The Montebello Unified School District serves the Cheli Industrial Area although there are no residential uses or schools in this area. The City is also within the service boundaries of the Los Angeles Community College District.

The City's residents are served by LAUSD schools located in and near the City of Bell. All schools are on year-round 3-track schedules in order to accommodate the student population of the area. Three elementary schools and one high school are operating beyond capacity and most of the schools serving the City of Bell are expected to use up any remaining capacity within the next 5 years. Table 3 provides 1996 enrollment and capacity at these schools and Exhibit 8 shows their location.

TABLE 3 - SCHOOL ENROLLMENT

School	Capacity	Exist. Enroll	Remain Cap.	Project. Growth*
Corona Ave. E.S.†	2,007	1,711	296	(35)
Elizabeth St E.S.	2,563	2,534	29	(237)
Heliotrope E.S.	1,222	1,241	(19)	110
Hughes E.S.	1,205	1,226	(21)	44
Miles E.S.	2,359	2,359	0	184
Nueva Vista E.S.†	1,182	1,177	5	80
San Antonio E.S.	690	626	64	114
Woodlawn E.S.†	1,335	1,365	(30)	4
Gage M.S.	3,786	3,418	368	65
Nimitz M.S.	3,580	3,367	213	151
Bell H.S.†	3,972	4,364	(392)	231
Hunt. Park H.S.	4,244	4,175	69	104

* Projected growth in enrollments for next five years
† Schools located in the City of Bell.
Source: Los Angeles Unified School District, 1996.

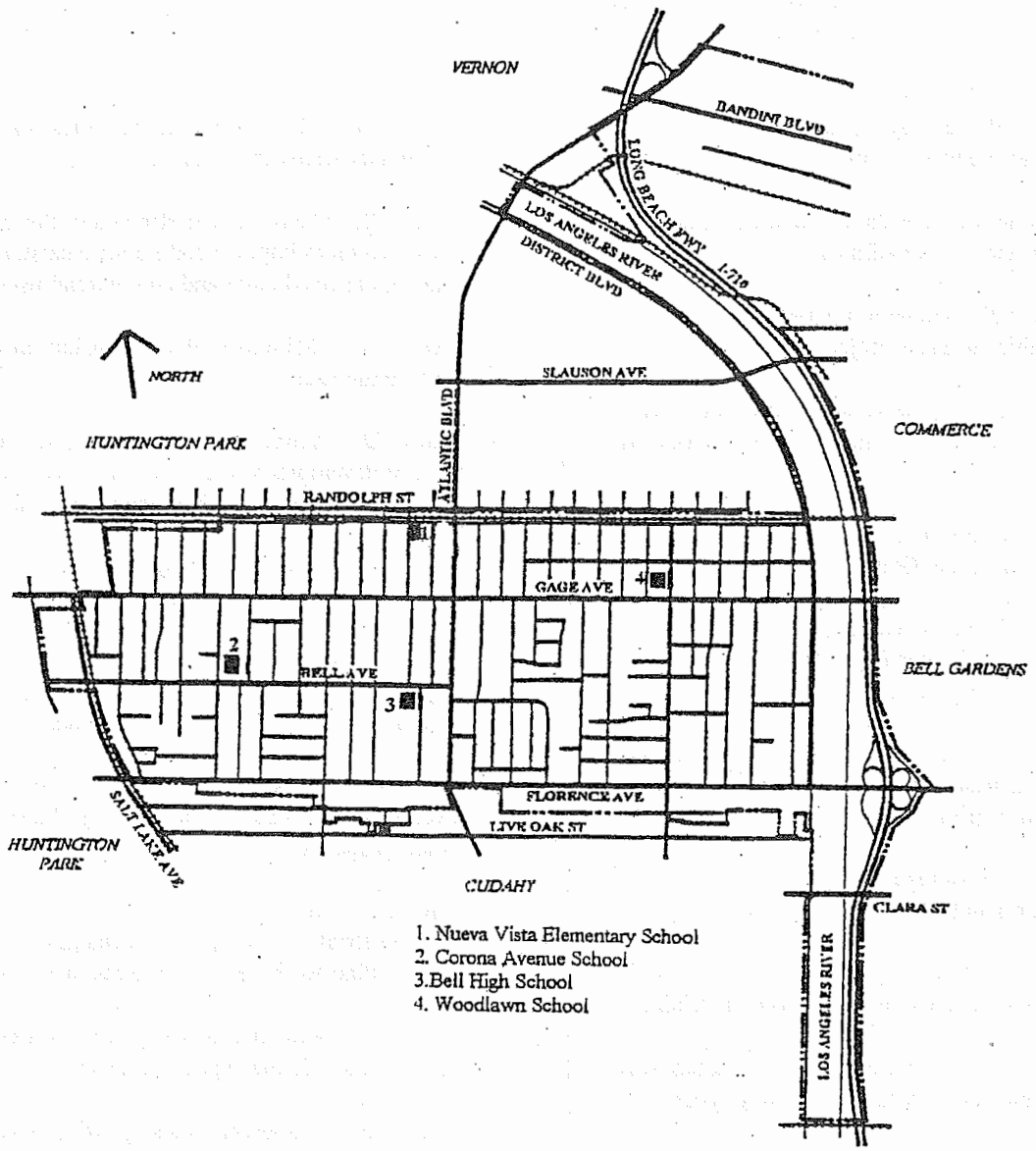
Police protection and law enforcement services are provided by the City of Bell Police Department. Fire protection and emergency services are provided by the Los Angeles County Fire Department. These services are discussed in greater detail in the Safety Element.

The Bell Library is located on 4411 E. Gage Avenue and is part of the Los Angeles County Library System. The Bell Library has 27,300 books, 62 current periodicals, 850 videos, 1,982 cassettes, 341 CDs and 66 books on tape. The library building has 4,868 square feet of floor area and is staffed by 8 persons. Some 14,800 card holders are registered at the library. Approximately 59,741 persons visited the library last year and 59,265 items were borrowed.

LAND USE OBJECTIVES, POLICIES, & PROGRAMS

The following objectives will be realized through the implementation of the policies and programs contained in the Land Use Element:

- The City of Bell, with the implementation of the Land Use Element, seeks to promote an orderly pattern of quality future development to achieve a complete and controlled balance of growth among land uses.
- The City of Bell, with the implementation of the Land Use Element, seeks to provide for a variety of housing opportunities for all residents of the City of Bell.
- The City of Bell, with the implementation of the Land Use Element, seeks to increase employment opportunities in the City.
- The City of Bell, with the implementation of the Land Use Element, seeks to promote the development of a wide range of commercial activities to meet the needs of the local and regional marketplace.



1. Nueva Vista Elementary School
2. Corona Avenue School
3. Bell High School
4. Woodlawn School

EXHIBIT 8: SCHOOLS IN THE CITY

- The City of Bell, with the implementation of the Land Use Element, seeks to ensure a strong industrial and commercial tax base to finance public improvements and services.
- The City of Bell, with the implementation of the Land Use Element, seeks to provide input on the design and site planning of development activities.
- The City will ensure the availability of adequate public services and facilities.
- The City will continue to upgrade public services and facilities to meet projected demand.

The following policies were adopted by the City of Bell in 1986 and will continue to serve as land use policy for the City:

Policy 1. Ensure that development activities are consistent with the General Plan.

Policy 2. Promote economic stability through diversifying the commercial base and developing employment opportunities.

Policy 3. Prevent incompatibility among land uses for the health and safety of occupants and the protection of property values.

Policy 4. Encourage a high level of quality in construction and site design features.

Policy 5. Encourage quality residential development to achieve neighborhood stability.

Policy 6. Allow for a mix of residential land uses to accommodate a variety of housing types.

Policy 7. Upgrade and strengthen commercial and industrial uses through redevelopment.

Policy 8. Encourage the clustering of businesses with landscaping, shared parking, and other techniques that will improve the visual continuity and efficiency of the "strip commercial" business district along arterial roadways.

Policy 9. Provide incentives for consolidation of lots.

Policy 10. Expand public facilities to meet community needs and demands.

Policy 11. Continue and strengthen the use of rehabilitation to improve and stabilize existing and conforming residential and commercial uses.

Policy 12. Minimize the expansion of non-conforming uses.

Policy 13. Actively pursue, solicit, assist and approve development which will present a quality image and serve as a stable, economic asset.

Policy 14. Review zoning and development standards to ensure their adequacy for current needs.

Policy 15. Evaluate traffic and circulation needs to plan for future capital improvements.

Policy 16. Pursue opportunities to influence development decisions concerning Federally-owned properties.

Policy 17. Maintain compatibility in commercial and industrial areas by the development of a Specific Plan for sites of four acres or larger.

Policy 18. Recognize that recycling refuse is a viable method of managing solid waste.

Policy 19. Cooperate closely with agencies responsible for public services and facilities.

Policy 20. Review City services and facilities to ensure quality levels of service and cost effectiveness.

Policy 21. Ensure the provision of adequate public facilities through capital improvement and redevelopment programs.

Policy 22. Participate in regional planning efforts.

Policy 23. Promote recycling as a means of reducing solid waste.

Policy 24. Upgrade the City's street light system to state-of-the-art levels to improve traffic safety and promote energy conservation.

The following programs would implement the objectives and policies outlined above.

Program 1. Implement the Redevelopment Plan.

Program 2. Operate residential and commercial rehabilitation programs.

Program 3. Administer zoning and building code enforcement programs.

Program 4. Develop and administer public service programs to respond to community needs.

Program 5. Maintain a Design Review Board to advise in the preparation of design guidelines and implement a design review program.

Program 6. Implement the General Plan through Specific Plans, where appropriate.

Program 7. Maintain compatibility with the General Plan and the City's Zoning Ordinance.

Program 8. Maintain a long range capital improvement program to remove circulation and other infrastructure constraints.

Program 9. Investigate the feasibility of parking districts as an incentive for commercial and industrial development.

Program 10. Pursue Federal and State sources of funding for infrastructure improvements.

Program 11. Utilize tax increment financing for infrastructure improvements

Program 12. Support programs designed to improve regional sewers, storm drains, and flood control facilities, and waste treatment and disposal.

Program 13. Support programs designed to improve educational facilities and opportunities.

Program 14. Support programs designed to utilize alternative energy sources to conserve limited resources.

Program 15. Maintain a capital improvement program to upgrade City facilities.

Program 16. Establish benefit assessment districts to finance public improvements such as street light and off-street parking improvements.

Program 17. Levy user fees for service recipients

Program 18. Require undergrounding of utilities for all new development

Program 19. Require off-site improvements as a condition of approval for new development.

Program 20. Analyze and evaluate the existing street system throughout the City to identify areas in need of improvement.

LAND USE PLAN

Purpose of Land Use Plan

Through the implementation of the *Land Use Plan*, City of Bell seeks to accomplish the following:

- The establishment and maintenance of an orderly pattern of development in the City;
- The establishment of a land use classification system so as to implement land use policy in the City;
- The identification of permitted land uses, their general location, and distribution; and
- The establishment of standards for population density and development intensity for existing and future development.

The Land Use Plan indicates the location and extent of permitted development in the City. With the City of Bell completely urbanized, the Land Use Plan's focus is on the conservation, maintenance, and rehabilitation of existing development in the City. However, the Plan is also sensitive to opportunities for redevelopment and new development. In general, the Plan recognizes that existing land use patterns are expected to remain even with future development and redevelopment.

Land Use Standards

This section of the Land Use Plan indicates the location and extent of permitted development throughout the City and establishes land use categories or "designations" for the various types of land uses and development permitted in the General Plan. Standards for *development intensity* and *population density* have been established for each category of land use. These standards ensure that the public, property owners, investors, City staff, and decision-makers clearly understand the types and extent of development permitted under the General Plan's implementation.

Development intensity refers to the size or degree of development possible within a given land use category. For example, development intensity standards may use the ratio of a building's floor area to the total lot area (referred to as a floor area ratio), the number of dwelling units per acre, or traffic generation.

The population density standard generally applies to residential land use designations and is most often expressed in persons per acre. The population standard is commonly derived by multiplying the number of housing units per acre permitted in a particular land use category by an average household size.

The State of California planning law requires that land use plans be consistent with the zoning map. This consistency provision is extremely important since the zoning ordinance will be the primary mechanism used in the Plan's implementation. For this reason, the description of land use designations also identify the zone districts which correspond to the General Plan designation.

The Land Use Plan for the City of Bell consists of six categories of land use. Two land use designations relate to residential development and a single category each corresponds to commercial, industrial, institutional uses and open space.

The land use designations included in this section of the Land Use Plan contain standards for development intensity and population density. The standards for development intensity for residential land uses are defined by "units per acre." The density of housing is taken from the units per acre standards which are the same as those set forth in the City's prior General Plan. It is the units per acre standard which establishes the permitted zoning categories within this land use designation and which in turn regulate development. Population density standards for the residential land use categories are defined by "number of persons per acre." This figure is derived by multiplying the average estimated household size (3.979 persons per unit) which is multiplied by the density of housing for the particular category of land use.

The standards for development intensity applicable to non-residential uses are regulated by the zoning standards (setbacks, maximum heights, lot coverage, etc.) for the zones in which the structure will be located.

In addition, the City Council amended the General Plan in 1992 requiring the preparation of a specific plan for any new commercial and industrial development containing four or more acres of land. These land uses are permitted in all zone districts.

These land use designations are described below and summarized in Table 4 and their location and extent within the City are shown in Exhibit 9.

- *Residential, Low Density.* The maximum development density is 8.71 dwelling units per acre. (One unit per parcel is permitted with a minimum lot size of 5,000 square feet.) This designation is limited to properties improved with existing single family (detached) dwelling units. The consistent zone district is R-1 zone. The population density for this land use designation is 35 persons per acre.

- *Residential, Medium Density.* The maximum development density is 21.78 units per acre. The consistent zone districts include R-1, R-2, R-3, and C-3R zones. The population density corresponding to this land use designation is 87 persons per acre.

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

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

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

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

Table 4 provides the acreage breakdown of the City by land use designation.

TABLE 4 - LAND USE PLAN

Land Use Designation	Acres	% Area	Corresponding Zoning
Low Den Res	65	4%	R-1
Med Den Res	530	30%	R-2, R-3, C-3R
Commercial	151	8%	C-1, C-2, C-3, C-3R
Industrial	432	24%	C-3, CM, M, T
Open Space	7	0.4%	All zones
Institutional	10	1%	All zones
Streets	289	16%	n.a.
I-710 Freeway	125	7%	n.a.
L.A. River	186	10%	n.a.
Total	1,796	100%	

Source: City of Bell, 1986.

As shown in Table 5, the majority of the City is designated for medium density residential development and industrial land uses. This is reflective of the existing development in the City, as provided in Table 1 earlier.

Hazardous waste facilities as described and defined in Section 25100 et. seq. of the Health and Safety Code, may be permitted under the current City code on CM and M zoned lots though these uses are subject to Conditional Use Permit approval and provided that such a facility will not adversely affect the residents of the City, nor interfere with the uses permitted on surrounding and adjacent land uses.

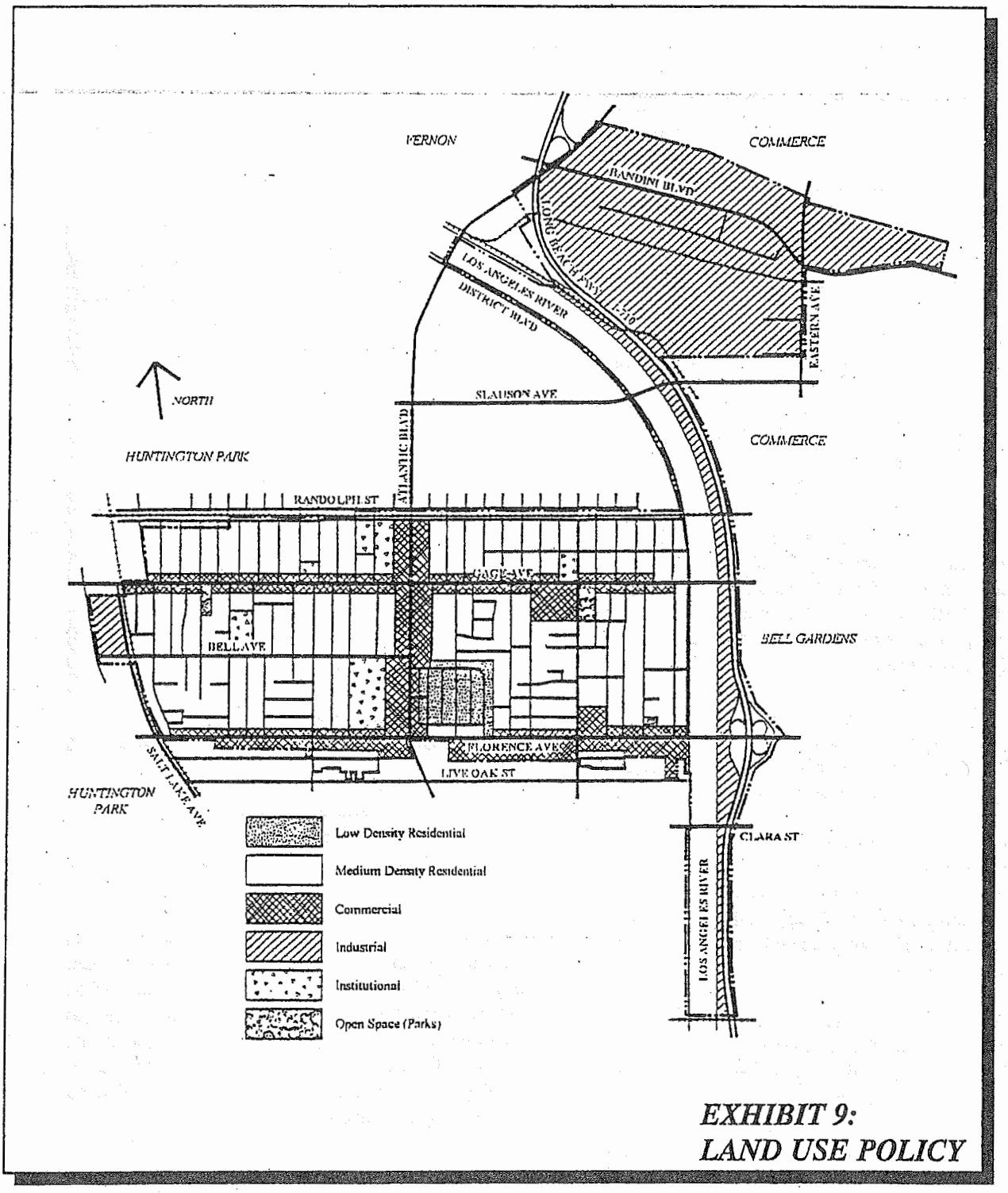


EXHIBIT 9: LAND USE POLICY

Distribution of Development and Land Uses

The majority of land within the City is designated for residential development, followed by industrial and commercial uses. Consistent with existing land use patterns, the industrial designation is confined to the Cheli Industrial area (east of the Los Angeles River and the I-710 Freeway) and at the western edge of the City (west of Salt Lake Avenue). The residential uses are predominant in the Central City, with commercial uses confined to areas long the major streets of Gage Avenue, Florence Avenue and Atlantic Avenue. The Los Angeles River, I-710 freeway and streets occupy over one-third of the City's land area.

As indicated previously, the City of Bell has been completely urbanized for many years. As a result, new development will consist of redevelopment and infill development on the few scattered vacant parcels that remain. Table 5 indicates the development possible with the implementation of the General Plan's land use policy.

TABLE 5 - DEVELOPMENT INTENSITY

Land Use	Area (ac.)	Intensity Standard	Theoretical /Effective (1)
Low Den Res	65	8.71 du/ac	566 du 453 du
Med Den Res	530	21.78 du/ac	11,587 du 9,270 du
Commercial	151	C3 (2)	16.44 mgf 13.15 mgf
Industrial	432	M (3)	28.23 mgf 11.29 mgf
Institutional	10	all zones (4)	1.19 mgf

(1) effective capacity is 80% of theoretical capacity
(2) theoretical development possible at 2.5 FAR
(3) theoretical development possible at 1.5 FAR
(4) theoretical development possible at 0.3 FAR
FAR-floor area ratio, du-dwelling units, mgf-million gross feet (of floor area).

Source: City of Bell, 1996.

The estimates for housing capacity is taken from the density standards in the City's prior General Plan. It is this units per acre standard which establishes the permitted zoning categories within this land use designation and which in turn regulate development. The development intensity applicable to non-residential uses are regulated by the zoning standards (setbacks, maximum heights, lot coverage, etc.) for the zones in which the structure will be located. The estimates assume a floor area ratio based on typical developments.

As shown in Table 5, a total of 12,153 housing units (2,705 more than the number which presently exist in the City) are possible if every residential property was developed to the maximum intensity permitted under the General Plan. However, many parcels will never be developed to the maximum intensity permitted under the General Plan and, as a result, effective capacity (rather than theoretical capacity) serves as a more realistic measure of residential development potential. Effective capacity, which is often used by SCAG in development projections, is simply 80% of the theoretical scenario. Under an effective capacity scenario, 9,722 units are possible, 274 more units that the number which presently exist.

Similar to residential development, commercial development will rarely be constructed to the fullest potential permitted under the Land Use Element. Typically, parking requirements will result in the floor area for commercial and industrial developments to be significantly less than that which is permitted under the General Plan. In addition, development intensity for future industrial and commercial development on parcels consisting of 4 or more acres in size will be governed by the specific plans which must be prepared under these circumstances.

Constraints to Future Development in the City

There are a number of development constraints which will require consideration in planning for future development and redevelopment in the City.

- *Limited Funds.* The City of Bell has limited funds for implementing the needed land use improvements.

- *Availability of Land.* The majority of the City is urbanized. Vacant land is scarce and future development will likely involve the redevelopment of parcels that have been previously developed. The opportunity for annexation does not exist.

- *Irregular Lots.* There are irregular lots in the City which restrict development potential.

- *Market Competition.* The competition for attracting new development exists within the market area.

■OPEN SPACE/ CONSERVATION/RECREATION■

CITY OF BELL 2010 GENERAL PLAN

THE CITY OF BELL

INTRODUCTION TO THE ELEMENT

The Open Space/Convervation/Recreation Element of the Bell General Plan includes the mandated open space and conservation elements which have been combined into a single element in the Bell General Plan due to the overlap in the issues regarding the resources for conservation and the open space areas. The City's Open Space/Conservation/Recreation Element outlines conservation programs that deal with resource utilization, preservation techniques and the regulation of activities which affect or preclude the utilization of resources. The Element also includes the maintenance of open space areas and the provision of parks and recreational facilities. No building permit may be issued, no subdivision map approved, and no open space zoning ordinance adopted, unless the proposed construction, subdivision or ordinance is consistent with the City's open space plan.

The Open Space/Conservation/Recreation Element focuses on those natural resources in the City which must be considered in future planning and development in the City. The element focuses on a number of issues including earth and water resources, cultural resources, air quality, parks and open space.

Natural and cultural resources are limited, often non-renewable and need to be carefully preserved and managed to prevent potential misuse and ensure their future availability. The City of Bell has identified important local resources and the necessary preservation programs to prevent their destruction and exploitation and to ensure that conservation efforts are consistent and equitable.

Relationship to the General Plan

The Open Space/Conservation/Recreation Element of the Bell General Plan meets the requirements for a Conservation Element and an Open Space Element in the General Plan. The Bell Open Space/Conservation/ Recreation Element complies with regulations in *Sections 65302(d) and 65302(e) of the California Government Code* and the *State Mining and Reclamation Act* (SMARA). The Open Space/ Conservation/Recreation Element identifies significant resources within the City and establishes a plan for their conservation, management, or preservation.

The Open Space/Conservation/Recreation Element also fulfills the requirements of *Section 65560 to 65570 of the California Government Code* regarding the preparation of an open space plan for the City. The Element contains a local open space plan for the comprehensive and long-range preservation and conservation of the City's open space land. Specific action-oriented programs serve as the primary implementation tool of the open-space plan. All projects, including the acquisition and disposal of open space lands, shall be consistent with the open space plan.

In addition, Public Resources Code Section 5076 requires the open space element to consider demands for trail-oriented recreational use and develop specific open space programs which respond to these demands. The feasibility of adding a bikeway/hiking trail to extend from the trail system along the Los Angeles River is considered in this Element.

A number of the issues that are state-mandated, such as the utilization of rivers, harbors, forests, etc., are not relevant to the City of Bell and will not require consideration in future planning. As a result, the Open Space/Conservation/Recreation Element focuses on four key issue areas: cultural resources, ecological resources, geological resources, and water resources.

Open space and recreation issues are brought together in this Element because areas preserved as open space are valuable resources for both outdoor recreation and scenic enjoyment. Also, the major open space areas in Bell present opportunities for the conservation of existing natural resources. Thus, the mandated open space element and conservation element have been combined into this one Element. The goals and policies of this Element build upon those in other elements of the Bell General Plan. The Land Use Element designates specific areas for open space and

conservation areas. The Safety Element identifies areas with constraints that should be preserved in open space for public health and safety reasons.

The Bell Open Space/Conservation/Recreation Element is organized into the following three sections:

- ***Background for Planning.*** Existing conditions relative to natural and manmade resources, including soil, water, air and historic resources are summarized in this section. Open space, parks and recreational facilities are also discussed.

- ***Open Space/Conservation/Recreation Objectives and Policies.*** Objectives related to conservation, parks and open space issues and historic resources, along with supporting policies are listed in this section.

- ***Open Space/Conservation/Recreation Plan.*** This section establishes the conservation plan of the City and identifies the implementing programs, standards, and parks for park provision and maintenance.

BACKGROUND FOR PLANNING

Natural Setting

The City of Bell is centrally located within the Los Angeles basin, also known as the coastal plain of Los Angeles County. The Los Angeles, San Gabriel and Rio Hondo rivers serve as the major drainage channels of the basin. The City of Bell is located within the central portion of the coastal plain (see Exhibit 1).

The topography and physiography of the Los Angeles basin is a result of long periods of deformation, deposition of sediments, sea level changes and erosional patterns through time. Prior to 1825 and between 1867 and 1868, the Los Angeles River flowed westerly from the Los Angeles Narrows (between Elysian and Repetto Hills) through the Ballona gap, instead of south. The River now runs south through the Dominguez gap, across the City of Bell. Changes in the course of the river led to the deposition of sediments throughout the Los Angeles basin.

Soils within the Los Angeles basin consist of Holocene alluvial deposits from the Los Angeles, San Gabriel and Rio Hondo rivers. The topography in the Bell area slopes slightly to the southeast, with ground elevations ranging from 135 to 150 feet above mean sea level at the Cheli Industrial area and from 120 to 155 feet above mean sea level at the Central City, and sloping toward the Los Angeles River.

The alluvium over the City of Bell and the surrounding area was the result of stream deposition from the Los Angeles River. These alluvial materials and rocks are of Recent age (15,000 years ago) and are unconsolidated and uncemented. Underneath the alluvium is the Lakewood Formation, which features stream type alluvium and floodplain fine-grained sediments on the upper layer (consisting 40 to 80 percent of the deposits) and gravels and coarse sands with discontinuous lenses of sandy silt and clay in the lower layers. Beneath the Lakewood Formation is the San Pedro Formation. San Pedro Formation consists of San Pedro sand, Timms Point silt, and Lomita silt approximately 1,050 feet thick. The Lakewood and San Pedro Formation are deposits of the Pleistocene age (1 to 3 million years ago). More detailed discussion of the underlying soil formations is provided under Groundwater Resources.

Soil Resources

The Report and General Soil Map for Los Angeles County that was prepared by the United States Department of Agriculture, Soil Conservation Service identifies the surface soils in Los Angeles County according to their characteristics and qualities. A soil association is defined by the predominant soil series in a group of soils and each association has different properties and characteristics such as soil composition, surface texture, slope, arrangement, sequence of layers, or other characteristics.

The General Soil Map for Los Angeles County indicates that soils in the City of Bell consists of the Tujunga-Soboba, Hanford and Yolo associations, as shown in Exhibit 2.

The Hanford association underlies the western section of the Central City and the southern portion of the Cheli Industrial area. The Tujunga-Soboba association underlies the eastern section of the Central City and the Yolo association underlies the northern section of the Cheli Industrial area.

The Tujunga-Soboba association consists of 60 percent Tujunga soils, 30 percent Soboba soils and 10 percent of unnamed sandy and cobbly materials in the beds of intermittent streams. This association is over 60 inches deep, is excessively drained and has rapid subsoil permeability. The Tujunga-Soboba association has a very low inherent fertility and use for residential development. This association is found on nearly level and gently sloping alluvial fans at elevations of sea level to 3,700 feet.

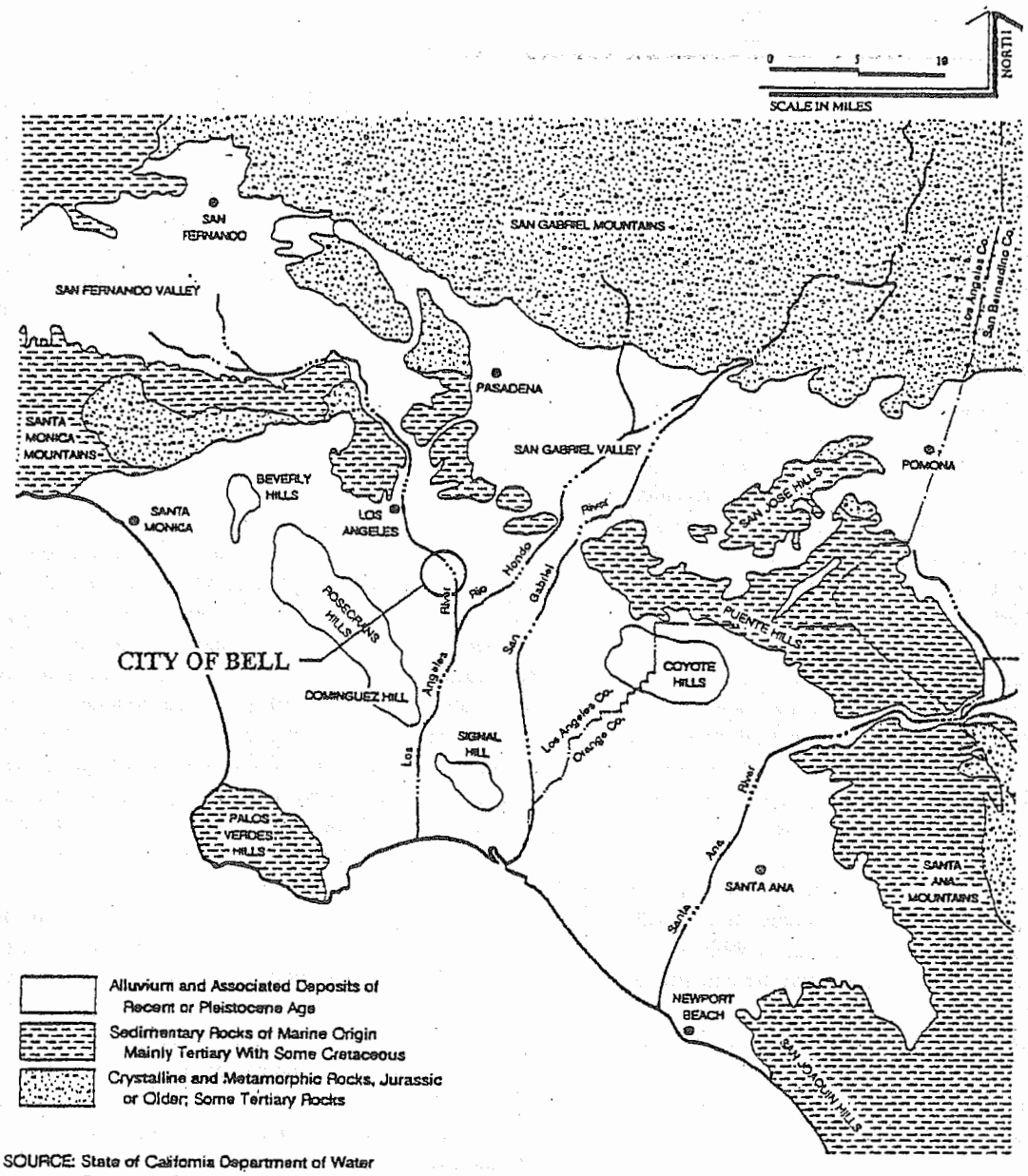
Tujunga soils are brownish-gray or grayish-brown sand or loamy fine sand on the surface and have a stratified substratum. These soils are slightly acid to mildly alkaline and water holding capacity is 4 to 5 inches for 60 inches of depth. Tujunga soils have slow runoff capability and a slight erosion hazard.

Soboba soils are pale brown, neutral cobbly very fine sandy loam on the surface about 3 inches thick, with pale brown and light brownish-gray very cobbly loamy coarse sand subsoils. Soboba soils may be calcareous in the lower layers. Gravel and cobbles make up 35 percent or more of Soboba soils. Water holding capacity is only 2 to 4 inches for 60 inches of depth. Soboba soils have very slow runoff capability and a moderate wind erosion hazard.

The Hanford association consists of 85 percent Hanford soils, 10 percent Yolo soils and 5 percent Hesperia soils. Hanford soils are pale-brown coarse sandy loam on the surface with a light yellowish-brown coarse sandy loam and gravelly loam coarse sand substratum. They are over 60 inches deep, well-drained and slightly acid to mildly alkaline. Hanford soils have moderately rapid subsoil permeability and moderate inherent fertility. They have a water holding capacity of 5 to 7.5 inches for 60 inches of soil depth. They also have slight erosion hazard and slow runoff capability. The Hanford association is found on gently sloping alluvial fans.

The Yolo soil association consist of 90 percent Yolo soils, 5 percent Chino soils and 5 percent Hanford soils. The Yolo association occurs on alluvial fans at elevations ranging from 1,175 to 1,200 feet above mean sea level. Yolo soils are over 60 inches deep and have a grayish-brown loam surface about 18 inches thick, with a grayish-brown neutral loam, near silt loam subsoil, also 18 inches thick, and a light yellowish-brown, neutral loam near silt loam substratum. These soils are well-drained and have moderate soil permeability. The available water holding capacity of these soils is 8.5 to 10.5 inches for 60 inches of soil depth. Yolo soils have high inherent fertility and are used extensively for agricultural production. There are no lands in agricultural cultivation or production in or near the City of Bell.

The Tujunga-Soboba association and the Hanford association have low shrink-swell potential, while the Yolo association has moderate shrink-swell potential (at the northern section of the Cheli industrial area). All three associations have low corrosivity and slight excavation hazards (absence of rocks or water table within 5 feet of the surface). Both Tujunga-Soboba and Hanford associations have slight septic tank limitations.



SOURCE: State of California Department of Water Resources, Southern California District

EXHIBIT 1: REGIONAL GEOLOGY

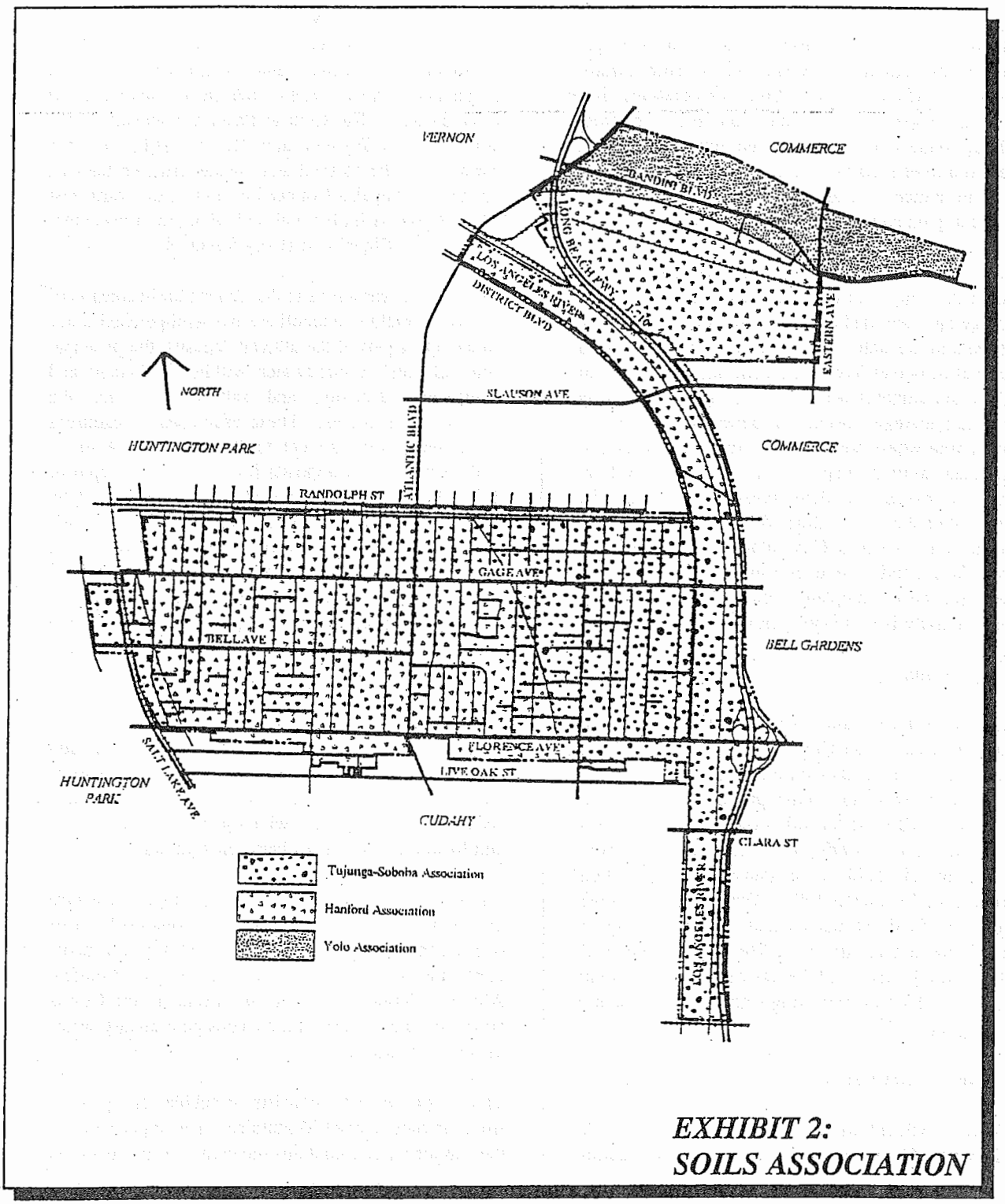


EXHIBIT 2: SOILS ASSOCIATION

While the Yolo association has a moderate septic tank limitation due to its soils permeability. The Tujunga-Soboba association has severe soil pressure hazard, while the Hanford and Yolo associations have moderate capacity to within soil pressure from building foundations. Tujunga and Soboba soils are a good source of sand but not of gravel. Hanford soils are a fair source of sand but not of gravel. Yolo soils are not a good source of sand or gravel.

Under the Surface Mining and Reclamation Act (SMARA), the California Division of Mines and Geology has identified significant sources of aggregate materials in the state. No significant sources of sand or gravel resources have been identified in the City of Bell or the adjacent areas. Also, the map showing significant aggregate resources shows that City of Bell is in an area where adequate information indicates no significant mineral deposits are present and little likelihood exists for their presence. While the Tujunga-Soboba association found on the eastern section of the Central City, along the Los Angeles River, is a good source of sand, the Los Angeles River has been completely channelized and sand mining activity is no longer possible.

Mineral Resources

A portion of the Bandini oil field underlies the Cheli Industrial area of the City of Bell. Records on oil production from the Bandini oil field show that there are 14 wells with an annual production of 45,600 barrels or 0.12% of the oil production in southern California region in 1995. The remaining reserves in the Bandini oil field are estimated at 100 million barrels as of December 1994. The wells tapping the Bandini oil field are not located within the City of Bell, but are in adjacent cities. There are no active oil wells within the City and the exploratory wells at the Cheli Industrial area have long since been abandoned and plugged.

Groundwater Resources

The City of Bell is located within the central section of the Downey Plain, and is underlain by the Central groundwater basin. Water-bearing deposits under the Downey plain include unconsolidated and semi-consolidated marine and non-marine alluvial sediments, which yield significant amounts of groundwater. The Central Basin is bounded on the north by the Elysian and Repetto Hills; on the northeast by the Merced and Puente Hills; on the east by the Los Angeles County line and on the southwest by the Newport-Inglewood fault along the Rosecrans, Dominguez, Signal and Bixby Ranch Hills.

Groundwater resources in the Central Basin consists of a body of shallow, unconfined and semi-perched water on the upper part of the alluvial deposits; the principal body of fresh groundwater within the Recent and Pleistocene deposits; and salt water under the freshwater resources. These groundwater resources are found within Recent to Pliocene age (4 to 11 million years ago) deposits for a maximum depth of 2,200 feet. Groundwater basins are recharged by surface and subsurface flows from the bordering hills and mountains; by downward percolation of waters from major streams; by direct percolation of rain and artificial recharge at spreading basins or injection wells. The discharge of the groundwater is through pumping for domestic use and flows to the ocean through sewers and drainage channels.

Water-bearing deposits are unconsolidated and semi-consolidated alluvial sediments which hold water and allow water to pass through, and are referred to as aquifers. Non-water-bearing deposits are consolidated rocks and ground layers which provide limited water and form the boundaries between aquifers.

As shown in Exhibit 3, the geologic structure underlying the Bell area consists of a topmost layer of deposition from recent time (15,000 years ago), consisting of alluvium and the Gaspur Aquifer. Alluvium found on or near the surface of the City is 60 inches thick or less and contains poor quality water in small quantities.

The Gaspur Aquifer consists of cobbles and pebbles from the San Gabriel Mountains. The upper layer of the Gaspur aquifer contains medium to coarse textured

sand and the lower layer contains sand, gravel, and cobbles. The Gaspur Aquifer is 120 feet thick at the most and yields large amounts of water. The Gaspur aquifer merges with the surface at the Montebello Forebay and in the Los Angeles Narrows area. It also merges with deeper aquifers at Whittier Narrows, south of the Los Angeles Narrows area and along the Los Angeles River.

The Pleistocene period (1,000,000 years ago) resulted in the deposition of Older Dune Sand, the Lakewood Formation and the San Pedro Formation within the coastal plain. The Lakewood Formation consists of terrace deposits, Palos Verdes sand and other unnamed deposits with variable particle size in the upper layer and gravel and coarse sands in the lower layer. Sand and gravel are interspersed by discontinuous lenses of sandy silt and clay. The Lakewood Formation contains the Exposition, Gage, and Gardena aquifers and aquicludes (fine sand, silt and clay that transmit water slowly). The Exposition aquifer underlies the Gaspur aquifer and merges with it between the Los Angeles and San Gabriel Rivers.

This aquifer is approximately 100 feet thick and consists of coarse gravel and clay, with fine deposits between sandy and gravelly beds.

The Gage Aquifer underlies the Exposition aquifer and is approximately 10 to 160 feet thick. This aquifer consists of fine to medium sand with varying amounts of coarse yellow sand and gravel. The Gardena Aquifer has coarser deposits than the Gage Aquifer, but these deposits are about the same age, thickness and elevation. Both aquifers yield large amounts of water.

The San Pedro Formation contains five major aquifers interbedded with fine grained layers. These aquifers are the principal aquifers used for domestic water in the Los Angeles area and include the Hollydale, Jefferson, Lynwood, Silverado and Sunnyside Aquifers.

The Hollydale Aquifer is a discontinuous aquifer underneath the Gage-Gardena Aquifer. This aquifer consists of shallow marine deposits, including yellow sands and gravel in the northeastern sections and grey, blue and black sand with mud, clay and marine shells near the Newport-Inglewood fault. It is found between 250 to 500 feet below mean sea elevation at the area south of the City of Bell. The Hollydale aquifer does not yield large amounts of water.

The Jefferson Aquifer consists of sand with gravelly and clayey layers and has a maximum thickness of 145 feet. Near the City of Bell, it is approximately 30 feet thick with a base 300 feet below mean sea level. Like the Hollydale aquifer, few wells tap into the Jefferson Aquifer.

The Lynwood Aquifer consists of yellow, brown, and red coarse gravel, sand, silts and clay, approximately 50 to 1,000 feet thick. The Rio Hondo and Pico faults have caused offsets on the Lynwood Aquifer in the Pico Rivera area. The Lynwood aquifer contains significant groundwater resources, with yields ranging from 200 to 2,100 gallons per minute.

The Silverado Aquifer consists of yellow to brown coarse to fine sands and gravel interbedded with yellow to brown silts and clays. This aquifer is 500 feet thick and can be found at a maximum depth of 1,200 feet below mean sea level. It has also been considerably offset by all faults in the Los Angeles region. The Silverado aquifer is a major groundwater resource for the region, with a maximum yield of 4,700 gallons per minute.

The Sunnyside Aquifer consists of coarse deposits of sand and gravel with interlayers of sandy clay and clay. Marine shells and marine type clays and shales are also found within this aquifer. The Sunnyside aquifer is 300 feet thick or less and has a maximum yield of 1,500 gallons per minute. It is also offset by many faults in the region.

Bedrock within the surrounding mountains and hills do not contain groundwater. Also, Pliocene age deposits in the region found 1,400 feet or more below the ground surface are not tapped by groundwater wells in the region due to their depth.

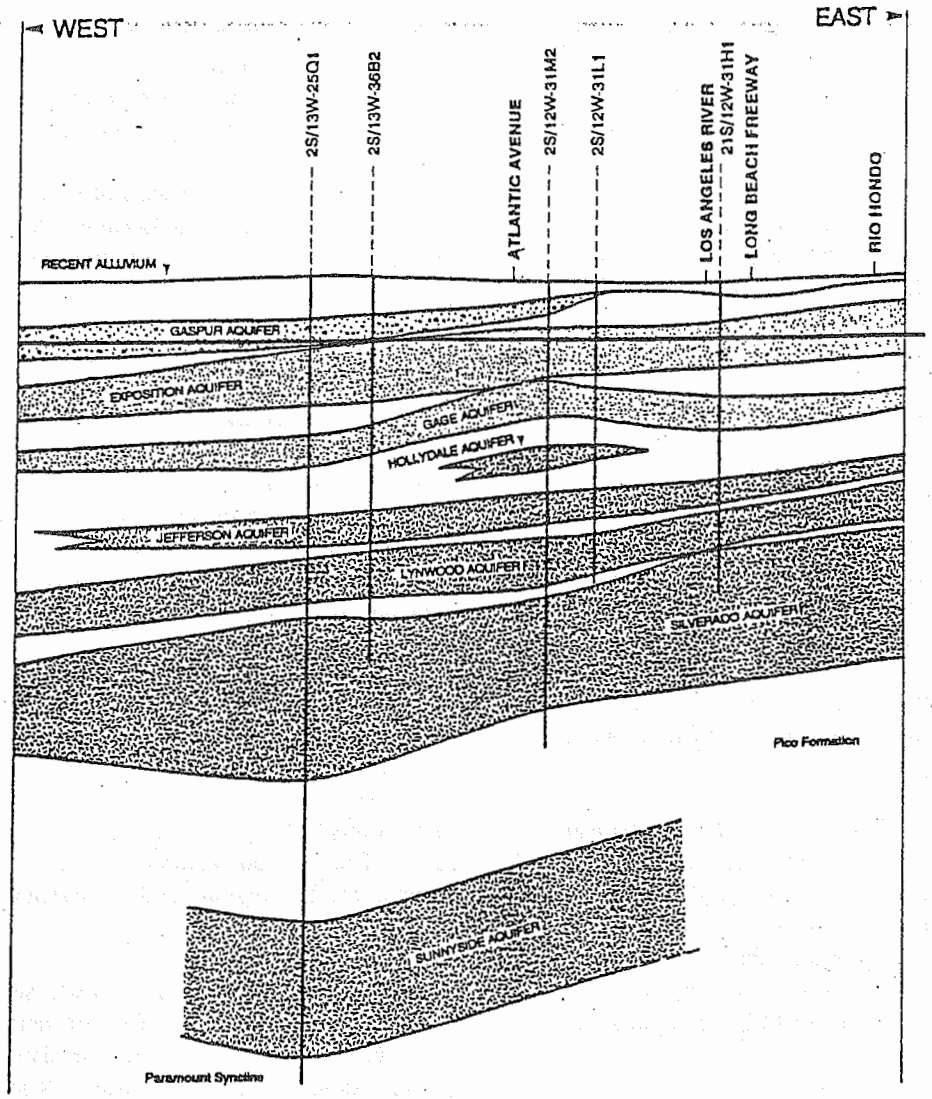


EXHIBIT 3:
GEOLOGIC CROSS-SECTIONS

Plant and Animal Life

The City of Bell is largely urbanized and no ecologically sensitive habitat for plants and animals are found in the City. Increasing urbanization in the region has led to the loss of native plants and animal communities and only an occasional migratory flock of birds may be spotted. Animal and plant species in the City consist mainly of domesticated pets and rodents and plants used for landscaping purposes. The channelization of the Los Angeles River has also result in the loss of riparian habitats.

Studies and surveys in the City of Bell have not identified the presence of any endangered, rare or threatened plant or animal. A records search at the Natural Diversity Data Base of the Department of Fish and Game showed that the nearest recorded occurrence of a special animal is approximately 8 miles from the City.

The San Diego Horned Lizard was found in the City of Compton at Rosecrans Avenue and the Southern Pacific Railroad, at the Whittier Narrows Dam, and in Long Beach 1 mile west of the Los Angeles River by 68th Street. The San Diego Horned Lizard (*Phrynosoma Coronatum Blainvillii*) is about 4 inches long with a yellowish or reddish-gray color. It has a dark mark on the neck and 2 long horns on the back of the neck and several smaller ones around its neck. Two spine rows run along each side of its back. The lizard is considered rare and endangered by the California Department of Fish and Game (DFG) and is Category 2 in the federal listing (Category 2 candidate species are species on which threat and/or distribution data are insufficient to support Federal listing).

The Parish's gooseberry was found in the Whittier Narrows area in 1981, which is approximately 8 miles northeast of the City of Bell. The Parish's Gooseberry is considered endangered by the DFG and Category 2 in the Federal List. Collections of the Parish's gooseberry may be seen at the Whittier Narrows Nature Center. This plant species is presumed to be in existence within the Whittier Narrows Regional Park.

The Southwestern pond turtle was found in a gully drainage area in Monterey Park, south of Orange Avenue. This site is approximately 9 miles from Bell. The Southwestern Pond Turtle (*Clemmys Marmorata Pallida*) is a fresh water turtle about 1 foot long. It is considered rare and endangered by the DFG and Category 2 in the Federal Listing. The species is presumed to be in existence.

Cultural Resources

A record search at the Los Angeles County Museum of Natural History indicates that no paleontological resources have been found in the City of Bell and the surrounding area. Thus, the City has a low sensitivity for paleontological resources and the potential for the discovery of paleontological resources is unlikely. Records at the UCLA Archaeology Center also show that no prehistoric sites have been identified in Bell. Thus, there is low potential for future archaeological resource discovery.

The City and surrounding region's prehistoric occupants were the Gabrieliño Indians. The Gabrieliños migrated into the Los Angeles coastal areas in 500 B.C. They lived in small villages near water streams and along sheltered portions of the coast. They did not have permanent dwellings and survived on hunting, gathering and fishing.

The Spaniards established missions on the area in the 1770's and the Gabrieliño Indian population started to decline. The Spaniards brought agriculture and cattle into Los Angeles and the missions became the population centers in the region. In 1822, the Mexican government took control of the area and large land holdings were divided into ranches.

Very little development was found in the Bell area before 1896. Then, the Los Angeles River was not channelized and a few scattered single family houses may be found in the area. By 1943, a number of structures have been built along Atlantic Avenue.

The City was once part of the Rancho San Antonio which was granted to Antonio Maria Lugo in 1810. In 1855, the ranch was partitioned and sold.

James George Bell came to California in 1875. He was born in Kentucky in 1831 and came to California to invest in land. He bought land in the area now known as Bell and built the Bell Ranch, where he raised cattle and farmed his land. In 1902, the first 5-acre parcels were put on the market. James Bell became the town's postmaster and led efforts to develop water resources, to get a railroad through the area, to build school churches and other development. He also assisted in founding Occidental College. The City of Bell incorporated on November 7, 1927.

The James George Bell Home is listed on the National Register of Historic Places. This structure was built in 1887 on Gage, near Salt Lake Avenue. The home was built by the City's founder, James Bell, and is an example of a California Block Farm House that was common in the late 1800's. It was relocated to 6500 Lucille Avenue in 1912 and was relocated to the Civic Center in the early 1990's. Potential historic resources in the City are identified in Table 1.

The Office of Historic Preservation's California Historic Landmarks does not include any structure or site within the City of Bell. But a number of historically significant structures have been observed along Gage Avenue, between Atlantic Avenue and Salt Lake Avenue. These structures feature decorative masonry, shields, crowns, stained glass, vertical spires, bricks and tiles.

TABLE 1 - HISTORIC STRUCTURES

Structure	Address	Features
James Bell Mansion	6500 Lucille Ave.	1887 California Block Farm House
commercial	3550 Gage Ave.	Decorative brick
commercial	3618 Gage Ave.	Masonry pedestals
commercial	3923 Gage Ave.	Decorative masonry and tile
commercial	4000 Gage Ave.	Decorative tile, stained glass
commercial	4035 Gage Ave.	Decorative vertical masonry
commercial	4053 Gage Ave.	Decorative vertical masonry, shields
commercial	4054 Gage Ave.	Decorative brick
commercial	4063 Gage Ave.	Decorative vertical and curved masonry
commercial	4069 Gage Ave.	Decorative vertical masonry
commercial	4071 Gage Ave.	Decorative vertical, spiked masonry
commercial	4111 Gage Ave.	Decorative brick
commercial	4121 Gage Ave.	Decorative masonry
commercial	4356 Gage Ave.	Decorative brick
commercial	4381 Gage Ave.	Decorative brick
commercial	4419 Gage Ave.	Decorative brick, peaked roofline
commercial	4429 Gage Ave.	Modern facade
commercial	4400 Gage Ave.	Decorative brick, masonry and glass
commercial	4501 Gage Ave.	Decorative brick
commercial	4612 Gage Ave.	Oasis brick service station
commercial	4714 Gage Ave.	California bungalow residence
commercial	4722 Gage Ave.	Decorative masonry, facade flag pole

Source: Earth-Tech, 1986.

Open Space and Recreation

Open space areas include areas unsuitable for development due to unstable ground conditions, and areas that are undeveloped to comply with existing land use controls such as parks, building setback areas, utility easements, and school playing fields. There are 6 parks in the City, as listed in Table 2 and shown in Exhibit 4.

TABLE 2 - PARKS

Park Name	Park Type & Size	Facilities
Ernest Debs 3700 Gage Ave.	Neighborhood 2.3 acres	tennis courts game court & picnic area
Little Bear 6707 Bear Ave.	Mini park 1.7 acres	tot lot, game courts, picnic area, meeting rm, wading pool
Nueva Vista 4412 Randolph St.	Neighborhood 2.1 acres	ballfield
Adolph Treder 6300 Pine Ave.	Neighborhood	Community Ctr, picnic area, & stage
Veteran's 6526 Wilcox Ave.	Community 3.0 acres	Tot lot, game courts picnic area, softball fields, meeting rooms
Pritchard Field 7100 Walker Ave.	Neighborhood 2.7 acres	softball field, snack bar

Source: City of Bell, 1996.

The City's Parks and Recreation Department offers recreational and sports programs and activities for residents, which include art, dance, exercise, crafts and cooking classes, social activities and sports leagues. LAUSD schools also have sports facilities that are available for use by the public. Aside from public City parks and schools, a few private recreational facilities are also found at local churches, gyms and other centers in the City. A passive rest area, with benches, is provided at the intersection of Otis and Gage Avenues. A picnic rest area is also provided adjacent to the library where the Bell Mansion is located.

The Los Angeles Unified School District has sports facilities (ballfields, a swimming pool and game courts) within the schools in Bell which are available to the public when they are not being used for school activities. These school facilities serve a variety of sports such as basketball, football, tennis, swimming, gymnastics, track, baseball, softball, handball, volleyball, tetherball, climbing and sandbox.

In response to the residents' demand for a swimming program and additional ballfields; a community center with a senior program, Hispanic program, gym, courts, the City of Bell has constructed the Treder Park Community Center. This center is a 8,000 square foot community center offering senior citizen programs and other community services. The Pritchard Field has also been developed with a softball field. Additional recreational facilities are planned based on available resources.

In addition to City parks, there are several public parks in the adjoining cities of Cudahy, Commerce, Bell Gardens, Huntington Park, and Maywood which are available for use by residents of Bell. Nearby community parks in the area include the Salt Lake Park in Huntington Park, John Anson Ford Park in Bell Gardens and the South Gate Recreation Park. Salt Lake Park is a 33-acre park at 3401 Florence Avenue. This park contains a community center, baseball fields, picnic facilities, tennis courts, basketball courts, and concession stands. Ford Park is a 56-acre park located at Florence and Scott Avenues which was recently taken over by the City of Bell Gardens. South Gate Park is a 96-acre park at 4900 Southern Avenue.

The nearest regional park to the City is the Whittier Narrows Recreational Area, located approximately 9 miles northeast of the City of Bell. The park covers approximately 1,092.21 acres of park areas and 206 acres are developed with a golf course. This regional facility provides picnic facilities, campgrounds, golf course, equestrian area, fishing and boating areas, riding and hiking trails, trap and skeet range, and a wildlife sanctuary. The park also includes a

groundwater recharge facility operated by the County Department of Public Works.

As observed from park use and demand, there is an unmet demand for parks, especially ballfields, in Bell and the surrounding cities. At the same time, there is limited potential for the development of new parks due to the lack of large open areas in the City and the high cost of land.

Air Quality

The City of Bell is located in the central portion of the South Coast Air Basin of California. The basin covers approximately 6,600 square miles, encompassing Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east.

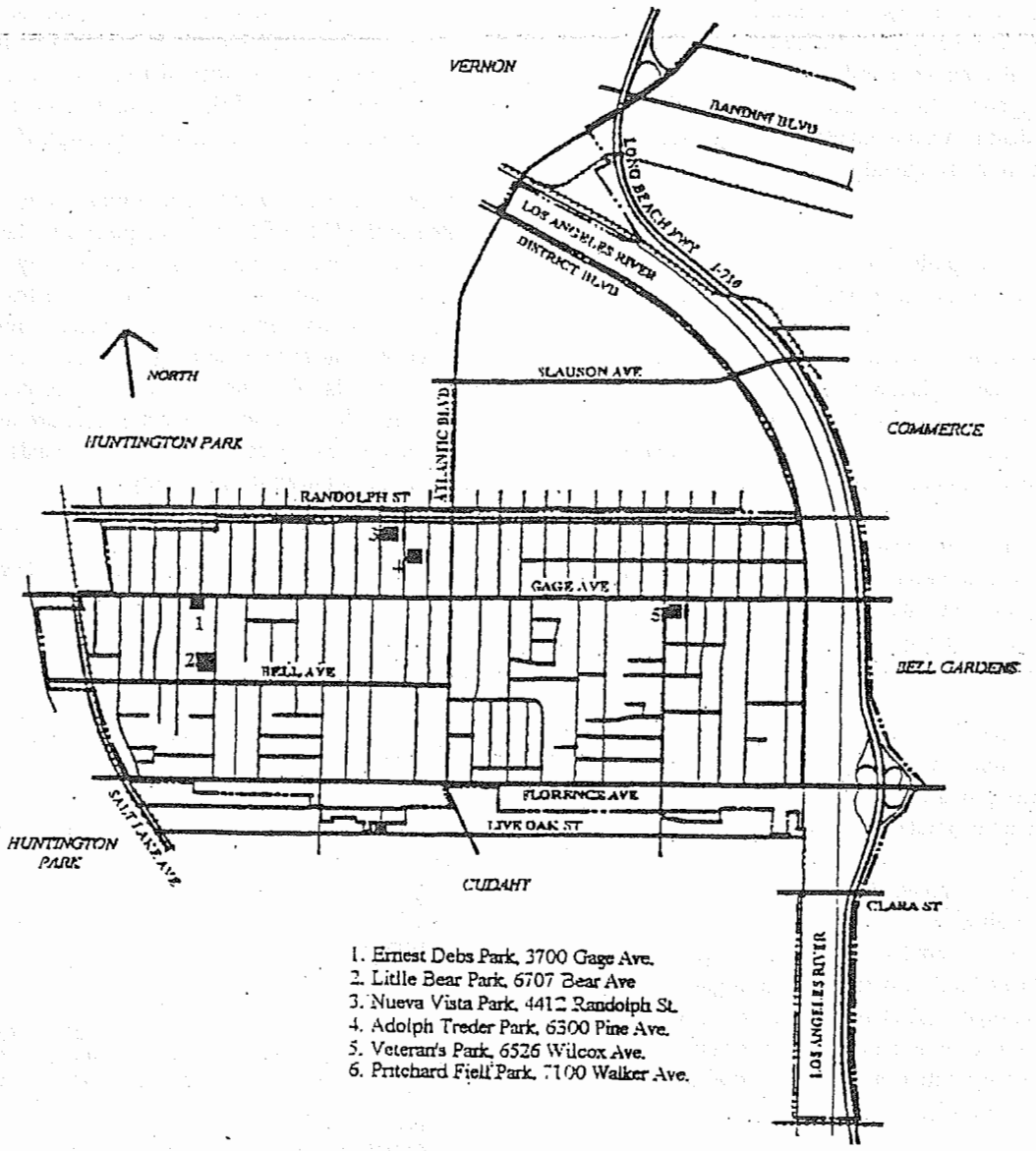
The Basin has a Mediterranean climate, characterized by warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidities. Variations in rainfall, temperatures, and localized winds occur throughout the Basin due to the presence of various mountains and hills inland and the Pacific Ocean on the west. Rain also varies seasonally. Summers are often dry and four to five months can pass with no rain. In the winter, occasional storms often bring rain. Rainfall is lowest in the coastal plain and inland valleys, higher in the foothills, and highest in the mountain areas. Winters are cold but frost is rare, as temperatures seldom fall below 28°F. The annual average daytime temperatures range from 84° F in August to 67°F in January, with temperatures reaching 100°F during the summer months. Annual rainfall in Bell is 10 inches and occurs almost exclusively from late October to early April.

Wind flow patterns affect air quality by directing pollutants downwind of their sources. Local meteorological conditions (such as light winds and shallow vertical mixing) and topographical features (such as surrounding mountain ranges) create areas of high pollutant concentrations by hindering dispersal. Temperature inversions are created by a semi-permanent subtropical high pressure cell over the Pacific Ocean, by trapping cool air near the ground with warm air from the ocean. This hampers dispersion by trapping air pollutants in a limited atmospheric volume near the ground.

During summer, sunshine provides the energy for photochemical reactions between nitrogen oxides and reactive organic compounds which form ozone. Because of the long time period required to form ozone in the atmosphere, ozone concentrations are largely determined by transport patterns. With southwesterly winds occurring on most days in Bell, the ozone transport route into the City is from sources to the west and southwest, and as far as the urban areas of Los Angeles. In turn, ozone pollutants emitted in Bell are most likely to contribute to ozone levels in areas east of the City. Ozone concentrations in Bell generally peak during the afternoon, after noon sunlight has occurred and after the transport of reactive organic compounds from the Los Angeles area. They are greater in summer and early fall, when abundant sunshine exists.

Ozone and other contaminants from urban areas in the region move eastward in the Basin, through mountain passes and up the mountain slopes. These emissions pass through the Beaumont Pass and into the Low Desert area.

In the winter, temperature inversions occur close to ground level during the night and early morning hours. Thus, carbon monoxide and nitrogen oxide concentrations are highest during these times. Carbon monoxide transport is also limited by light wind speeds. Since CO is produced primarily from automobile exhaust, the highest concentrations are found in areas with heavy traffic.



1. Ernest Debs Park, 3700 Gage Ave.
2. Little Bear Park, 6707 Bear Ave
3. Nueva Vista Park, 4412 Randolph St.
4. Adolph Treder Park, 6300 Pine Ave.
5. Veteran's Park, 6526 Wilcox Ave.
6. Pritchard Field Park, 7100 Walker Ave.

EXHIBIT 4: CITY PARKS

Regional and Local Air Quality

Air quality in the Southern California region is highly polluted, even with federal, state and local pollution controls. Ambient air quality standards set by State of California Air Resources Board and the Environmental Protection Agency to protect public health are frequently violated. Ozone levels are being exceeded in the region more frequently than anywhere else in the nation.

Regulations on air pollution control focusing on the reduction of industrial emissions have been expanded to include automobile emissions. Recently, the regulations have included the use of alternatives to transportation, land planning, and energy sources, rather than on expanding technological controls. These actions are leading to greater participation by local governments in controlling air pollution.

The South Coast Air Quality Management District (SCAQMD) is a regional agency charged with the regulation of pollutant emissions and the maintenance of local air quality standards. The SCAQMD samples ambient air at over 32 monitoring stations in and around the Basin. Locations of these stations are shown on Exhibit 5. In 1995, the Basin did not attain national and state standards for ozone, carbon monoxide, nitrogen dioxide, and PM_{10}. The Basin also exceeded state standards for visibility.

Levels of ozone exceed both national and state standards throughout the Basin. The Basin exceeds this standard more frequently than any other area in the United States, and also records the highest peak readings. National and state standards for carbon monoxide are exceeded in more densely populated Los Angeles and Orange counties, but not in Riverside and San Bernardino counties.

The national nitrogen dioxide standard is exceeded only in Los Angeles County. The state nitrogen dioxide standard is exceeded in both Los Angeles and Orange counties, but not in Riverside and San Bernardino counties. PM_{10} levels regularly exceed the national and state standards in Los Angeles, Riverside, and San Bernardino counties, and state standards in Orange County.

Ambient air quality in the City of Bell is characterized by readings taken at the closest SCAQMD pollutant monitoring stations in the cities of Lynwood and Pico Rivera (see Exhibit 5). Table 3 lists the air quality readings at these stations from 1993 through 1995.

Under predominant wind conditions, emissions generated in the City of Bell are dispersed to the east and northeast during the day, and slowly drift southwest or south at night. Local emissions contribute to regional ozone concentrations downwind, but can, under stagnant meteorological conditions, add to localized levels of ozone and other pollutants. At the same time, local ozone concentrations are due to nitrogen dioxide and reactive organic compounds from areas west and southwest of the City.

TABLE 3 - AIR MONITORING STATION READINGS

Pollutant	1993	1994	1995
Carbon Monoxide (CO)			
Max. 1-hr conc.(ppm)	21/9	25/10	17/10
Max. 8-hr conc.(ppm)	14.6/6.4	18.1/9.3	13.9/7.9
No. days federal std. exceeded	22/0	22/0	13/0
No. days state std. exceeded	29/0	26/1	15/0
Ozone (O_3)			
Max. 1-hr conc.(ppm)	0.12/0.19	0.12/0.22	0.09/0.18
No. days federal std. exceeded	0/33	0/21	0/20
No. days state std. exceeded	7/76	2/63	0/66
Nitrogen Dioxide (NO2)			
Max. 1-hr conc.(ppm)	0.23/0.26	0.20/0.24	0.21/0.23
No. days federal std. exceeded	0/0	0/0	0/0
No. days state std. exceeded	0/1	0/0	0/0
Sulfur Dioxide (SO2)			
Max. 1-hr conc.(ppm)	0.03/--	0.02/--	0.03/0
No. days federal std.exceeded	0/--	0/--	0/--
No. days state std. exceeded	0/--	0/--	0/--
Suspended Particulates(PM_{10})			
Max.24-hour conc.(ug/m^3)	--/--	--/--	--/--
% samples exceeding federal std.	--/--	--/--	--/--
% samples exceeding state std.	--/--	--/--	--/--

ppm = parts per million
ug/m^3 = micrograms per cubic meter
Note: Readings are provided as "Lynwood/Pico Rivera" stations
Source: SCAQMD Air Quality Data - 1993 through 1995.

The City of Bell is largely residential, developed with single family and multi-family dwellings. Although primarily residential, the City also provides local commercial and industrial establishments. There are manufacturing uses in the Cheli Industrial area and commercial uses along major arterial roadways which provide local employment in the City.

Local sources of air pollution in Bell consist mainly of vehicle trips to and from the City. As a residential community, most of the trips in the Central City are home-based trips. Industrial uses within the Cheli Industrial area generate largely work-based trips.

Traffic on the I-710 freeway also generates pollution in the City. Trains along the AT&SF, UPRR and SPRR railroads contribute to local emissions. Stationary sources include equipment and appliances in the commercial and industrial uses in the City.

The City has no special controls on fugitive dust other than complying with the SCAQMD's nuisance regulations. Developers must submit a grading plan before receiving a grading permit; the plan must include dust control measures, such as periodic watering, soil binders, etc.

The City uses Title 24, but has no additional ordinances. The City has no fuel-saving or alternate fuel vehicles.

OPEN SPACE/CONSERVATION/ RECREATION OBJECTIVES & POLICIES

The Bell Open Space/Conservation/Recreation Element contains the following objectives and policies.

- The City will make every effort to provide healthful, educational, and creative recreational programs.
- The City will make every effort to expand programs for Hispanics, youth and seniors.
- The City will make every effort to expand youth sports.

As part of this Element, the City will strive to continue in the implementation of the following policies related to open space and conservation:

Policy 1. The City of Bell will recognize the social, economic and aesthetics benefits which accrue from the preservation of open space.

Policy 2. The City of Bell will provide a balanced range of recreational opportunities for all age levels within the community.

Policy 3. The City of Bell will maintain a high level of maintenance for all recreational facilities.

OPEN SPACE/CONSERVATION/ RECREATION PLAN

The Open Space/Conservation/Recreation Plan for the City of Bell calls for maximum protection of the natural environment and available resources. The plan's major components address the conservation of local resources and the provision of parks and recreation facilities. The plan provides a citywide approach to the utilization, conservation and management of the City's resources. The plan consists of programs for preservation of significant resources and standards for development in areas with identified resources. The plan also address parks, recreation facilities, and open space. Guidelines for overall development of recreation opportunities in the city and standards for park development are outlined in the plan. The following programs will be implemented to ensure the City's policies are realized:

Street Tree and Landscaping Program. To achieve a "sense of natural openness", the City has instituted very successful programs involving street trees and landscaped railroad rights-of-way. This specialized street tree and landscaping exists along several city streets.

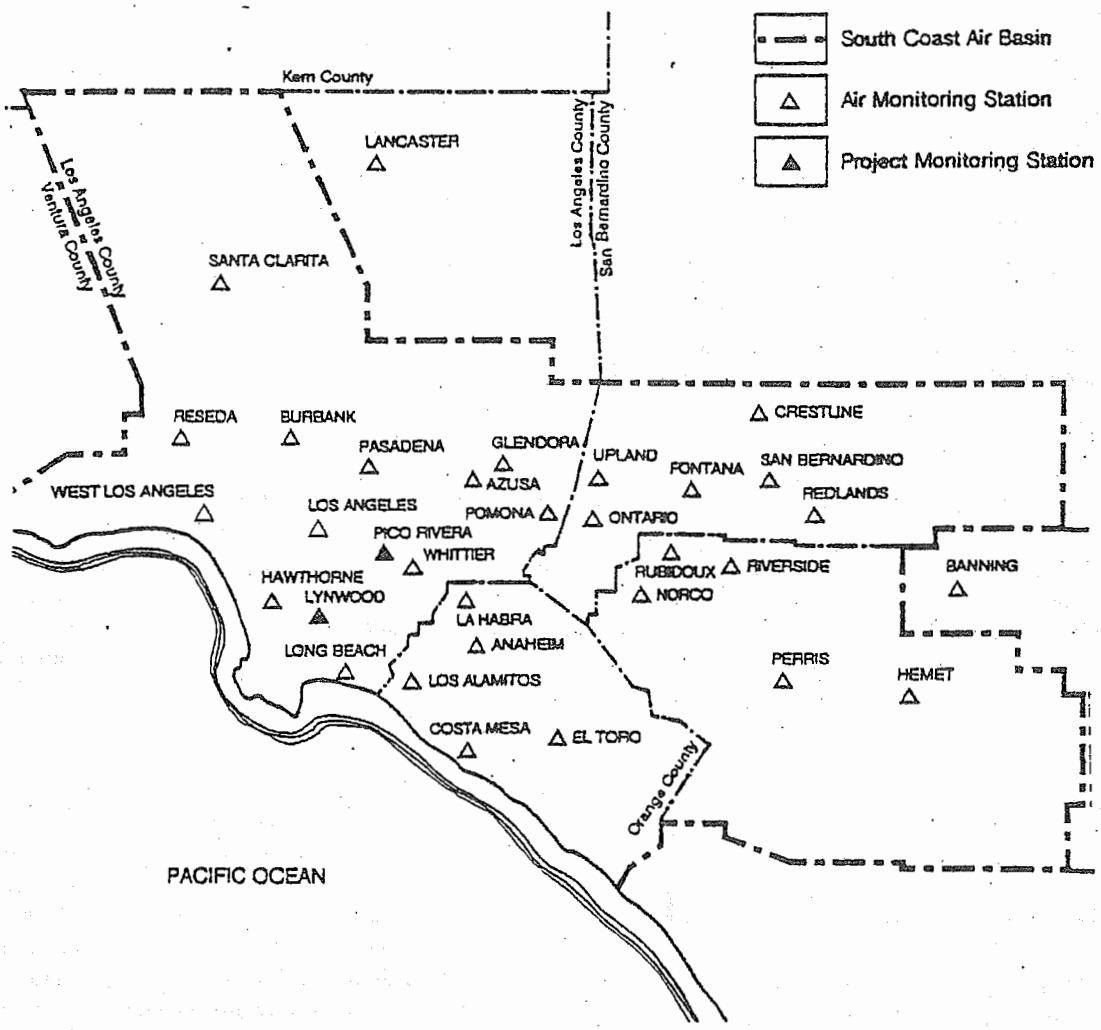


EXHIBIT 5:
AIR QUALITY MONITORING STATIONS

Street trees have been planted along Gage Avenue and Florence Avenue. In addition, Atlantic Avenue has a fully landscaped median that includes street trees and monument signs. There is a passive rest area with benches and a tree at the intersection of Otis and Gage Avenues. Moreover, the railroad right-of-way along Randolph Street has been planted with flowering bushes. The residential street rights-of-way are lined with street trees.

Signage Control Program. This program is adopted and will continue to be directed at major thoroughfares to improve scenic urban corridors.

Commercial Rehabilitation Program. This program focuses on improving the aesthetic appeal of the built environment. Through CDBG grants in the past, the CRA funded a program which provided rebates to business owners to encourage them to complete facade improvements.

Parks and Recreation Program. There is a need to continue the existing level of service of parks and recreation for current and future residents. The Recreation Division of the Parks and Recreation Department is charged with the responsibility of conducting a diversified public recreation activities program for persons of all ages. There are four additional actions which area beneficial to enhancing the services provided by the City. These actions are included in the following list:

- Adoption of a policy which states that the City's park land standard is one-acre per 1,000 population.
- Establish as high priority needs the provision of an extended swimming program in cooperation with the Los Angeles Unified School District and the development of additional baseball fields.
- Conduct an outreach program to increase participation in local park and recreation resources by residents of certain neighborhoods and population groups such as the transportation-dependent.
- Publish a newsletter on a quarterly basis so that community residents are acquainted with the services provided by the City.

Bell Community Center. During the course of completing the household interviews, the idea of a community center was very favorably received by City residents. A community center was developed at Treder Park between Pine Avenue and Clarkson Avenue. The facility has 8,000 square feet of floor area and experiences high user participation.

Tot Lots/Mini Parks. Bell has an evident need for additional space for parks and open space. The Pritchard Field was developed to provide an additional softball field to meet demand. Given physical and economic circumstances, it is impractical to plan for the acquisition and development of large-scale open space or park areas. In this light, it is beneficial to consider the implementation of a tot lot/mini park program to add more open space and recreational opportunities. This program also would be of value to the City's transportation dependent population who may experience some difficulty in gaining access to the City parks.

According to the standards of the National Recreation and Park Association, there should be one tot lot/mini park of 2,500 square feet to one-acre in size for every 500 to 2,500 persons. The application of this standard means that the City should have a minimum of 11 tot lot/mini parks; however, this great a number of facilities is impractical due to the lack of suitable sites and land, development and maintenance costs. The development of two to three facilities of this kind may be an achievable objective in the years ahead.

The parks are in the process of being renovated through the CDBG grants and park grant funds and new tot lot equipment shall be designed to meet the American Disabilities Act (ADA) standards.

Inter-agency Coordination Program. Use of Bell High School facilities by City residents is enabled by an agreement with the Los Angeles Unified School District. The City of Bell Parks and Recreation

Department requests, through permits, facility time at the High School. During the year, the City is permitted to use the facilities for basketball, football and baseball games and for other sports groups. The School District makes available the lighted baseball and football field, as well as the basketball courts to the City of Bell, when these facilities are not used by the District as part of the regular school instructional program, for co-curricular activities, or by the School Youth Services Program. An example of this is the joint use of the Nueva Vista School ballfield.

Tree Maintenance Agreement. The City of Bell will explore the possibilities for the joint purchase and use of tree maintenance equipment with adjacent cities.

Quimby Act. The City will consider adopting the Quimby Act provisions to the extent they apply in Bell.

■NOISE ELEMENT■

CITY OF BELL
2010 GENERAL PLAN

THE
CITY OF BELL

INTRODUCTION TO THE ELEMENT

The City of Bell Noise Element outlines the factors affecting the noise environment in the City. Measures the City will implement to eliminate noise problems are also discussed. Every day, people are subjected to noise associated with common day-to-day activities. The effects of noise generally depends on its loudness, duration, and the time of day. Intermittent and constant high levels of noise could lead to a variety of problems including physical stress, ailments, discomfort and nuisance.

The City of Bell Noise Element describes the existing and future noise environment in the City. Noise control programs and measures designed to reduce ambient noise will also be discussed.

Relationship to the General Plan

As mandated by the California Government Code, the City of Bell Noise Element analyzes noise problems in the City and provides guidelines to limit community exposure to excessive noise levels. The Element follows the guidelines established by the Office of Noise Control of the State Department of Health Services. California Government section 65302(f) states:

"A noise element shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels..."

With the majority of the planning area devoted to residential uses, it is important that noise sources are controlled at the source and are located away from noise sensitive land uses. The Noise Control Plan, which is included in this Element, identifies relevant regulations related to noise control along with standards related to building design and land use compatibility.

The Noise Element indicates existing and future levels of traffic noise along major roads and highways. Noise contours are plotted to illustrate noise levels in areas adjacent to roadway. The noise contour maps identify existing noise levels in the City and projected noise levels expected from future traffic.

The ambient noise is to be illustrated through the use of noise contours. This way the Noise Element serves as a guide for development to minimizing the potential for noise exposure. The Noise Element identifies areas of the City which may not be suitable locations for noise-sensitive land uses. The Noise Element also indicates possible solutions that will be effective in addressing existing and foreseeable noise problems.

The Noise Element consists of the following sections:

- ***Background for Planning.*** The noise sources and noise sensitive land uses are identified in this section, along with the ambient noise levels as obtained through noise surveys and estimated roadway noise from traffic volumes.
- ***Noise Element Objectives and Policies.*** Individual goals related to noise control, along with supporting policies, are listed in this section. Implementing programs are also identified.
- ***Noise Mitigation Plan.*** The Noise Mitigation Plan indicates City's noise control programs and existing noise regulations adopted by various State and federal agencies.

BACKGROUND FOR PLANNING

Characteristics of Noise

Community noise levels are typically measured in terms of the A-weighted decibel (dBA). A-weighing

is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Additional units of measurement have been developed to evaluate the longer term characteristics of sound. One of the more common noise measurements uses statistical samples in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level that is exceeded 10% of the time. The L_{50} noise level represents the median noise level; half the time, noise exceeds this level, and half the time noise is less than this level. The L_{90} noise level represents the background noise level experienced during 90% of the time. The equivalent noise level (Leq) is a single-number representation of the fluctuating sound level in decibels over a specified period of time.

Community Noise Equivalent Level (CNEL) is the noise measurement that represents an average of all measured noise levels obtained over a specified period of time. The CNEL scale includes an additional 5 dB adjustment to sounds occurring in the evening (7:00 p.m. to 10 p.m.) in addition to the 10 dB adjustment to sounds occurring in the late evening and early morning hours (between 10:00 p.m. and 7:00 a.m.). Representative noise sources and sound levels are shown in Exhibit 1.

Noise Sources in the City

The major sources of noise in the City consist of vehicular traffic on the Long Beach Freeway (I-710) and on major arterial roadways which pass through the City.

Noise from trains using the Atchison, Topeka and Santa Fe (AT&SF), Union Pacific (UPRR) and Southern Pacific (SPRR) rail lines are a secondary source of mobile noise. The AT&SF line runs through the Cheli Industrial area and does not affect any residential area. The UPRR line along the western section of the City affects residential uses at the western end of the City. The SPRR along Randolph Street also affects residential uses, although the SPRR line along Ardmore is not located near any residential use.

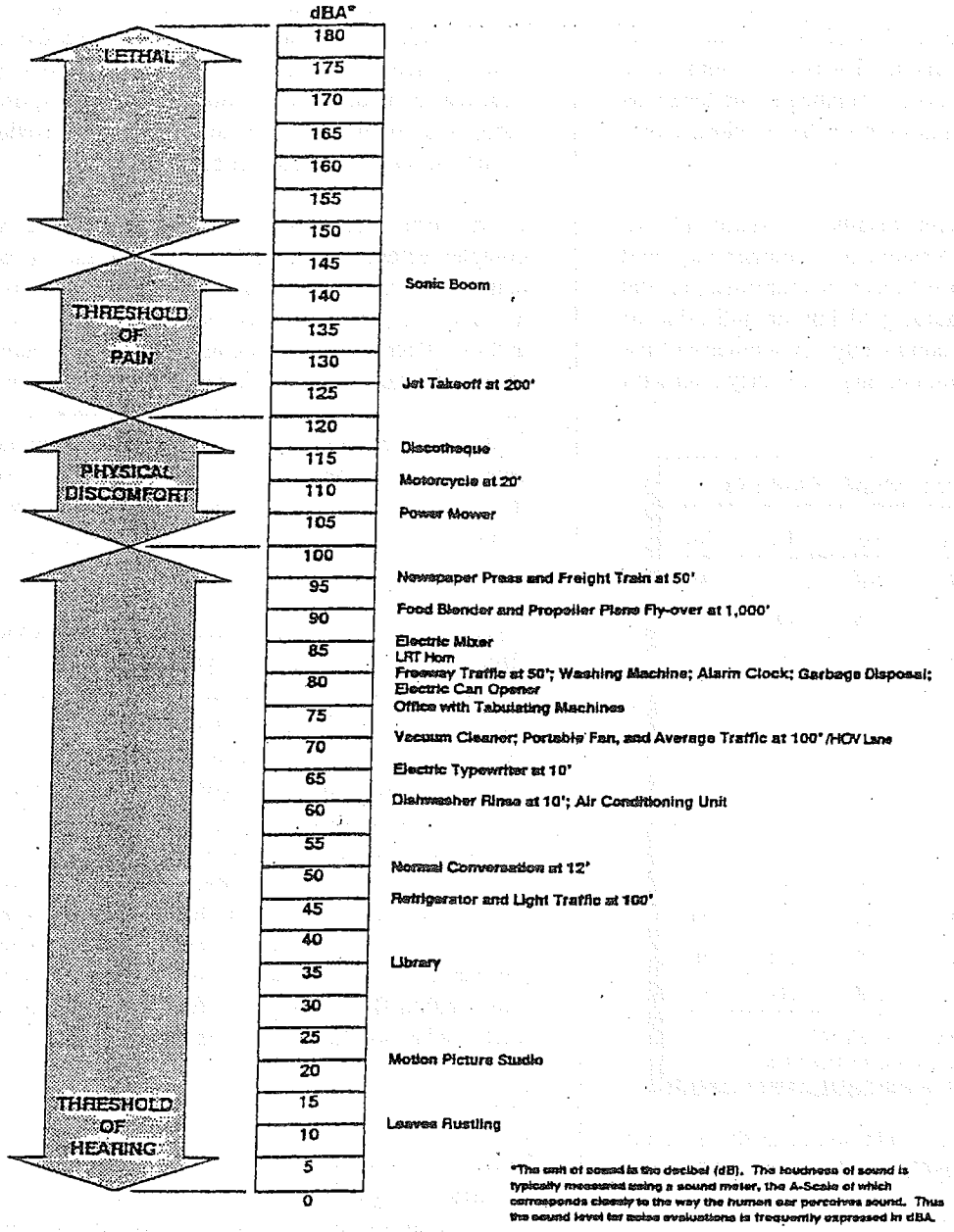
Stationary noise sources in Bell are concentrated in the Cheli area and the commercial areas along Gage, Florence and Atlantic Avenues. Industrial activities may result in high noise levels when machinery is in operation. The Cheli Industrial area, where the majority of the City's industrial uses are located, is separated from the City's residential areas. As a result, noise from the industrial operations do not affect residents in Bell or adjacent communities.

Residential areas contribute resident gatherings and activities, vehicles and operating household equipment to the ambient noise environment. Schools create their own type of noise from buses, students, school activities, and outdoor games.

Noise Sensitive Land Uses

Hospitals and convalescent homes, churches, libraries, schools, and child care facilities are considered noise-sensitive uses and are best located away from noise sources. Noise sensitive land uses in the City include Woodlawn School and other schools, Bell Convalescent Hospital, the library, parks, and residential areas. These uses are subject to vehicular and stationary noise in the surrounding area. The residential areas along the eastern portion of the City are separated from the I-710 by the Los Angeles River. The freeway, as it passes through the City, is also below grade relative to surrounding development. Thus, the effects of freeway noise are reduced. Other noise sensitive uses such as schools and child care facilities, churches, etc. are not found near the I-710 freeway and thus, no significant exposure to vehicular noise from the freeway occurs on these land uses.

Residential developments and mobile home parks are located along the City's major thoroughfares and may be subject to vehicular noise throughout the day. Some residences are also located near the railroad tracks and are exposed to train noise during certain times of the day and night.



*The unit of sound is the decibel (dB). The loudness of sound is typically measured using a sound meter, the A-Scale of which corresponds closely to the way the human ear perceives sound. Thus the sound level for noise evaluations is frequently expressed in dBA.

EXHIBIT 1: TYPICAL NOISE LEVELS

Community Noise Survey

A community noise survey was conducted as part of the Noise Element's update in 1996 to document the existing noise environment. Twelve locations were selected for the surveys corresponding to the locations visited during the preparation of the previous Noise Element.

The noise measurement results are representative samples of urban residential, commercial, and industrial areas. These noise measurement results may be used as a general guideline or indication of noise levels within the community. A summary of the noise measurements taken during a weekday afternoon are shown in Table 1.

TABLE 1 - NOISE MEASUREMENTS

SITE #	L_{MAX}	L_{10}	L_{50}	L_{90}
1	134	101	94	88
2	123	108	103	95
3	114	102	93	81
4	132	111	106	101
5	120	107	101	90
6	118	110	106	98
7	122	117	115	110
8	126	117	114	109
9	121	110	104	99
10	110	103	101	99
11	122	108	104	102
12	132	118	111	107

Site locations are provided in Exhibit 2.
Source: Blodgett/Baylosis Associates, 1996.

As shown, traffic noise levels dominate the ambient noise environment along Gage, Florence, and Eastern Avenues, and the I-710 Freeway. These noises affect residences, trailer parks, a convalescent home, and other noise sensitive uses located along major roadways.

Traffic Noise Levels

Noise along transportation corridors are highest along major roadway and decrease as the distance from the roadway (noise source) increases. Thus, they may be shown as contours representing equal noise exposures along the roadway. The noise contours provide a visualization of estimates of sound level.

Land forms and man-made structures have very complex effects on sound transmission and on noise contours. Generally, solid barriers between a source and receiver, such as hills, berms and walls absorb and/or reflect noise resulting in a quieter environment. Where barriers or land forms do not interrupt the sound transmission path from source to receiver, the contours prove to be good estimates of average noise level. In areas where barriers or land forms interrupt the sound path, the noise contours overestimate the extent to which a noise intrudes into the community.

The City of Bell roadway noise contour data were generated with the Federal Highway Administration's Highway Traffic Noise Prediction Model, U.S. Department of Transportation (1978). Model input data included existing average daily traffic levels; day/evening/night percentages of autos, medium, and heavy trucks; vehicle speeds; ground attenuation factors; and roadway widths. The distance from the roadway centerline to the roadway's 60, 65 and 70 dB CNEL contours for the existing conditions (1996) are provided in Table 2. As indicated in Table 2, Atlantic Avenue, Florence Avenue, Eastern Avenue, Slauson Avenue, and Gage Avenue are the major generators of noise within Bell. The I-710 freeway also generates traffic noise within the City, as shown in Exhibit 3.

Train Noise

Trains create individual noise impacts lasting several minutes during each pass. Noise from passing trains is dependent on the number of trains, speed, type of tracks, grade crossings, track curves, crossing bells and train horns, and the type of trains.

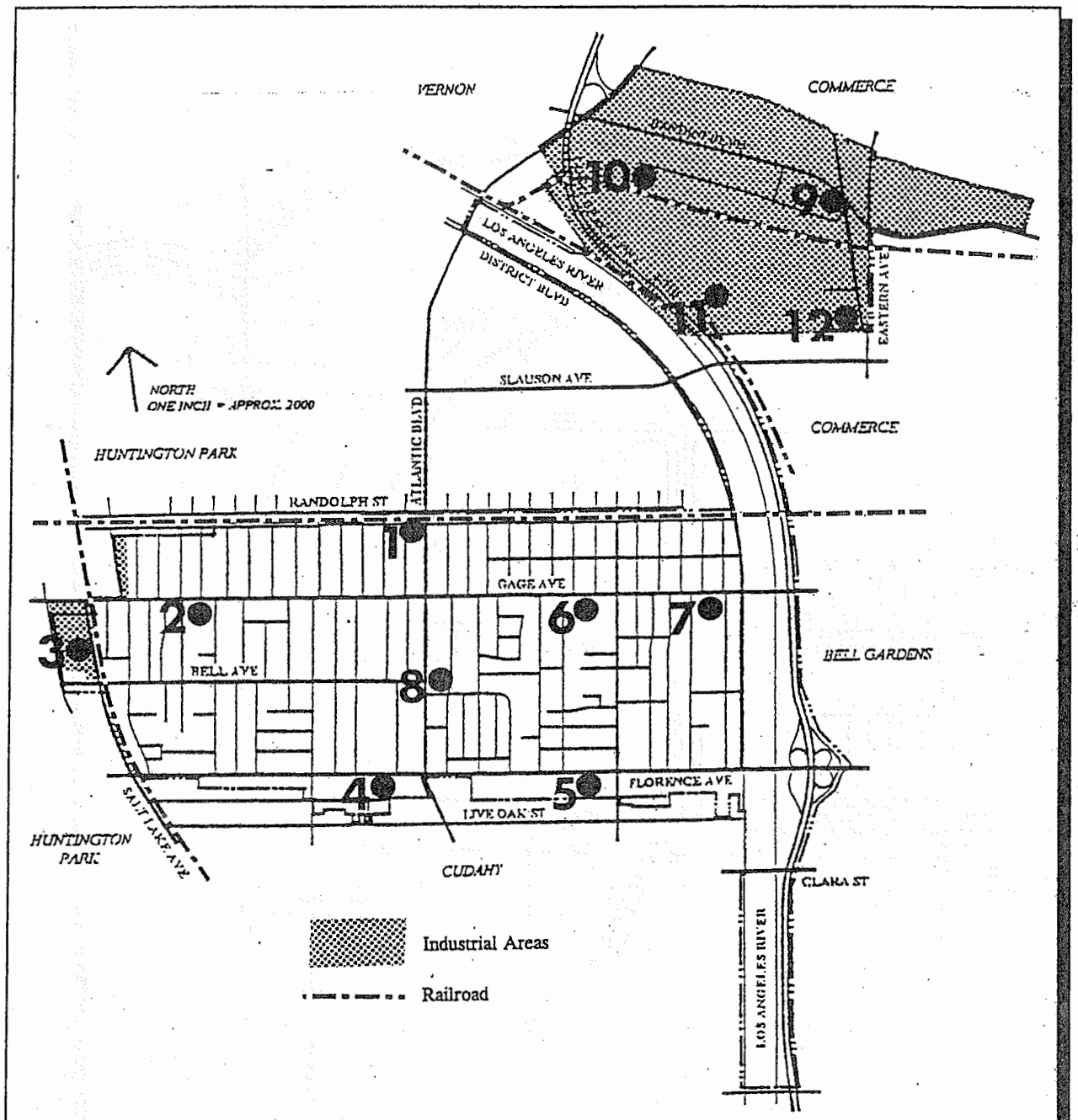


EXHIBIT 2:
NOISE MEASUREMENT LOCATIONS

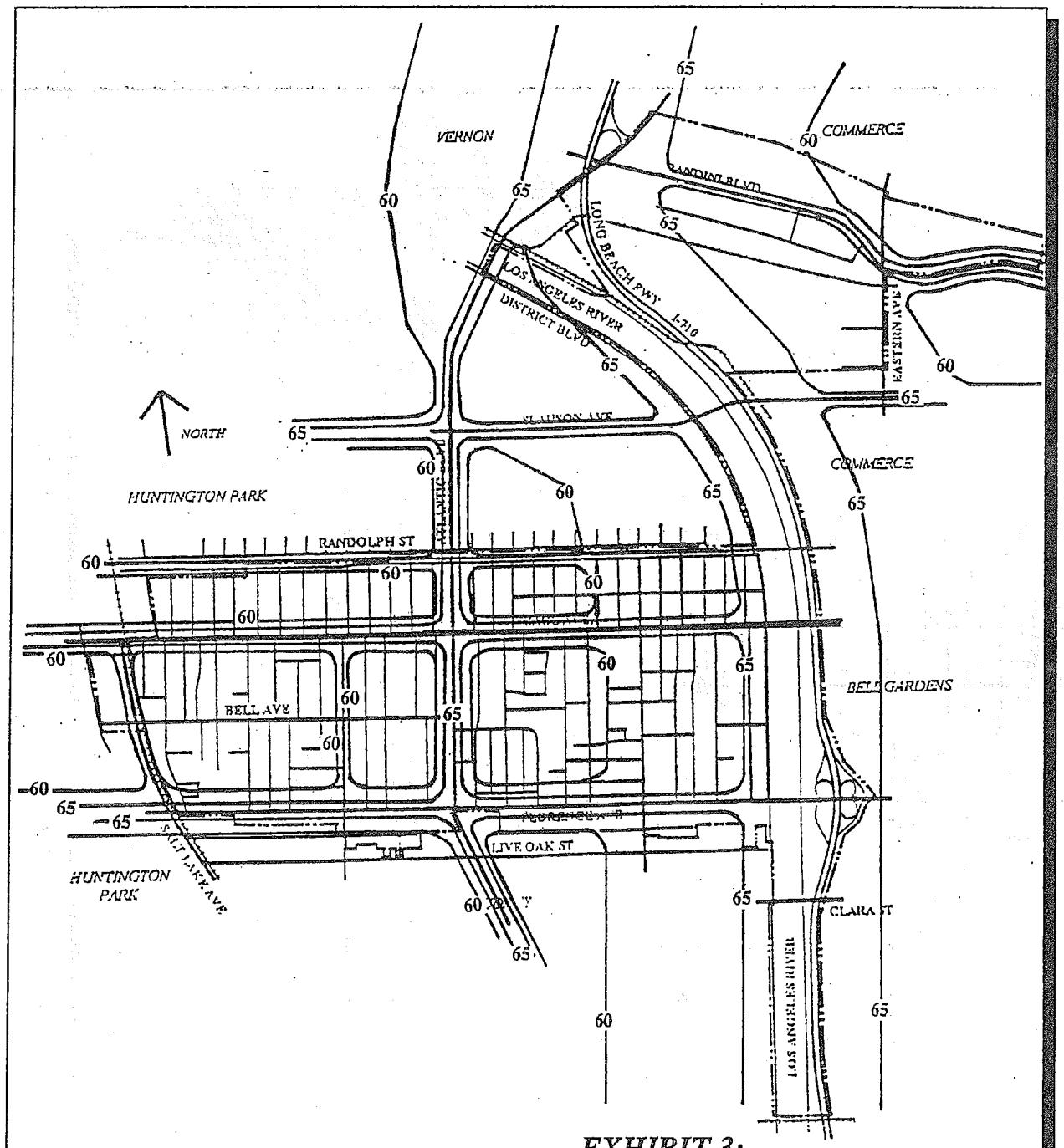


EXHIBIT 3:
EXISTING NOISE CONTOURS

TABLE 2 - EXISTING TRAFFIC NOISE

Roadway Segment	70 CNEL	65 CNEL	60 CNEL	dBA @ 50'
Atlantic Ave.	0.0	80	221	64.2
Atlantic Blvd.	0.0	154	446	66.7
Bandini Blvd.	0.0	81	225	64.3
California Ave	0.0	0.0	76	60.1
Eastern Ave.	0.0	67	172	63.1
Florence Ave.				
e/o Atlantic	0.0	120	357	66.4
w/o Atlantic	0.0	95	272	65.2
Gage Ave.	0.0	74	197	63.7
Otis Ave.	0.0	0.0	68	59.6
Randolph St.	0.0	0.0	63	59.2
Slauson Ave.	0.0	90	211	63.3
Walker Ave.	0.0	0.0	56	58.6
Wilcox Ave.	0.0	0.0	83	60.6
I-710	330	1026	3240	75.4

[a] Does not consider any obstructions to the noise path.
[b] Traffic noise levels for receptors within 50 feet of the roadway centerline would require a site-specific analysis to determine the CNEL values.
Source: Blodgett/Baylosis Associates, 1996.

The Southern Pacific Railway Company (SPRR) currently maintains a double track adjacent to northern end of the City, with their tracks running west to east along Randolph Street. Train operations occur at all hours and change in response to customer needs. Currently, an average of 8 diesel trains run along these tracks during the daytime and nighttime periods.

The AT&SF tracks along the northern end of the Cheli Industrial area handles an average of 20 trains per day with each train carrying 93 container units. The L.A. Junction Railroad operates tracks and spurs within the Cheli Industrial Area.

The UPRR tracks along Salt Lake Avenue on the western end of the Central City are used by approximately 7 trains daily, with the majority of train trips occurring between 7 am and 7 pm.

Airport Noise

The City of Bell is not located within the noise impact areas of nearby airports, although there are several commercial airports serving the Bell area: the Long Beach Airport, the Compton Airport, and the Los Angeles International Airport in Los Angeles. Overflights from these airports are sources of aircraft noise in the City of Bell.

NOISE OBJECTIVES, POLICIES, & PROGRAMS

This Noise Element, thus far, has identified a number of noise related problems and issues within the City. A number of policies and programs have also been identified by the City to assist in controlling noise in the City. Short-term strategies for noise reduction in Bell consist mostly of the enforcement of noise control guidelines and design measures to protect noise-sensitive areas from traffic noise. Long-term strategies for noise reduction will be contingent upon future development and land use planning, especially along major traffic routes, and along the railroads.

The following policies have been adopted by the City of Bell to assist in controlling noise generation and exposure in the City:

Policy 1. Noise barriers will be constructed along the Southern Pacific and Union Pacific rail line corridors where residences exist adjacent to the main tracks.

Policy 2. The City will consider planning guidelines which include noise control for all new residential developments and condominium conversion projects.

Policy 3. Future projects within the City will reflect a consciousness on the part of the City regarding the reduction of unnecessary noise near existing noise-sensitive areas such as residences, parks, hospitals, libraries, convalescent homes, etc.

Policy 4. The City will develop a policy for noise abatement and control of residential, commercial and industrial activities within the City such that intrusive noise is limited to acceptable standards.

Policy 5. The City will encourage the reduction of noise throughout Bell.

Specific programs designed to successfully implement the policies cited above are described in this section of the Noise Element. These programs are grouped into five categories, each relating to the corresponding policy.

Train Noise Mitigation Program. The City will construct noise barriers in residential areas where existing homes are directly adjacent to the main tracks. Residential locations directly adjacent to rail lines are exposed to noise in the range of 90 to 110 dBA during train pass-bys. The construction of noise barriers with heights of 13 to 15 feet should be considered as a noise reduction measure. Construction of a sound barrier must be as close as possible to the track in order to be effective and economically feasible. This requires the actual construction of the barrier on the rail line rights-of-way which is under the management of the SPRR and the UPRR. Such construction requires the approval of, cooperation of, and coordination with these railway companies.

The City will also encourage the AT&SF, SPRR, and UPRR to reduce the level of noise produced by train movements within the City. This can be accomplished by regular maintenance of the track and trains. Use of the trains' horns should also be minimized if at all possible. The City will also monitor the existing operations on the rail lines as well as any plans for future development. Any actions that increase the level of noise throughout the City will be discouraged.

Land Use and Noise Guidelines. The City will adopt guidelines which consider noise as an early factor in planning future residential developments. In addition, the City will require that the State's Noise Insulation Standards be applied to all new single family and condominium conversion projects.

Portions of the City are currently affected by high levels of traffic noise, as shown in the noise contour maps of Exhibit 3. An acoustical analysis should be required for all new residential and condominium conversion projects within the 60 dB CNEL contour of the freeway, arterials, and rail lines within the City. This analysis should indicate the existing and projected CNELs on the site and the method(s) by which the noise is to be controlled or reduced to no more than 65 dB within the exterior living space, and no more than 45 dB within the interior living space of the project. This latter standard requires that the City extend the application of the State's Noise Insulation Standards to all new single family and condominium conversion projects. Currently, they only apply to all new multi-family units (apartments, motels, etc.).

Noise Reduction in New Development. Noise should be considered early in the development of new residential or noise-sensitive construction. The location and orientation of the residential buildings may be configured to minimize or eliminate a noise problem for a site adjacent to the freeway, arterials, or rail lines. Other effective noise reduction tools include the use of berms, sound reducing walls, and generous setbacks.

Interior CNEL levels may be reduced to 45 dB or less by installing sound rated windows suitable for the noise reduction required, insulating exterior walls and roofing systems to reduce the interior noise to acceptable levels, and by locating (or eliminating) vents, mail slots, etc., to minimize sound propagation into the home.

Noise Reduction Strategies. The City will reduce unnecessary noise in the vicinity of noise-sensitive locations by taking the following actions:

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

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

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

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

Noise Control for City Equipment. The City will consider noise control requirements for all new equipment purchases.

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

NOISE MITIGATION PLAN

Noise Control Regulations

The federal government preempts local control of noise from aircraft operations, railroads, freeways, occupational noise, and federally-funded projects. The State controls vehicular noise at the time of manufacture and during operation on public roads, as well as noise from in the work place, classrooms, libraries, multi-family projects, motels and hotels.

The City shall coordinate with federal, state and county agencies on noise control programs and legislation, where necessary or required by law. These agencies include the Department of Housing and Urban Development, Department of Labor, the Environmental Protection Agency, the Federal Highway Administration, the State Department of Health, State Department of Transportation, Los Angeles County, and the State Department of Motor Vehicles.

Occupational Health and Safety Act (OSHA): In 1969 and 1970, the Department of Labor established occupational noise regulations through the Walsh Healey Public Contracts Act and set standards for noise exposure for all businesses engaged in interstate commerce through the Occupational Safety and Health Act (OSHA). OSHA standards are described in Table 3 below.

Federal Highway Works Administration (FHWA): The FHWA has established design standards for different land uses. These standards apply to the planning and design of federally-funded highway projects, and are expressed in terms of both Equivalent Noise Level (Leq) and L_{10} (see Table 4).

TABLE 3 - PERMISSIBLE NOISE EXPOSURE IN THE WORKPLACE

Duration-Hour Per Day	Sound Level, dBA
8	90
6	92
4	95
3	97
2	100
1	105

Source: Department of Labor Occupational Noise Exposure Standards, Code of Federal Regulations, Title 29, Chapter XVII Part 1910, Subpart G, 36 FR 10466, May 29, 1971, as amended and corrected through June 19, 1983.

TABLE 4 - NOISE ABATEMENT CRITERIA

Land Use	Leq, dBA	L_{10}, dBA
Tracts of land in which serenity and quiet are of extraordinary significance i.e., parks and open spaces	57 (Exterior)	60 (Exterior)
Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals	67 (Exterior)	70 (Exterior)
Developed lands, properties or activities not included above	72 (Exterior)	75 (Exterior)
Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.	52 (Interior)	55 (Interior)

Source: Department of Transportation, Federal Highway Administration Highway Noise Control Standards and Procedures, Title 23, Code of Federal Regulations. Chapter 1, Subchapter J, Part 772, 38, FR 15953, June 19, 1973, as amended through May 29, 1979.

Federal Highway Works Administration (FHWA): The FHWA has established design standards for different land uses. These standards apply to the planning and design of federally-funded highway projects, and are expressed in terms of both Equivalent Noise Level (Leq) and L_{10} (see Table 4).

TABLE 5 - HOUSING SITE ACCEPTABILITY STANDARDS

Land Use Suitability	Ldn (CNEL)	Special Approvals and Requirements
Acceptable	<65 dB	None
Normally Unacceptable	65 dB - 75 dB	Special environment clearance & 5 dB add'l attenuation for building within 65 - 70 dB Ldn and 10 dB add'l attenuation for building w/in 70 dB - 75 dB Ldn.
Unacceptable	75 dB +	Submittal of environmental impact statement.

Source: HUD Environmental Criteria and Standards, Title 24, Code of Federal Regulations, Part 51, at 44 FR 40860, July 12, 1979; amended by 49 FR 880, January 6, 1984.

Noise Control Act: In 1972, the Noise Control Act, authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels) and welfare (annoyance levels) with an adequate margin of safety (see Table 6).

California Streets and Highway Code: Division 1, Chapter 1, Article 6 of this code requires State-funded noise abatement programs for freeway construction or any use which will result in noise levels exceeding 55 dBA L_{10} or 52 dBA Leq at existing classrooms, libraries, multi-purposes rooms, and spaces used for pupil personnel services of a public or private elementary or secondary school. The noise abatement program may include installing acoustical materials, eliminating windows, installing

air conditioning, or constructing sound buffer structures or other measures.

TABLE 6 - RECOMMENDED NOISE LEVELS

Effect	Level	Area
Hearing Loss	Leq(24) ≤ 70 dB	All areas.
Outdoor activity interference and annoyance	Ldn ≥ 55 dB	Outdoors in residential areas and farms and other outdoor areas.
	Leq(24) ≤ 55 dB	Outdoor areas where people spend limited amounts of time (school yards, playgrounds, etc).
Interfere with Indoor activities	Leq(24) ≤ 45 dB	Indoor residential areas.
	Leq(24) ≤ 45 dB	Other indoor areas with human activities such as schools, etc.

Sources: U.S. Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety." March 1974.

California Motor Vehicle Code: The State of California has adopted noise standards for areas not regulated by the federal government. State standards regulate noise levels of motor vehicles and motor boats, establish noise impact boundaries around airports, regulate freeway noise affecting classrooms, sound transmission control, occupational noise control, and identify noise insulation standards. The California Motor Vehicle Code sets operational noise limits according to the type of vehicle and date of manufacture. Table 7 describes noise standards for vehicle operation at various speeds.

Sound Transmission Control Standards: The California Administration Code, Title 24, Building Standards, Chapter 2.35 outline noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. It requires an interior noise level of 45 dB CNEL or less for residential projects. For residential buildings or structures within the 60 dB CNEL of an airport, or vehicular or industrial noise source, an acoustical analysis must be made to show compliance with the standards.

TABLE 7 - CALIFORNIA MOTOR VEHICLE NOISE LIMITS FOR VEHICLES

Operation of Vehicle	35 mph or less	36 to 45 mph [2]	Over 45 mph [2]
A motor vehicle with a manufacturer's gross vehicle weight rating of 6,000 lbs + & any combination of vehicles towed by such a vehicle.	82 dBA	–	–
A motor vehicle with a manufacturer's gross vehicle weight rating of 10,000 lbs + & any combination of vehicles towed by such a vehicle.	–	86 dBA	90 dBA
A motorcycle other than a motor driven cycle.	77 dBA	82 dBA	86 dBA
Any other motor vehicle and any combination of vehicle towed by such a vehicle.	74 dBA	76 dBA	82 dBA

[1] On streets with a grade not exceeding Ý 1 %.
[2] On any street.

Source: Excerpts from the California Motor Vehicle Code, 1988.

Noise standards in Title 21, Public Works, Chapter 25, Division of Aeronautics, of the same code require compatible land uses within a criterion CNEL contour for airports. Compatible and incompatible land uses have been identified for areas within an

airport's 65 dB CNEL. Occupational Noise Control Standards are also found in Title 8, Industrial Relations, Chapter 4 of the state Administrative Code. It provides permissible noise level exposure at the work place in terms of permitted hours per workday.

Incompatible land uses within the 65 dB CNEL include: single-family dwellings, multiple-family dwellings, trailer parks, schools of standard construction, and hospitals. Compatible land uses within the 65 dB CNEL include: agricultural, airport uses, industrial uses, commercial uses, open space, and high rise apartments. High-rise apartments must be provided adequate protection against exterior noise has been included in the design and construction, along with a central air conditioning system. Adequate protection means the noise reduction (exterior to interior) shall be sufficient to assure that interior community noise equivalent level in all habitable rooms does not exceed 45 dB during aircraft operations.

California Occupational Noise Control Standards: The California Code of Regulation, Title 8, Industrial Relations, Chapter 4, as revised and effective September 28, 1984, outlines permissible noise exposure at a work place, as shown in Table 8.

TABLE 8 - CALIFORNIA OCCUPATIONAL NOISE CONTROL STANDARDS

Sound Level dB(A)	Permitted Hours of Exposure
90	8 hours/day
95	4 hours/day
100	2 hours/day
105	1 hour/day
110	0.5 hour/day

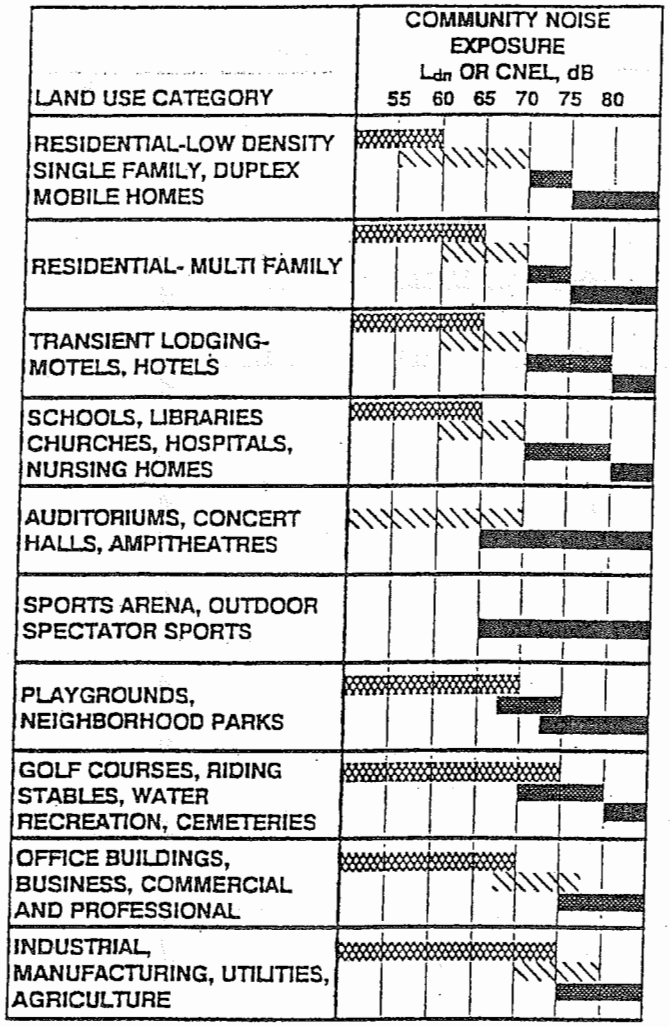
Source: California Code of Regulation, Title 8, Industrial Relations, Chapter 4, as revised and effective September 28, 1984.

Land Use Compatibility: The State Office of Noise Control has prepared "Guidelines for the Preparation and Content of Noise Elements of the General Plans." This provides a guide for land use compatibility of noise sensitive land uses in areas subject to noise levels of 55 to 80 dB CNEL or Ldn. Residential uses are normally unacceptable in areas exceeding 70 dB CNEL and conditionally acceptable between 55 and 70 dB CNEL for low density single family, duplex, mobile homes, and between 60 and 70 dB CNEL for multi-family units.

Schools, libraries, hospitals, and nursing homes are treated as noise sensitive land use requiring acoustical studies within areas exceeding 60 dB CNEL. Commercial/professional office buildings and industrial land uses are normally unacceptable in areas exceeding 75 dB CNEL and are conditionally acceptable within 67 to 78 dB CNEL (for commercial/professional offices) and 70 to 80 dB CNEL (for industrial land uses). Golf courses are normally unacceptable in areas exceeding 70 dB CNEL. However, the state stresses that these guidelines can be modified to reflect community sensitivities to noise. Exhibit 4 shows noise compatibility for various land uses.

Implications of the Land Use Plan on the Noise Environment

Buildout of the Land Use Plan for the City of Bell assumes that all land in the City will be built in accordance with designated land uses. Based on the projected traffic volumes on City streets, the future noise environment in the City was estimated through the use of the Federal Highway Administration's Noise Prediction Model. Table 9 indicates the distance of the 70, 65, and 60 CNEL contours from the roadway centerline and the noise level at 50 feet from the centerline. Noise contours are shown in Exhibit 5.



LEGEND

NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or Ldn. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or Ldn.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65dB CNEL criterion whenever possible and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of Ldn. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

EXHIBIT 4: NOISE COMPATIBILITY

Residential land uses should be located, as much as possible, within areas that are compatible with the City's noise guidelines (areas located outside the 65 CNEL). Where residential uses are located in areas within the 65 CNEL noise contour (experiencing noise levels greater than 65 CNEL), appropriate mitigation should be applied. The same mitigation should be provided for other noise sensitive land uses such as schools, nursing homes, hospitals, and the library.

TABLE 9 - FUTURE TRAFFIC NOISE

Roadway Segment	70 CNEL	65 CNEL	60 CNEL	dBA @50'
Atlantic Ave.	0.0	87	245	64.7
Atlantic Blvd.	0.0	168	496	67.2
Bandini Blvd.	0.0	88	249	64.8
California Ave.	0.0	0.0	84	60.6
Eastern Ave.	0.0	72	190	63.6
Florence Ave.				
e/o Atlantic	0.0	104	302	65.6
w/o Atlantic	0.0	117	349	66.3
Gage Ave.	0.0	80	218	64.2
Otis Ave.	0.0	0.0	75	60.0
Randolph St.	0.0	0.0	69	59.6
Slauson Ave.	0.0	96	233	63.8
Walker Ave.	0.0	0.0	62	59.1
Wilcox Ave.	0.0	0.0	92	61.0
I-710	366	1142	3606	75.8

a Does not consider any construction to the noise path
b Traffic noise levels for receptors within 50 feet of the roadway centerline would require a specific analysis determine the CNEL Values.
Source: Blodgett/Baylosis Associates, 1996.

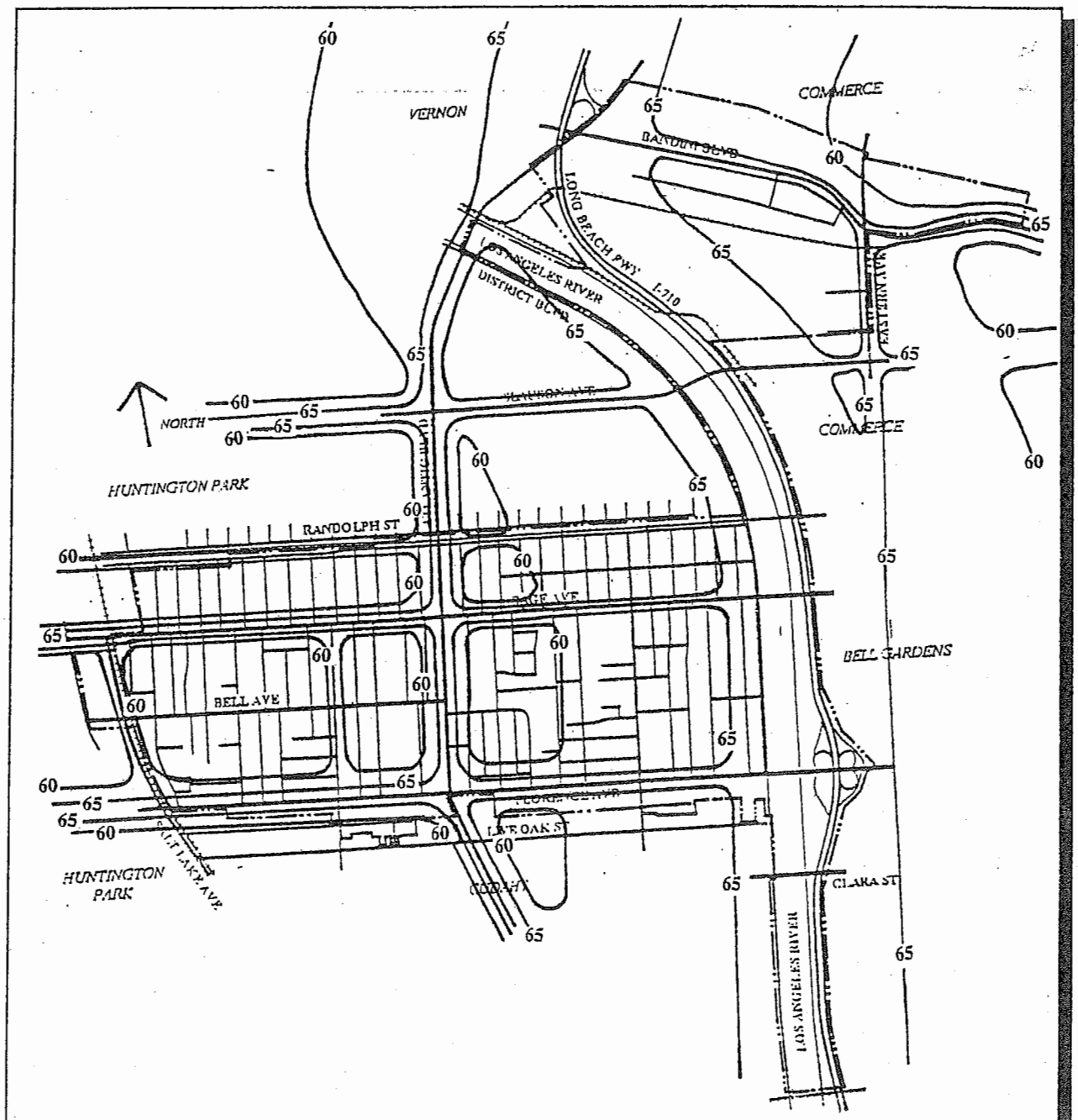


EXHIBIT 5:
FUTURE NOISE CONTOURS

APPENDIX A
EXISTING NOISE LEVEL WORKSHEETS

TABLE 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

N DATE: 8/21/96
ADWAY SEGMENT: CALIFORNIA AVENUE
TES: EXISTING

---

* * ASSUMPTIONS * *

VERAGE DAILY TRAFFIC: 10300 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
TOS	75.51	12.57	9.34
-TRUCKS	1.56	0.09	0.19
TRUCKS	0.64	0.02	0.08

TIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

NEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	75.8	228.5

TABLE 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: OTIS AVENUE
NOTES: EXISTING

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9100 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	67.9	202.2

TABLE 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

'JN DATE: 8/21/96
)ADWAY SEGMENT: ATLANTIC AVENUE
IOTES: EXISTING

---

* * ASSUMPTIONS * *

'ERAGE DAILY TRAFFIC: 31200 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
.UTOS	75.51	12.57	9.34
TRUCKS	1.56	0.09	0.19
:-TRUCKS	0.64	0.02	0.08

.CTIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	80.5	221.2	687.9

TABLE 3N
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: ATLANTIC BOULEVARD
NOTES: EXISTING

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 63600 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 64 SITE CHARACTERISTICS: HARD

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	153.6	446.2	1397.7

TABLE 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

'UN DATE: 8/21/96
OADWAY SEGMENT: WILCOX AVENUE
OTES: EXISTING

---

* * ASSUMPTIONS * *

'VERAGE DAILY TRAFFIC: 11400 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
JTOS	75.51	12.57	9.34
-TRUCKS	1.56	0.09	0.19
I-TRUCKS	0.64	0.02	0.08

CTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	83.1	252.6

TABLE 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: WALKER AVENUE
NOTES: EXISTING

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7300 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: HARD

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	56.3	162.8

TABLE 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

'JN DATE: 8/21/96
)ADWAY SEGMENT: EASTERN AVENUE
UTES: EXISTING

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* * ASSUMPTIONS * *

'ERAGE DAILY TRAFFIC: 23900 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
.UTOS	75.51	12.57	9.34
TRUCKS	1.56	0.09	0.19
-TRUCKS	0.64	0.02	0.08

CTIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	67.3	171.6	527.6

TABLE 7E
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: FLORENCE AVENUE
NOTES: EXISTING

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51000 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	119.8	357.4	1123.1

TABLE 7W
FHWA ROADWAY NOISE LEVEL ANALYSIS

JN DATE: 8/21/96
)ADWAY SEGMENT: FLORENCE AVENUE
OTES: EXISTING

---

* * ASSUMPTIONS * *

ERAGE DAILY TRAFFIC: 38600 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
UTOS	75.51	12.57	9.34
TRUCKS	1.56	0.09	0.19
-TRUCKS	0.64	0.02	0.08

CTIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

..EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	94.8	271.9	850.5

TABLE 7FWY
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: FLORENCE AVENUE
NOTES: EXISTING

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 59400 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	137.3	415.5	1307.9

TABLE 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

N DATE: 8/21/96
ADWAY SEGMENT: GAGE AVENUE
OTES: EXISTING

---

* * ASSUMPTIONS * *

ERAGE DAILY TRAFFIC: 27600 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
UTOS	75.51	12.57	9.34
TRUCKS	1.56	0.09	0.19
-TRUCKS	0.64	0.02	0.08

CTIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	73.8	196.6	608.8

TABLE 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: RANDOLPH STREET
NOTES: EXISTING

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8300 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	62.7	184.7

TABLE 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

N DATE: 8/21/96
ADWAY SEGMENT: SLAUSON AVENUE
TES: EXISTING

---

* * ASSUMPTIONS * *

ERAGE DAILY TRAFFIC: 29000 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
UTOS	75.51	12.57	9.34
TRUCKS	1.56	0.09	0.19
-TRUCKS	0.64	0.02	0.08

TIVE HALF-WIDTH (FT): 64 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	90.3	211.3	639.9

TABLE 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: BANDINI BOULEVARD
NOTES: EXISTING

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31700 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	81.4	224.6	698.9

TABLE 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

UN DATE: 8/21/96
ADWAY SEGMENT: LONG BEACH FREEWAY
TES: EXISTING

---

* * ASSUMPTIONS * *

VERAGE DAILY TRAFFIC: 210000 SPEED (MPH): 35 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
TOS	75.51	12.57	9.34
-TRUCKS	1.56	0.09	0.19
-TRUCKS	0.64	0.02	0.08

TIVE HALF-WIDTH (FT): 64 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
330.3	1026.5	3240.2	10243.8

APPENDIX B
FUTURE NOISE LEVEL WORKSHEETS

TABLE 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

UN DATE: 8/21/96
OADWAY SEGMENT: CALIFORNIA AVENUE
TES: FUTURE

---

* * ASSUMPTIONS * *

VERAGE DAILY TRAFFIC: 11468 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
TOS	75.51	12.57	9.34
-TRUCKS	1.56	0.09	0.19
TRUCKS	0.64	0.02	0.08

TIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

'EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	83.5	254.1

TABLE 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: OTIS AVENUE
NOTES: FUTURE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10132 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
I-TRUCKS	1.56	0.09	0.19
I-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	74.7	224.8

TABLE 3S
FHWA ROADWAY NOISE LEVEL ANALYSIS

'N DATE: 8/21/96
)ADWAY SEGMENT: ATLANTIC AVENUE
)TES: FUTURE

---

* * ASSUMPTIONS * *

'ERAGE DAILY TRAFFIC: 34737 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
.UTOS	75.51	12.57	9.34
TRUCKS	1.56	0.09	0.19
-TRUCKS	0.64	0.02	0.08

CTIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	87.2	245.4	765.6

TABLE 3N
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: ATLANTIC BOULEVARD
NOTES: FUTURE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 70810 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 64 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	168.1	495.8	1555.8

TABLE 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

IN DATE: 8/21/96
ADWAY SEGMENT: - AVENUE
OTES: FUTURE Wilcox

---

* * ASSUMPTIONS * *

ERAGE DAILY TRAFFIC: 12692 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
TOS	75.51	12.57	9.34
TRUCKS	1.56	0.09	0.19
-TRUCKS	0.64	0.02	0.08

CTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	91.7	281.0

TABLE 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: WALKER AVENUE
NOTES: FUTURE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8128 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	61.6	180.9

TABLE 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

N DATE: 8/21/96
ADWAY SEGMENT: EASTERN AVENUE
TES: FUTURE

---

* * ASSUMPTIONS * *

ERAGE DAILY TRAFFIC: 26609 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
TOS	75.51	12.57	9.34
RUCKS	1.56	0.09	0.19
RUCKS	0.64	0.02	0.08

IVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	72.1	189.9	587.1

TABLE 7W
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: FLORENCE AVENUE
NOTES: FUTURE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 42976 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	103.5	302.0	946.7

TABLE 7E
FHWA ROADWAY NOISE LEVEL ANALYSIS

N DATE: 8/21/96
ADWAY SEGMENT: FLORENCE AVENUE
TES: FUTURE

---

* * ASSUMPTIONS * *

ERAGE DAILY TRAFFIC: 49767 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
UTOS	75.51	12.57	9.34
TRUCKS	1.56	0.09	0.19
-TRUCKS	0.64	0.02	0.08

CTIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	117.3	348.9	1096.0

TABLE 7FWY
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: FLORENCE AVENUE
NOTES: FUTURE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 66134 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	151.5	462.2	1456.0

TABLE 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

'IN DATE: 8/21/96
)ADWAY SEGMENT: GAGE AVENUE
OTES: FUTURE

---

* * ASSUMPTIONS * *

ERAGE DAILY TRAFFIC: 30729 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
TOS	75.51	12.57	9.34
TRUCKS	1.56	0.09	0.19
TRUCKS	0.64	0.02	0.08

TIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	79.6	218.0	677.6

TABLE 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: RANDOLPH STREET
NOTES: FUTURE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9241 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
H-TRUCKS	1.56	0.09	0.19
M-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	68.8	205.3

TABLE 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

'UN DATE: 8/21/96
)ADWAY SEGMENT: SLAUSON AVENUE
NOTES: FUTURE

---

* * ASSUMPTIONS * *

'ERAGE DAILY TRAFFIC: 32288 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
TRUCKS	1.56	0.09	0.19
[-TRUCKS	0.64	0.02	0.08

CTIVE HALF-WIDTH (FT): 64 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	95.5	233.1	711.7

TABLE 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 8/21/96
ROADWAY SEGMENT: BANDINI BOULEVARD
NOTES: FUTURE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35294 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 42 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	88.3	249.2	777.8

TABLE 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

N DATE: 8/21/96
ADWAY SEGMENT: LONG BEACH FREEWAY
TES: FUTURE

---

* * ASSUMPTIONS * *

ERAGE DAILY TRAFFIC: 233730 SPEED (MPH): 35 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
TOS	75.51	12.57	9.34
TRUCKS	1.56	0.09	0.19
-TRUCKS	0.64	0.02	0.08

CTIVE HALF-WIDTH (FT): 64 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

EL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
366.3	1142.1	3606.2	11401.2

SAFETY ELEMENT

CITY OF BELL
2010 GENERAL PLAN

THE
CITY OF BELL

INTRODUCTION TO THE ELEMENT

The Safety Element of the City of Bell General Plan focuses on public safety through prevention and preparedness. The implementation of the programs outlined in this Element will assist in preventing or minimizing the potential for injury, damage and disruption resulting from natural or manmade catastrophes. Public safety programs include procedures for the elimination or avoidance of hazards, emergency preparedness, and emergency response. This Element also serves as the framework for emergency preparedness planning which may be undertaken in the future. Finally, the Safety Element outlines the public safety issues that will need to be considered as part of the implementation of land use and development policy provided for in this General Plan.

The Safety Element also establishes specific standards related to public safety. These standards serve as guidelines for future planning and land use decisions. The Safety Element maps the location of known hazards, evacuation routes, and indicates peak water supply requirements, minimum road widths, clearances around structures, and other factors affecting safety procedures.

Relationship to General Plan

The Safety Element is consistent with other elements of the General Plan, complementing the goals and policies of related elements. The Circulation Element addresses transportation issues, which relates to the Safety Element in that efficient traffic flow benefits emergency response and evacuation objectives. Concerns related to public safety must also be considered in planning for future development in the City which, in turn, is the focus of the Land Use Element.

The Land Use Element is often referred to as the "most important general plan element." The Safety Element, however, is concerned with the health and welfare of those persons living, working, or visiting the City. The successful implementation of the Safety Element may result in a significant reduction in loss of life and injury. A Safety Element is a mandated element of the general plan , as required under Section 65302(g) of the California Government Code and the State Planning and Zoning Law, which states that:

"A safety element (shall be required) for the protection of the community from any unreasonable risks associated with the effect of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mud slides and landslides, subsidence, and other geologic hazards known to the legislative body; flooding and wild land and urban fires. The safety element shall include the mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."

The Bell Safety Element fulfills the above requirements. While the State law focuses on seismic risk, the Bell Safety Element has a broader scope that considers a wide range of natural and manmade hazards that could affect the City in the future.

As stated previously, the City of Bell Safety Element emphasizes the importance of emergency preparedness in reducing the potential for loss of life, injury, and property damage. An additional objective of the Safety Element is to implement programs that will help to avoid the creation of hazardous conditions. Finally, the Element underscores the City's commitment to provide the material and human resources needed to deal with future emergencies.

The Element consists of the following sections:

- ***Background for Planning.*** Existing conditions relative to potential risks, emergency preparedness, and public safety are summarized in this section.

- ***Safety Objectives and Policies.*** Individual goals related to public safety along with supporting policies are listed in this section.

- ***Public Safety Plan.*** A framework for emergency preparedness is described in this section along with the identification of evacuation routes, critical facilities, areas where risks need to be considered in future planning, and standards.

BACKGROUND FOR PLANNING

This section of the City of Bell Safety Element begins by providing an overview of those hazards which need to be considered in future planning and decision-making relative to land use and development.

Geologic Setting

The City of Bell is located on the northeastern portion of the Los Angeles Basin. This basin is an alluvial plain bounded on the north by the Santa Monica Mountains, on the northeast by Repetto Hills, and Puente Hills, on the south by the Santa Ana Mountains and San Joaquin Hills and on the east by the Pacific Ocean.

The topography within the City of Bell is relatively flat with elevations of 120 to 160 feet above mean sea level. The City is underlain by undifferentiated alluvial deposits (alluvial deposition refers to waterborne deposition) from Holocene (past 11,000 years) times with Pleistocene (up to 3 million years ago) sedimentary deposits.

The alluvium consist of uncemented and unconsolidated gravel, sand and silt and clay, up to 30 meters thick. These alluvium are 1,000 to 10,000 years old and consists of medium-grained sand over the majority of the City, gravel under the Los Angeles River channel and sand, silt and clay under the Cheli Industrial Area. A thicker zone of alluvium occupies the western third of the City and consist of poorly indurated silts and sand and gravel to a depth of approximately 150 feet. The thinner zone consists of poorly indurated silts and sands to a depth of approximately 40 feet and covers the central and eastern sections of the City.

Seismic Hazards

Earthquakes are normally classified as to severity according to their magnitude or intensity. Because the amount of destruction generally decreases with increasing distance away from the epicenter, earthquakes are assigned several intensities, but only one magnitude. The destructiveness of an earthquake at a particular location is commonly reported using the Richter scale (magnitude) or Mercalli scale (intensity).

The Modified Mercalli Scale employs a subjective classification system based on observations of damage caused by past earthquakes. The scale has 12 levels of damage, the higher the number, the greater the damage (the Modified Mercalli Scale is included in Appendix A). For example, the City of Bell is predicted to experience ground shaking with a MM intensity of 6.0 to 6.5 during a Magnitude 8.3 along the San Andreas fault, with a maximum MM intensity 6.5 to 7.0. Ground accelerations of approximately 0.5 gravity for 40 seconds is also expected in the Bell area.

The intensity of seismic ground shaking at any given location is a function of several factors, but primarily the magnitude of the earthquake, the distance from the epicenter to the planning area, and the local geologic and topographic conditions. The amount of damage is also controlled to a certain extent by the size, shape, age, and engineering characteristics of the affected structures.

Most structures in Bell consist of one or two-story, wood-frame construction. This building type, although not immune to structural damage, is notably resilient to earthquake shaking. The recent Elysian Park and Northridge earthquakes did demonstrate, however, that the ground intensities from these previously unknown blind thrust faults could generate significant damage to both low-rise and high-rise structures which were previously considered to be

capable of withstanding the effects of strong ground motion.

The State of California, under the guidelines of the Alquist-Priolo Special Studies Act, classifies earthquake faults according to the following criteria:

- *Active faults* exhibit proven displacement of the ground surface within the last 11,000 years (Holocene); and
- *Potentially active* faults exhibit evidence of movement within the last 750,000 to two million years.
- *Inactive faults* have not moved in the last 11,000 years, as determined from direct geologic evidence, are presumed to be inactive.

The State definition of an active fault is designed to gauge the surface rupture potential of a fault, and is used to prevent development from being located directly on the trace of an active fault. In general, potentially active faults are, relative to active faults, less likely to be the origin of a damaging earthquake. In reality, however, there is a gradation of seismic risk posed by potentially active and active faults.

There are no active or potentially active earthquake faults known to traverse the City of Bell, thus, no ground rupture hazards are expected in the City. The City is, however, located within a seismically active region and is subject to ground shaking hazards associated with earthquake events in the region.

Seismicity, in the Los Angeles area historically has been defined by earthquake events along the Newport-Inglewood, San Fernando, San Jacinto and San Andreas faults. Other faults of concern in the area include the Whittier fault, the Elysian Park Thrust, Santa Monica-Hollywood fault, as shown in Exhibit 1.

Table 1 summarizes the major faults within the Southern California region, their distance and direction relative to the City of Bell, the maximum credible earthquake postulated for each fault, and the maximum probable earthquake for the faults identified in Table 1.

The maximum credible earthquake is the largest magnitude event that appears capable of occurring under the presently known tectonic framework. The maximum probable earthquake is the maximum earthquake likely to occur during a 100-year interval.

TABLE 1 - EARTHQUAKE FAULTS

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

Source: Los Angeles County Safety Element, 1990.

The Newport-Inglewood Fault Zone is located approximately 9.0 miles west of the City. The 1933 Long Beach Earthquake occurred on the Newport-Inglewood fault. A maximum credible earthquake of Magnitude 6.8 on the Newport-Inglewood fault has the potential of generating horizontal peak ground accelerations of about 0.2 to 0.3 g in the area. Groundshaking could last approximately 22 seconds, with seismic Mercalli intensity values of VII to VIII. This earthquake would be particularly damaging to older low-rise structures located within the City.

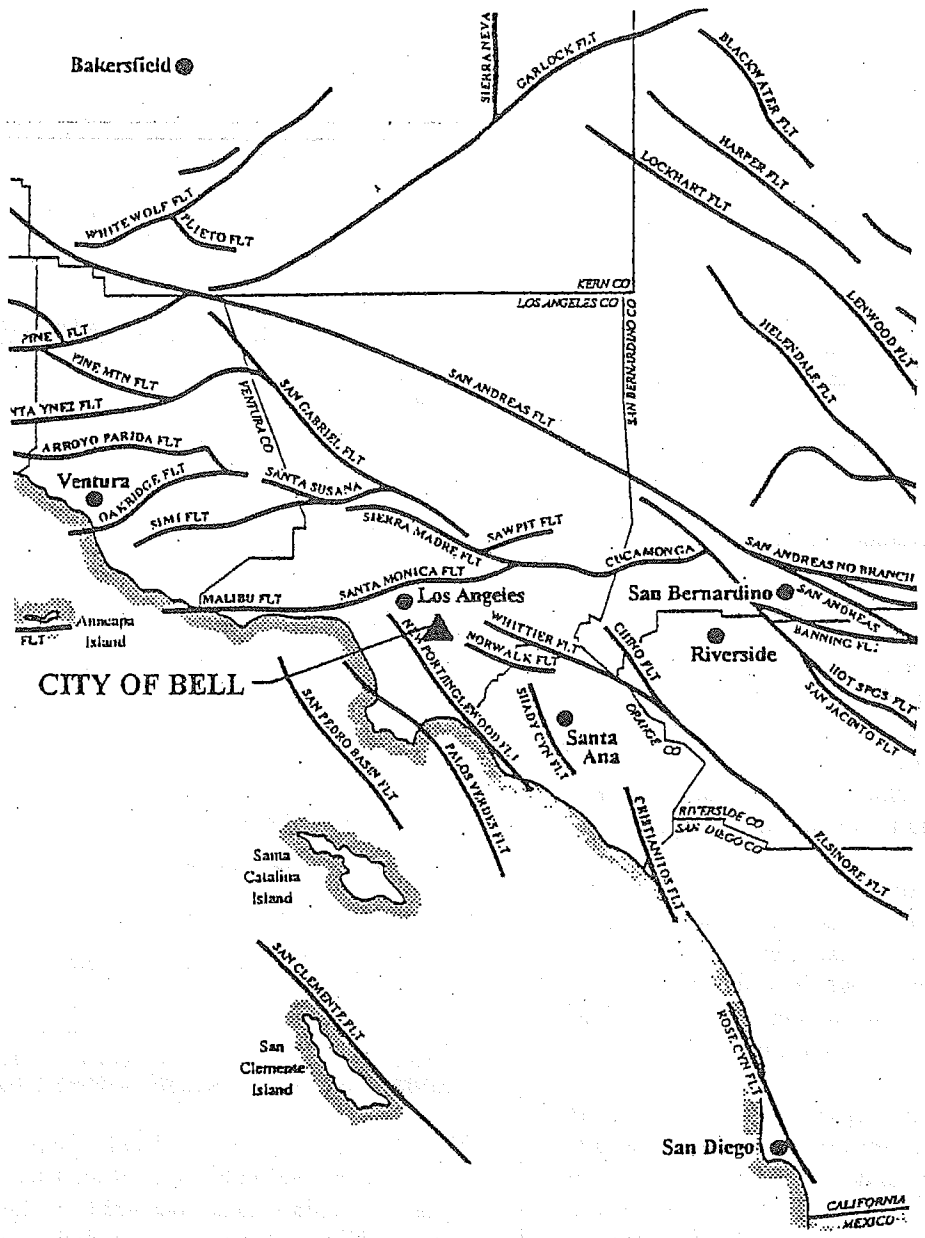


EXHIBIT 1:
REGIONAL EARTHQUAKES

The Palos Verdes Hills Fault, located 20.0 miles to the southwest, is considered active, based on late Pleistocene and Holocene age displacements that have been interpreted along offshore segments of the fault in the San Pedro shelf. The fault is considered to be capable of generating a maximum credible earthquake of Magnitude 7.0 that would cause peak horizontal ground accelerations in the adjacent areas and seismic intensities in the IX to X range.

The Palos Verdes fault extends for 77 kilometers from San Pedro Bay to the Santa Monica Bay. The Palos Verdes fault could result in greater damage than that anticipated from an earthquake on the San Andreas fault due to its proximity to the City.

The Whittier-Elsinore Fault Zone is located along the southern base of the Puente Hills approximately 9.0 miles east of the City of Bell. This northwest-trending fault trends from Whittier Narrows southeast across the Santa Ana River, past Lake Elsinore, into western Imperial County and then into Mexico. This fault is expected to be capable of generating a Magnitude 6.6 earthquake.

The Santa Monica-Malibu Coast Fault System is an east-west trending fault system located along the southern margin of the western Santa Monica Mountains and into Santa Monica Bay. The nearest fault trace is located approximately 22.0 miles to the west of the City. Although there has been very little seismic activity along this fault system, the Malibu Coast fault segment has been characterized as active by Los Angeles County, based on displaced colluvial soils estimated to be about five thousand years old.

The San Andreas Fault Zone is located approximately 37 miles to the north and northeast of the of the City at its nearest point. This fault zone extends from the Gulf of California northward to the Cape Mendocino area where it continues northward along the ocean floor. The total length of the San Andreas Fault Zone is approximately 750 miles. The activity of the fault has been recorded during historic events, including the 1906 (estimated Magnitude 8.0) earthquake in San Francisco and the 1857 (estimated Magnitude 7.9) earthquake between Cholame and San Bernardino, where at least 250 miles of surface rupture occurred. The length of the fault and its active seismic history indicates that it has a very high potential for large-scale movement in the near future (Magnitude 8.0±), and should be considered in land use planning for most areas of California.

Located approximately 15.0 miles northeast of the City at the base of the San Gabriel Mountains, the Sierra Madre fault system forms a prominent 50-mile long east-west structural zone on the south side of the San Gabriel Mountains. The Sierra Madre fault system has been responsible for uplift of the San Gabriel Mountains by faulting in response to tectonic compression.

The San Jacinto Fault Zone, located approximately 44.0 miles to the northeast of the City, is part of the San Andreas Fault System. The two fault strands separate near the San Gabriel Mountains, where the San Jacinto fault extends southeastward to form the southwestern boundary of the San Jacinto Mountains and the San Timoteo Badlands. This fault is thought capable of generating a maximum credible earthquake of magnitude 7.0, which could generate mean peak horizontal ground motions at the City of about 0.3g. Strong ground shaking from this earthquake would last about 25 seconds, with seismic intensity values in the VIII-IX range.

The Elysian Park Blind Thrust Fault is exposed for approximately 2 miles at Elysian Park but is not exposed over the rest of its trace toward the east. (Blind thrust faults are low-angle or low-lying faults occurring generally 5 to 15 kilometers below the ground surface which have no surface manifestation.) This fault underlies the urbanized part of the Los Angeles Basin, including downtown Los Angeles, as inferred from geophysical and geomorphological evidence and the clustering of deep earthquakes in the region. The Elysian Blind Thrust is approximately 5 miles from the City of Bell at its nearest point. The Elysian Park Fault was the source of the magnitude 5.9 earthquake near Whittier in 1987. This fault is thought to be capable of generating earthquakes of magnitude 7.2 to 7.6 and would result in intense groundshaking in the entire Los Angeles basin.

The Torrance-Wilmington Fault is a newly postulated, blind thrust fault and fold system occurring at depth under the Palos Verdes Peninsula. These concealed faults have been recognized as capable of generating strong, damaging earthquakes since 1987, when a similar blind thrust caused the Whittier Narrows earthquake of Magnitude 5.9. Although the location of the Torrance-Wilmington Fault System is not well defined, the fault and fold belt have been divided into several segments. It is estimated that if one of the segments ruptures, an earthquake of Magnitude 5 to 7.5, would occur. If two or more segments rupture simultaneously, an earthquake of a magnitude greater than 7.8 would occur.

The four largest recent earthquakes that have caused major damage in the Los Angeles basin include the 1933 Long Beach (Magnitude 6.3), 1971 San Fernando (Magnitude 6.4), the 1987 Whittier Narrows (Magnitude 5.9), and the 1994 Northridge (Magnitude 6.7) earthquakes.

The 1933 Long Beach earthquake occurred on the southern segment of the Newport-Inglewood fault, from Newport Beach to Signal Hill. The 1971 San Fernando earthquake occurred along the San Fernando segment of the Sierra Madre fault zone. The Whittier Narrows earthquake occurred on the Elysian thrust fault in 1987. The most recent major earthquake, the Northridge earthquake, occurred on the Oakridge fault in the San Fernando Valley in January 1994.

Liquefaction may occur when loose, unconsolidated, saturated fine- to medium-grained sandy soils are subjected to ground vibrations during a seismic event. This occurs in areas where the ground water table is within 50 feet of the ground surface, and if the Mercalli scale intensities are VII or greater.

When these sediments are shaken, a sudden increase in pore water pressure causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks causing a water-soil slurry to bubble onto the ground surface. These are called sand boils, sand blows or "sand volcanoes". Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures, or slumping. Structures built on soils that liquefy may sink or topple over as the soil loses its bearing strength.

A study of earthquake hazards by the United States Geological Survey (USGS) indicates that the Bell area has moderate to high potential for liquefaction. Areas containing shallow groundwater within 30 feet or less of the ground surface (see Exhibit 2) are susceptible to liquefaction hazards during seismic shaking. The County Safety Element identifies the same area as the USGS study to be within liquefiable areas of the County, as shown in Exhibit 3.

Seismic Effects in the City

Most injuries and property damage from a major earthquake impacting the City will be caused by strong ground motion, especially structural and nonstructural damage to buildings. The developed areas of Bell consist mostly of low-density and medium density residential zones. Less extensive areas are devoted to low-rise commercial development. Low-rise buildings (less than 3-stories) common in the City are more likely to be damaged by a near-field earthquake, such as one on the Newport-Inglewood fault and the Hollywood fault.

The wood-frame construction used in the residential and some commercial development in the City generally performs well during earthquakes. These buildings may experience significant structural and nonstructural damage, but rarely collapse. However, a trend in wood-frame construction in recent years, in particular in housing construction, has been the split level and irregular floor plan. Earthquake intensities of VIII in the Mercalli Scale can cause torsional racking of the foundation and wall elements of irregular structures.

Single-family residences built before the 1952 Building Code was implemented are more likely to slip off their foundations as a result of strong ground motion associated with nearby earthquakes. Mobile homes are also susceptible to slipping off their foundation.

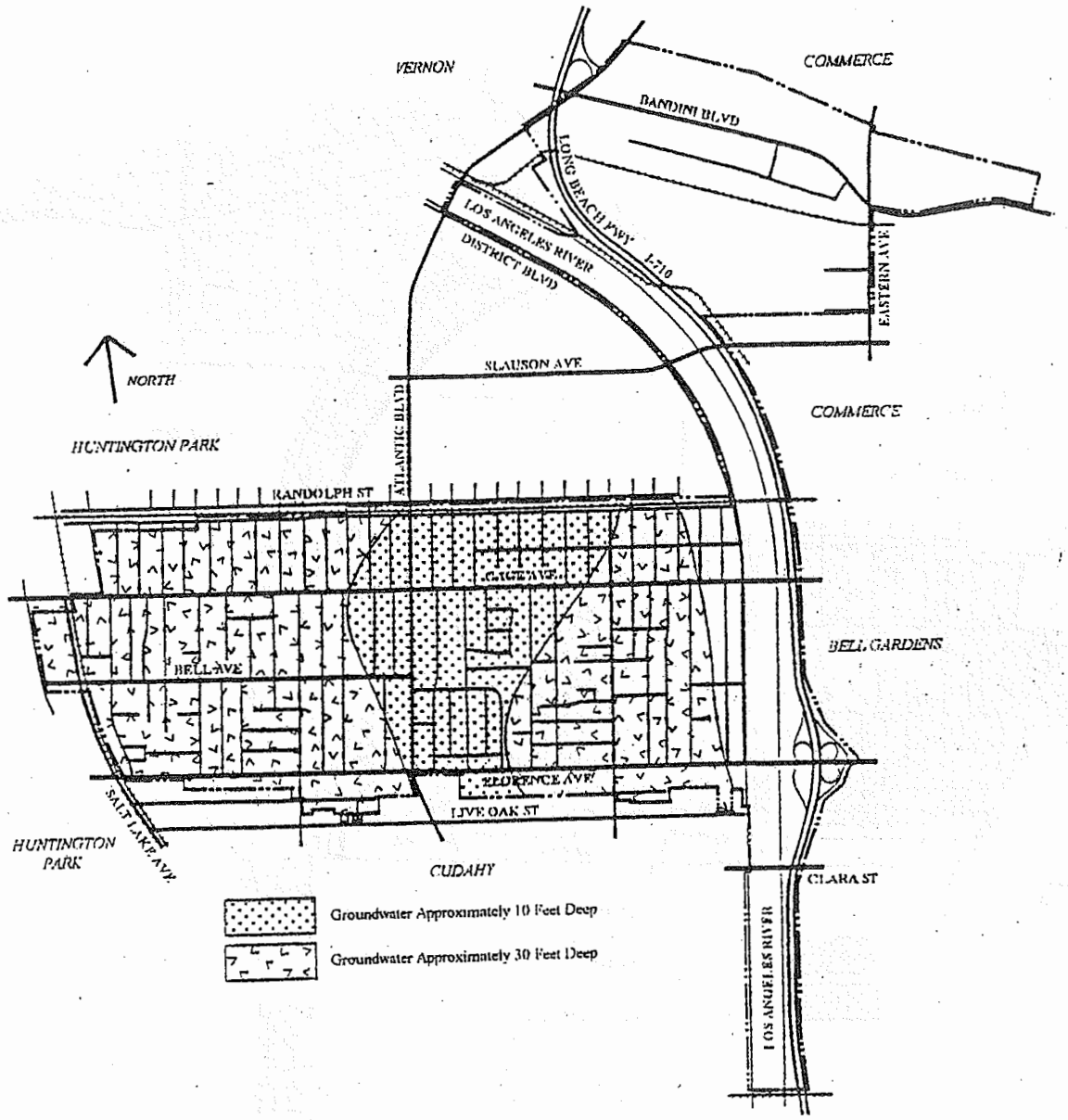


EXHIBIT 2: SHALLOW GROUNDWATER

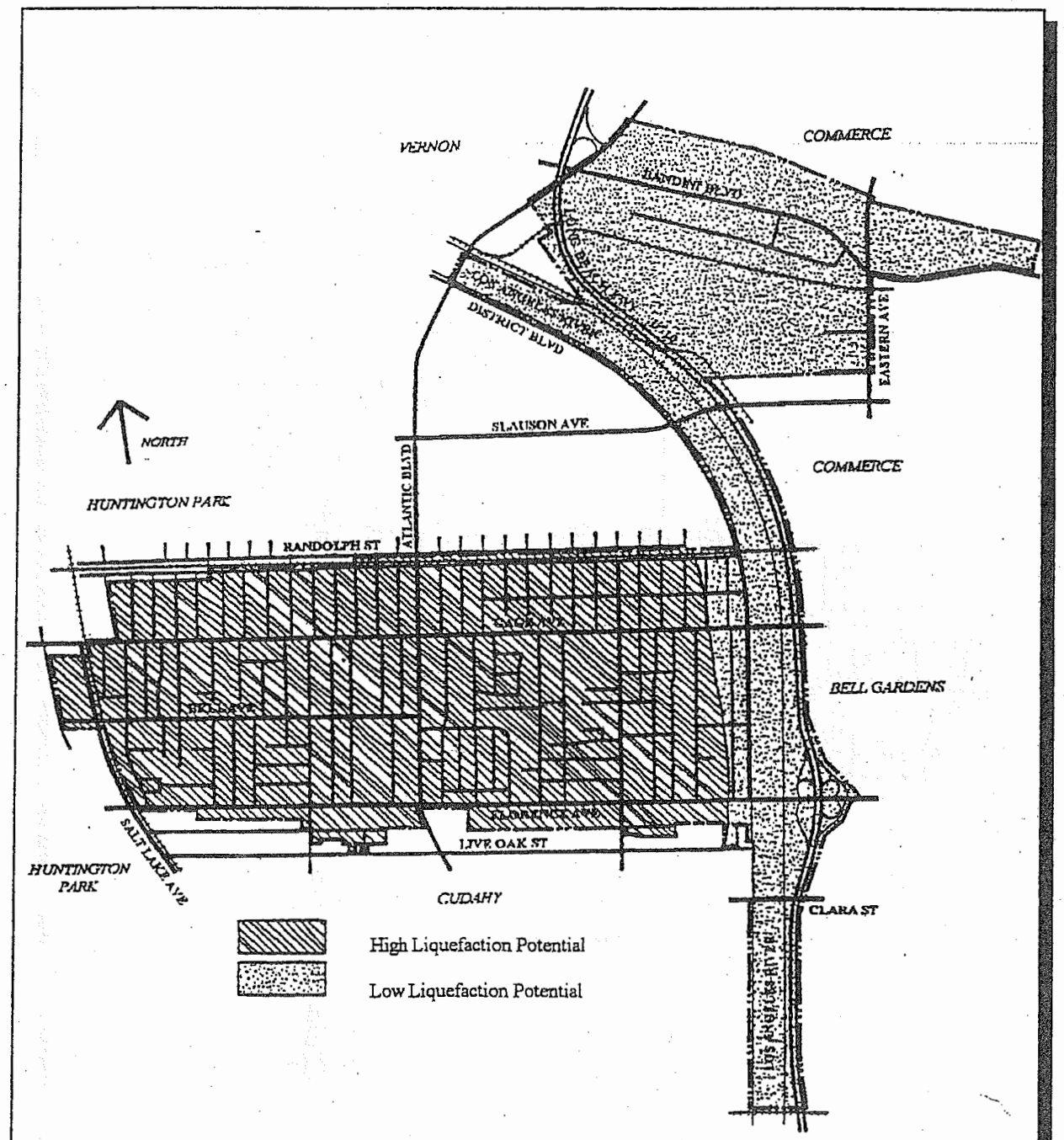


EXHIBIT 3: LIQUEFACTION HAZARDS

Commercial and industrial buildings using tilt-up concrete walls are found in the newer commercial developments along Bandini Boulevard in the Cheli industrial area. Roof collapse has been observed in some pre-1971 commercial buildings using this type of construction. Concrete and steel-framed buildings are more earthquake resistant forms of commercial construction and should be encouraged. A number of unreinforced masonry structures in the City have been retrofitted. These buildings include commercial structures along Gage Avenue and other major arterials. The remaining 15 non-conforming structures that feature unreinforced masonry construction have not been retrofitted but are planned for retrofit in the near future.

Critical facilities are structures and parts of a community's development that must remain operational after an earthquake. In addition, those facilities that pose unacceptable risks to public safety if severely damaged are also of critical concern. Essential facilities such as medical centers, fire and police stations, emergency operations centers, and communication centers are also considered "critical facilities."

High-occupancy facilities have the potential of resulting in a large number of casualties or crowd control problems. This category includes the Senior Center, churches, and large multifamily residential complexes. Dependent care facilities that house populations with special evacuation considerations, such as pre-schools and schools, group care homes, and nursing and convalescent homes are also considered critical facilities.

The State, with the passage of the Garrison Act of 1969, has jurisdictional responsibility to ensure that public schools are adequately constructed to seismic standards. The Los Angeles County Fire Department is responsible for inspections of deficient electrical, plumbing, mechanical or fire safety fixtures in high-occupancy residential and commercial facilities.

The California Department of Mines and Geology has prepared Planning Scenarios for a major earthquake on the Newport-Inglewood and San Andreas faults to assist in emergency response and recovery efforts. These reports show the City of Bell as having seismic intensities of 8+ and liquefaction hazards. The Long Beach freeway and other infrastructure and utility lines in the area would be subject to localized damage

Other Geologic Hazards

The City of Bell has a relatively flat topography and hazards associated with slope instability, erosion, and landslides are considered unlikely. The Los Angeles County Safety Element does not identify any landslide hazards in the City or the surrounding area.

The Bandini oil field is located under the Cheli Industrial Area and could present subsidence hazards due to extensive oil pumping and withdrawal to this area. Subsidence of approximately 0.03 feet has been observed in Huntington Park between 1925 and 1937.

Flooding and Inundation Hazards

There is no potential for seiche or tsunami in Bell since no large surface water bodies (lakes, reservoirs, etc.) are located nearby. The Federal Emergency Management Agency's (FEMA) National Flood Insurance Program designates the City of Bell within Zone X - which indicates minimal flooding potential.

The nearest body of water to the City of Bell is the Los Angeles River, which crosses the City. The U.S. Army Corps of Engineers and the Los Angeles County Flood Control District has recently determined the storm waters during a 100-year flood may impact adjacent areas to the river. Exhibit 4 shows the flood hazard of the Los Angeles River, which includes areas along the southerly portion of the City, along the river, and on the western section of the Cheli Industrial Area. River channel improvements plans are being implemented by the Los Angels County Flood Control District to address this deficiency.

The FEMA maps differ from the County District maps since the District maps show flood areas for minimum damage assessment rather than for flood insurance.

Large areas downstream of the Hansen and Sepulveda Dams, including the City of Bell, are at risk of inundation in the event of dam failure. The Hansen and Sepulveda Dams are operated by the Army Corps of Engineers and were constructed primarily for flood control. The flood hazards associated with dam failure will affect most areas south of the dams.

The Hansen Dam is located on the northern edge of the San Fernando Valley, approximately four miles west of Sunland. The inundation area of the Hansen Dam include areas along the Tujunga Creek and several communities in the valley, the City of Los Angeles, cities in south central Los Angeles, and areas along the Los Angeles and San Gabriel Rivers. The City of Bell is located approximately 25 miles south of the dam but dam failure will affect the entire City of Bell. Flood waters will arrive 17.75 hours after failure with a maximum depth of 1 foot at 20.75 hours after failure (see Exhibit 5).

The Sepulveda Dam is located on the Los Angeles River near the intersection of the Ventura and San Diego Freeways near the City of Van Nuys. The probable maximum flood from the Sepulveda Dam is expected to last four days with a total volume of 163,200 acre-feet. The flood will affect areas along the Los Angeles River, and the cities of Los Angeles, Huntington Park, South Gate, Compton, Lynwood, Maywood, Bell, Commerce, and Bell Gardens. The flood waters are anticipated to reach the City approximately 10 hours after failure. A maximum flood elevation of 2 feet is expected 11.5 hours after failure (see Exhibit 6).

In addition, the Cheli Industrial Area is within the inundation area of the Garvey Reservoir in Monterey Park, as shown in Exhibit 7. The Garvey Reservoir is located 2 miles southeast of the intersection of Garfield Avenue and Graves Avenue. Flows from the dam are expected to affect areas south of the dam, including the cities of Montebello, Commerce, Bell, and Bell Gardens. Floodwaters are estimated to reach the Cheli area within 30 minutes of failure. Emergency response and evacuation plans for the affected areas have been established by the County Sheriff's Department and the U.S. Corps of Engineers, to facilitate emergency operations in the event of dam failure or river overflow.

The inundation area of the Whittier Narrows Dam is confined to the area east of the I-710 freeway but does not include the Cheli Industrial Area. Dam waters flow south and southwest toward the Florence Avenue/I-710 freeway and the Los Angeles River, but will not affect existing development in the Central City of Bell.

Fire Hazards

There are no open grass areas in or near the City which present brush fire or wildfire hazards in the City of Bell. The major risk involves structural fires associated with older structures in the City which may not be in compliance with the more recent and stringent fire safety codes and regulations.

Industrial uses may also be considered to have a greater risk for fire due to the higher potential for use of flammable, explosive and hazardous materials. The industrial uses in Bell area located within the Cheli Industrial Area and separated from the commercial and residential uses in the Central City.

The City of Bell contracts with the Los Angeles County Fire Department for fire protection and emergency services. Fire stations are located in the City of the Bell and the surrounding area to meet the demand for fire protection in the area. The County Fire Department serves 52 cities and has a service area covering over 22,000 square miles. There are 235 fire stations throughout the county which respond to approximately 200,000 calls per year. Fire stations which may serve the City of Bell are listed in Table 2 below and shown in Exhibit 8. The City of Bell has access to all the resources and facilities of the County Fire Department. Thus, other fire stations may respond to a fire in the City of Bell, if the need arises.

The County Fire Station No. 163 is located at the Civic Center of Bell and provides first response to the Central City. Fire Station No. 27 on Rickenbacker Road in Commerce serves the Cheli Industrial Area.

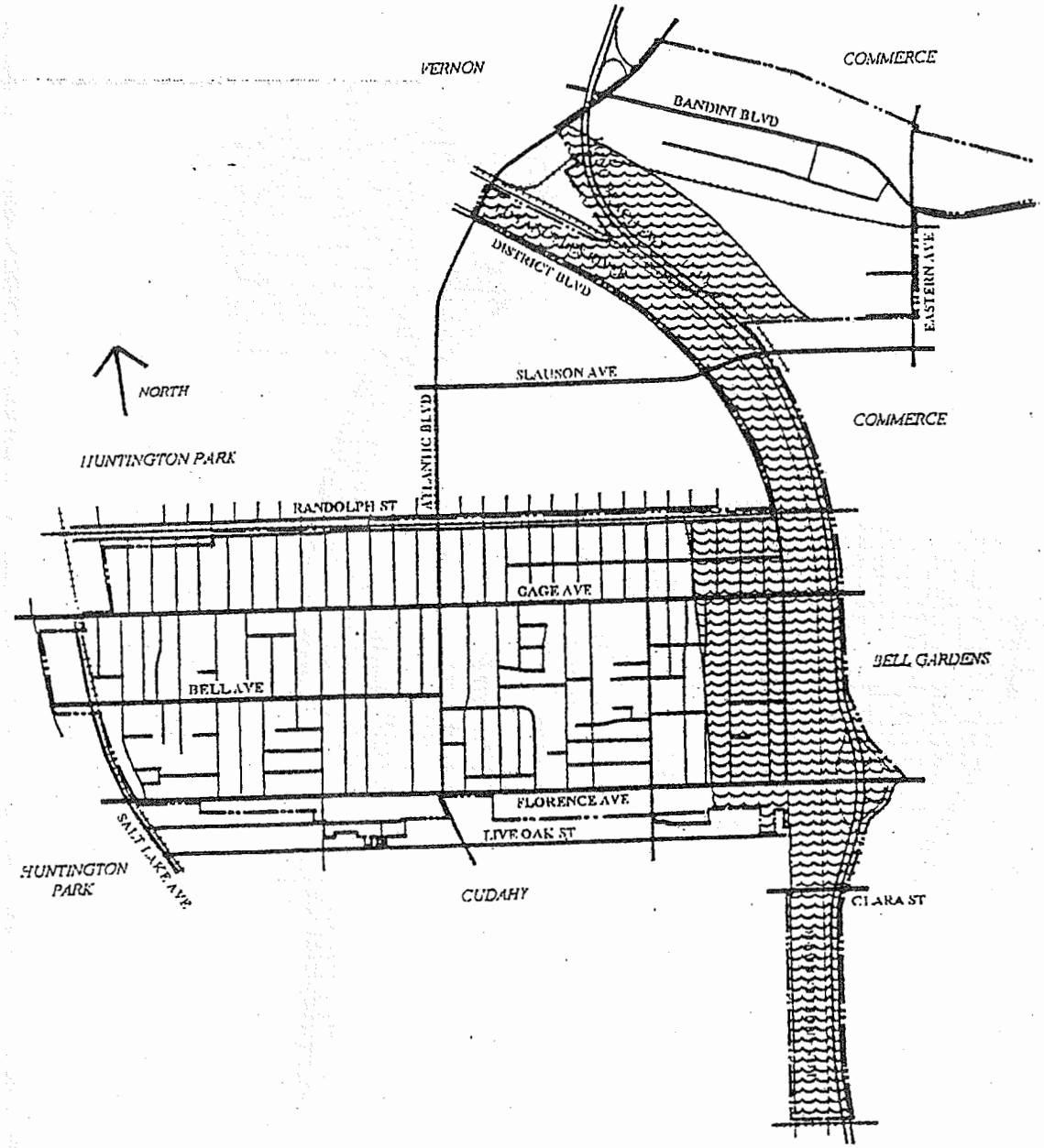


EXHIBIT 4:
FLOOD RISK - LOS ANGELES RIVER

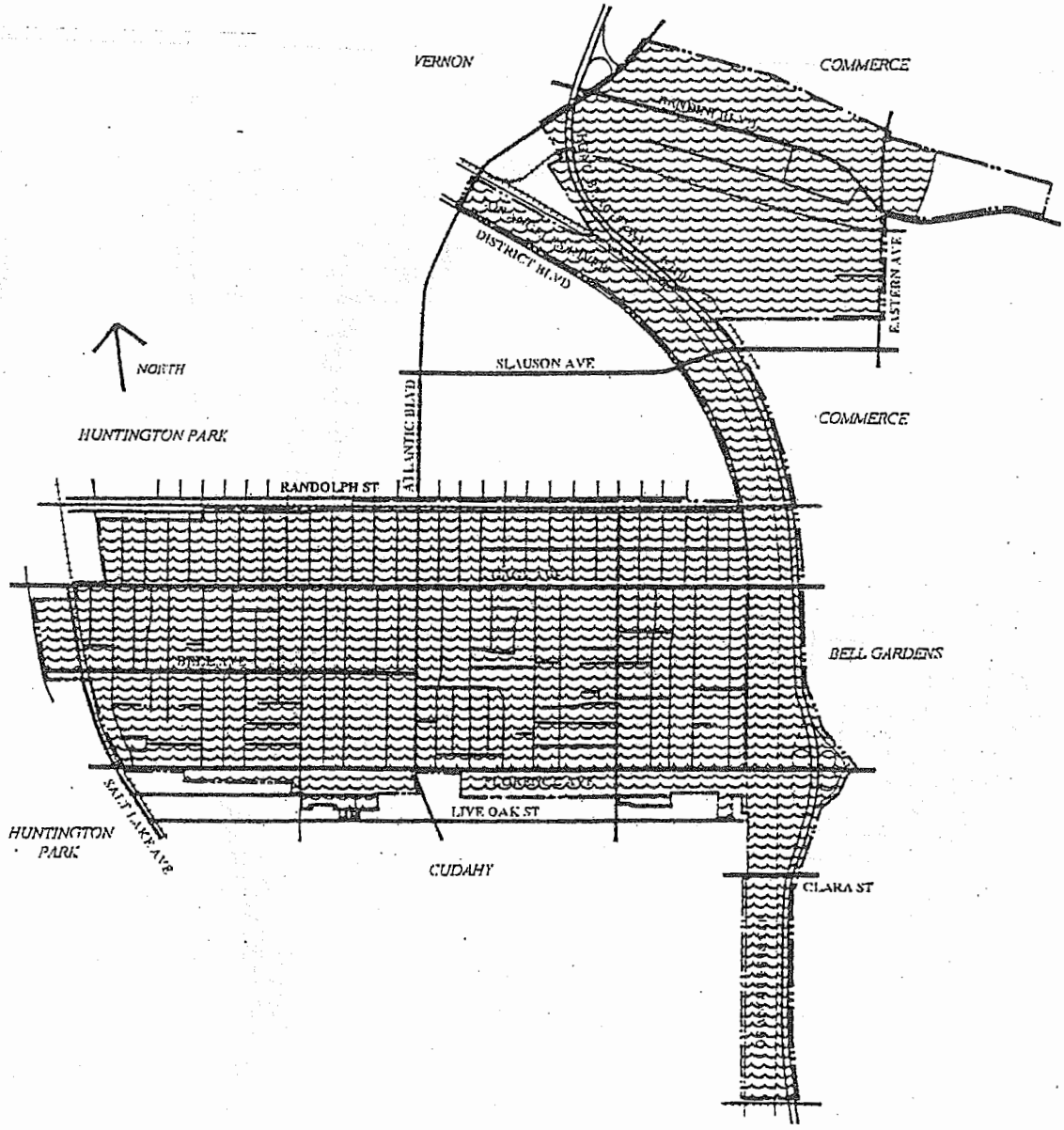


EXHIBIT 5:
FLOOD RISK - HANSEN DAM

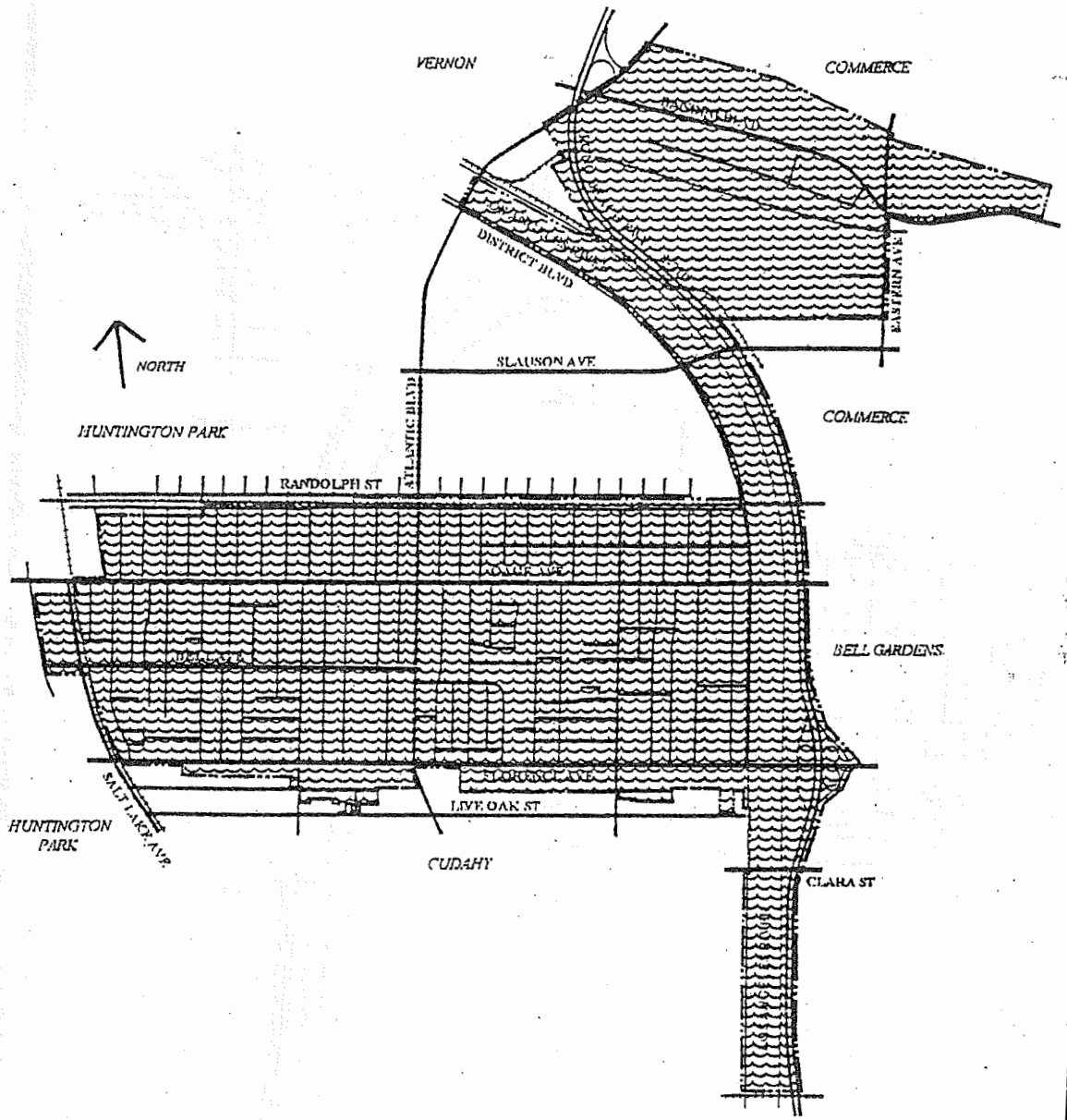


EXHIBIT 6:
FLOOD RISK - SEPULVEDA DAM

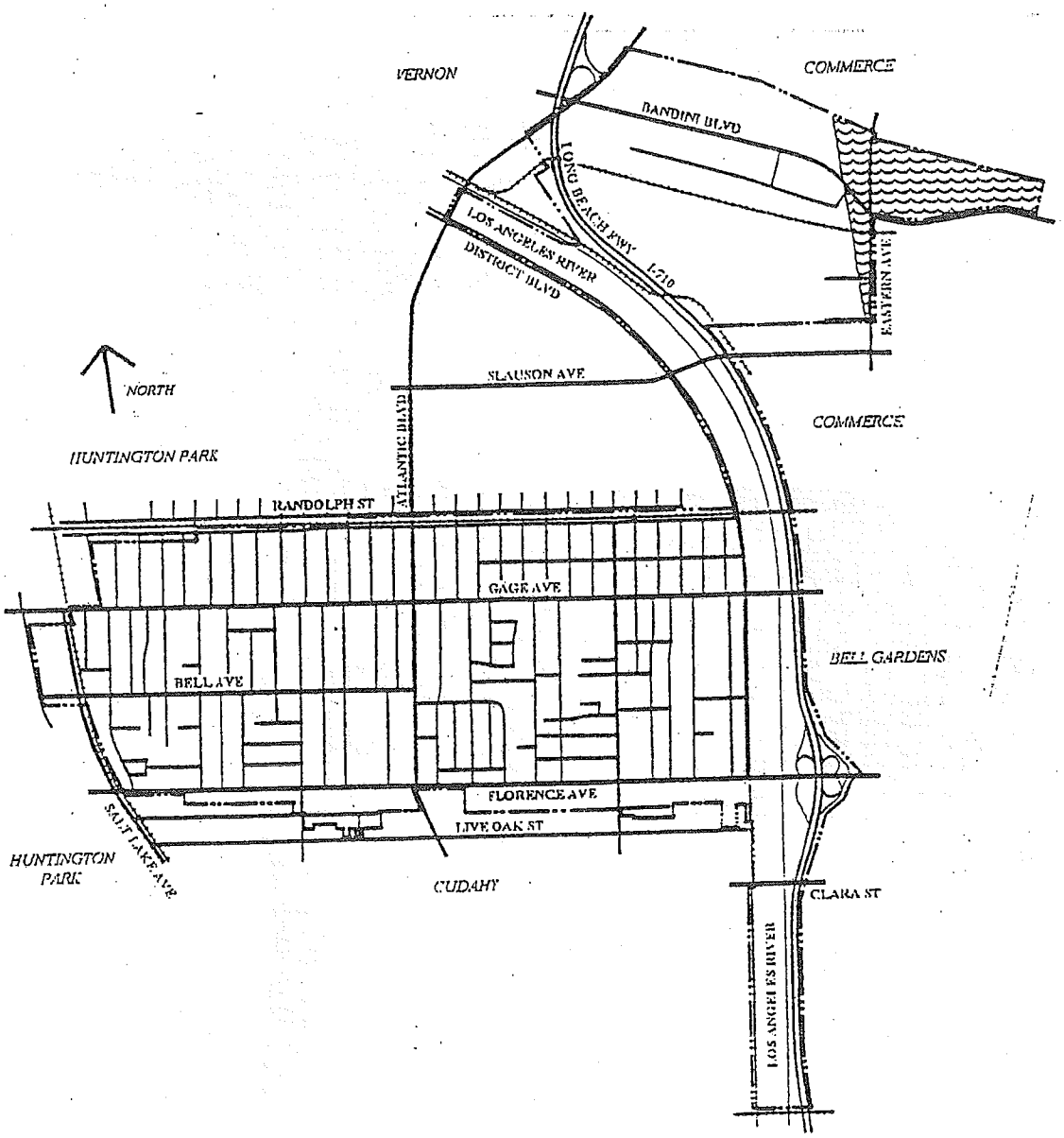


EXHIBIT 7:
FLOOD RISK - GARVEY RESERVOIR

There are several other fire stations in the surrounding area which may serve the City of Bell when needed. Response time county-wide is under 5 minutes.

TABLE 2 - FIRE STATIONS

Station	Address	Staff and Facilities
163	6320 Pine Ave. Bell	6 firefighters 1 paramedic squad 1 fire engine
27	6031 Rickenbacker Rd., Commerce	7 firefighters 1 fire engine 1 ladder truck
39	7000 Garfield Ave., Bell Gardens	5 firefighters 1 paramedic squad 1 fire engine
165	3255 Saturn Ave., Huntington Park	4 firefighters 1 fire engine
3	930 Eastern Ave., Los Angeles	10 firefighters 1 fire engine 1 ladder truck 1 paramedic squad

Source: Los Angeles County Fire Department, 1996.

Hazardous Materials

The State of California defines a hazardous material as a substance that is toxic, ignitable or flammable, or reactive and/or corrosive. An extremely hazardous material is defined as a substance that shows high acute or chronic toxicity, carcinogenicity, bio-accumulative properties, persistence in the environment, or is water reactive (California Code of Regulations, Title 22). This section of the Safety Element discusses the hazards associated with the use, storage or manufacturing of hazardous materials in or near the City of Bell.

The primary concern associated with the release of a hazardous material relates to the public health risks of exposure. Toxic gases are a primary concern, since a gaseous toxic plume is more difficult to contain than a solid or liquid spill, and a gas can impact a larger segment of the population in a shorter time span.

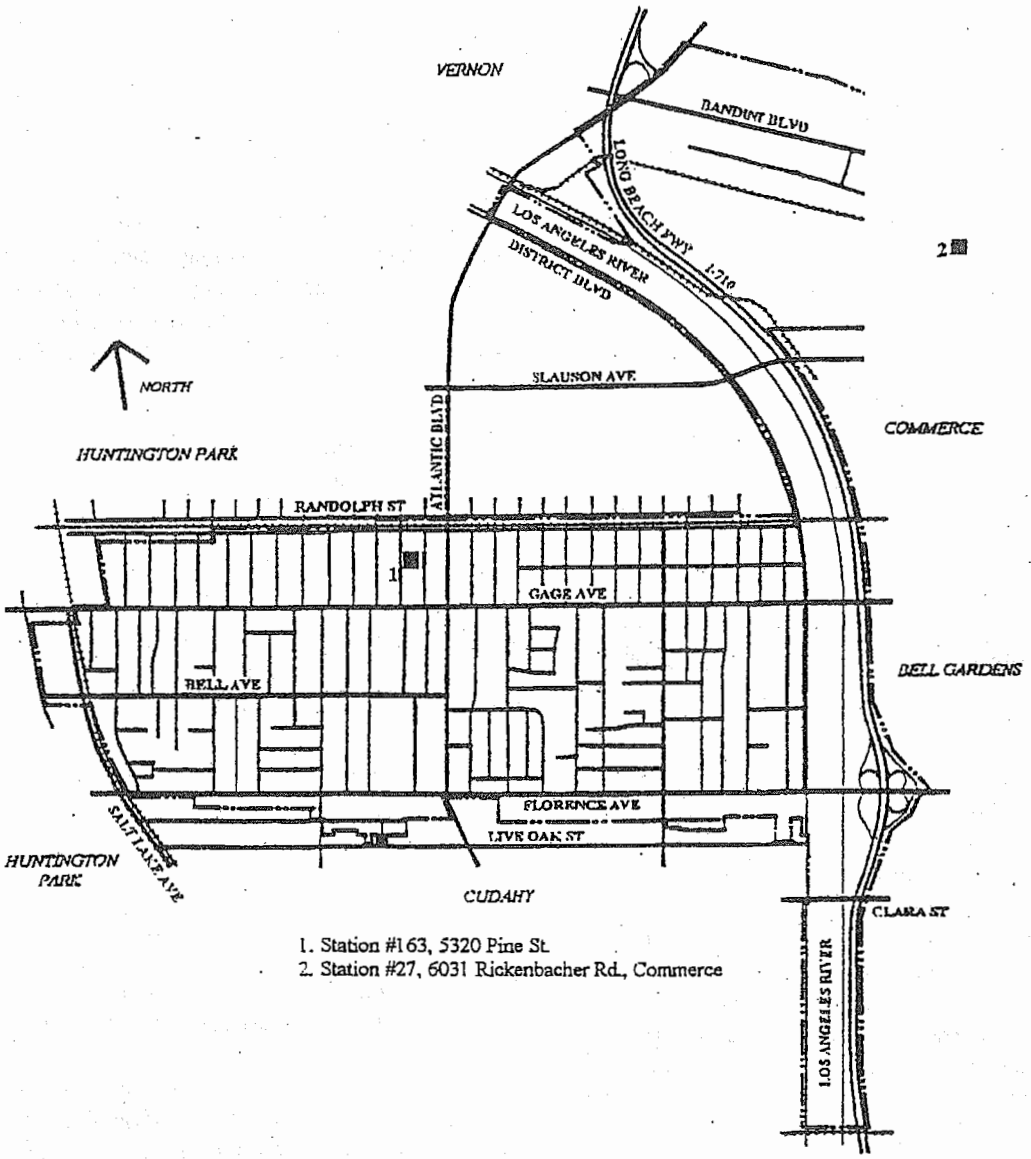
All businesses that handle hazardous materials are required by various Federal, State, and local agencies to submit a business plan to their local administering agency (the reportable quantities are 50 or more gallons of a liquid, 500 pounds or more or a solid, or 200 cubic feet or more of a gas at standard temperature and pressure; quantities for acutely hazardous materials vary according to the substance).

Every hazardous material handler is required to submit a business plan and an inventory of hazardous substances and acutely hazardous materials to the Bell Police Department and the County Fire Department on a yearly basis. If the hazardous materials inventory of a business should change, a revised business plan must be submitted.

Hazardous material users and generators in the City include gasoline stations, auto repairs shops, printers and photo labs, clinics, dry cleaners, schools, fire stations, and a variety of other commercial and industrial land uses. A total of 141 establishments in Bell are listed in the California Facility Inventory Database of the California Environmental Protection Agency Hazardous Materials Data Management Program, as provided in Appendix B.

Releases of hazardous materials may occur during a natural disaster, such as during an earthquake. Improperly-stored containers of hazardous substances may overturn or break, pipelines may rupture, and storage tanks may fail. Containers may also explode if subject to high temperatures, such as those generated by a fire. If two or more chemicals which are reactive when combined come in contact as a result of a spill, the hazard may be compounded.

The Uniform Fire Code includes criteria designed to minimize the risk of an accident. These guidelines are to be followed when storing, using or transporting hazardous materials, and include secondary containment of substances, segregation of chemicals to reduce reactivity during a release, sprinkler and alarm systems, monitoring, venting and auto shutoff equipment, and treatment requirements for toxic gas releases.



1. Station #163, 5320 Pine St.
2. Station #27, 6031 Rickenbacher Rd., Commerce

EXHIBIT 8:
FIRE STATION LOCATIONS

Structures which have special evacuation requirements include the Bell High School and other schools (large number of students), Bell Convalescent Hospital (elderly persons) and Bell Police Station (prisoners temporarily housed at the station).

Transport and Distribution Facilities

The I-710 Freeway is a major truck route from Los Angeles and Long Beach and presents a potential for hazardous material accidents and spills during transport. In addition, the Atchison Topeka and Santa Fe (AT&SF), Union Pacific Railroad (UPRR), and the Southern Pacific Railroad (SPRR) rail lines transport hazardous materials from time to time. Trains on the SPRR railroad line parallel to Randolph Street, in the northern section of the Central city, on the UPRR line along the west side and on the AT&SF railroad in the Cheli Industrial area also carry hazardous cargoes. The City has no jurisdiction or control over the transport of hazardous materials on freeways and railroads.

The California Highway Patrol is in charge of spills that occur in or along freeways, with local sheriffs, Caltrans, and police departments responsible for additional enforcement and routing assistance.

A Chevron high pressure crude oil pipeline runs along River Drive in the City. This line transports crude oil from Montebello to El Segundo. Transmission lines run along the Los Angeles River (east of the Central City) and west of the UPRR tracks (west of the Central City). A natural gas transmission line and Arco pipelines run along the UPRR tracks on the western end of the City.

Crime

The greatest perceived threat to health and safety for many residents in the City is not associated with the aforementioned natural and manmade hazards. While there is certainty that a major, and damaging earthquake will affect the City within the ten-to-twenty year planning period governed by this General Plan, the greatest perceived risk to health and safety is related to crime.

Overall, the number of reported crimes within the larger Southern California region appears to be declining. This improvement is generally attributed to an overall improvement in economic conditions within the region.

Crime statistics obtained for the City of Bell also indicate a slight decrease overall in the number of reported crimes. However, certain types of crime continue to be of serious concern in the City. The City is taking a proactive role in the monitoring gang activity and juvenile crime.

The California Crime Index for 1995 shows that crime in the City of Bell consists mainly of vehicle theft and larceny. Table 3 shows crime incidence in 1995.

TABLE 3 - CRIME STATISTICS

Type of Crime	# Reported	Percent
Willful Homicide	3	0.25
Forceful Rape	5	0.41
Robbery	158	12.97
Aggravate Assault	139	11.41
Burglary	225	18.47
Motor Vehicle Theft	382	31.36
Larceny	297	24.38
Arson	9	0.74
Total	1218	100

Source: California Office of the Attorney General, 1996.

Police protection and law enforcement services are provided by the City of Bell Police Department. The police department's authorized strength is 36 officers. This translates into a per capita ratio of 0.989 officers per 1,000 residents.

Health Care Services and Emergency Shelters

Primary health care is provided by the St Francis Medical Center in Lynwood, Downey Community Hospital, U.S.C. Medical Center and the Los Angeles Community Hospital in East Los Angeles, Martin Luther King, Jr. Hospital in Los Angeles, Rio Hondo Memorial Hospital in Downey, Rancho Los Amigos Medical Center in Downey, and Community Hospital of Huntington Park.

A number of structures have been designated as emergency shelters by the Emergency Preparedness Commission for the County and cities of Los Angeles. These shelters are listed in Table 4.

TABLE 4 - EMERGENCY SHELTERS

Structure	Address	Occupancy Limits
U.S. Post Office	6327 Otis Ave.	700
Bell Police Station	6326 Pine Ave.	390
Bell High School	4328 Bell Ave.	4280
Corona Avenue School	3825 Bell Ave.	61
Total		5431

Source: California Office of Emergency Services, 1987.

SAFETY OBJECTIVES, POLICIES & PROGRAMS

The following objectives were first identified in the City's 1986 Safety Element and continue to be the City's objectives:

- The City of Bell will comply with the State planning law concerning the preparation of a combined Safety/Seismic Safety Element
- The City of Bell General Plan, and the Safety Element contained herein, is now complete and internally consistent.
- The City of Bell General Plan, and the Safety Element contained herein, indicates the relationship between land use and geologic hazards.
- The City of Bell General Plan, and the Safety Element contained herein, reaffirms the City's policies and programs to save lives and protect property in the event of an emergency situation or natural disaster.

The City, adopted the following policies listed below in 1986 to protect public health and safety and they continue to articulate City policy:

Policy 1. The City will encourage educational programs which inform residents and businesses in the City concerning procedures to follow in the event of a major earthquake.

Policy 2. The City will establish and enforce standards to reduce unacceptable levels of fire and geologic risk

Policy 3. The City will reduce fire hazards associated with older buildings including masonry structures and residences above commercial structures on Gage Avenue.

Policy 4. The City will continue participation in community programs that train policemen, foremen, and civil defense volunteers how to perform effectively after earthquake.

Policy 5. The City will review and improve disaster preparedness and emergency response capabilities.

The City is actively implementing several programs related to seismic safety fire prevention, use and disposal of hazardous materials, and emergency preparedness.

Seismic Safety Program - The City enforces the seismic retrofit requirements of the State of California Uniform Building Code, per City ordinance adopted in

1987. The standards apply to bracing systems, wall anchorage to roof and floors and the filling in of excess openings. The City has adopted an Earthquake Hazard Reduction Ordinance to address groundshaking hazards in the City.

Fire Prevention and Inspection Program - Commercial and industrial uses are inspected annually and "fire target hazards" are inspected at least three times a year. The Los Angeles County Fire Department enforces a weed abatement program for vacant lots and also enforces weed abatement at residences on a complaint basis. The abatement of residential fire hazards is enforced on a complaint basis.

Hazardous Materials Program - More than one-half of the Police Department supervisors have completed Hazardous Material Training courses. The City has adopted truck routes which prohibit the transport of hazardous materials through residential neighborhoods. The State Department of Health Services maintains records on the location and type of hazardous wastes stored within each City.

Hazardous Materials Records Program - The City will continue to collect and maintain up-to-date records through the City Safety Departments of the type, location, owners, and responsible persons for properties which involve the handling of hazardous materials and wastes.

Community Hazardous Waste Education Program - The City will implement an education program for households and small businesses regarding identification and disposal of potential hazardous wastes, including machine oils, pesticides, etc.

Emergency Preparedness Program - The City originally adopted a Civil Defense and Disaster Plan in 1972 and this Plan was updated in February 1983. The Bell Police Department has adopted procedures for dealing with hazardous spills on the highway. These procedures are based on the California Highway Patrol's Hazardous Materials Transportation Manual and the Federal Department of Transportation's Emergency Response Materials. All Police Department personnel are trained to use the Emergency Response Handbook.

SAFETY PLAN

Evacuation Routes

Evacuation routes through the City of Bell include the major arterials in the City: Atlantic Avenue, Florence Avenue, Gage Avenue and Eastern Avenue as shown in Exhibit 9.

Gage and Florence Avenues run in an east-west direction and would serve as a collector for evacuating residents on the City's north-south local streets. Evacuees may then proceed on Atlantic Avenue which runs in a north-south direction or remain on Gage and Florence Avenues, depending on the site of the disaster or the nature of the emergency.

Fire Protection Standards - Fire Flow

To ensure emergency water supply throughout the City, new construction is required to meet specific fire flow standards. Fire flows for individual structures are calculated according to size of the structure (floor area), type of construction (wood, non-combustible, fire-resistive), building height, presence of sprinkler systems, distance between buildings, and type of use.

The Los Angeles County Fire Department's Fire Prevention Bureau determines the minimum flows for new construction based on building plans and developers are responsible for providing adequate fire flows. This ensures that hydrant capacity is available to meet fire emergency needs of all developments.

The City of Bell follows the County Fire Department Fire Code standards for fire flows and emergency access roads. Fire flows of 1,000 gpm to 5,000 gpm at 20 pounds per square inch of residual pressure for a duration of 2 to 5 hours is needed at residential and commercial uses, with hydrants every 300 to 600 feet, based on the type of occupancy.

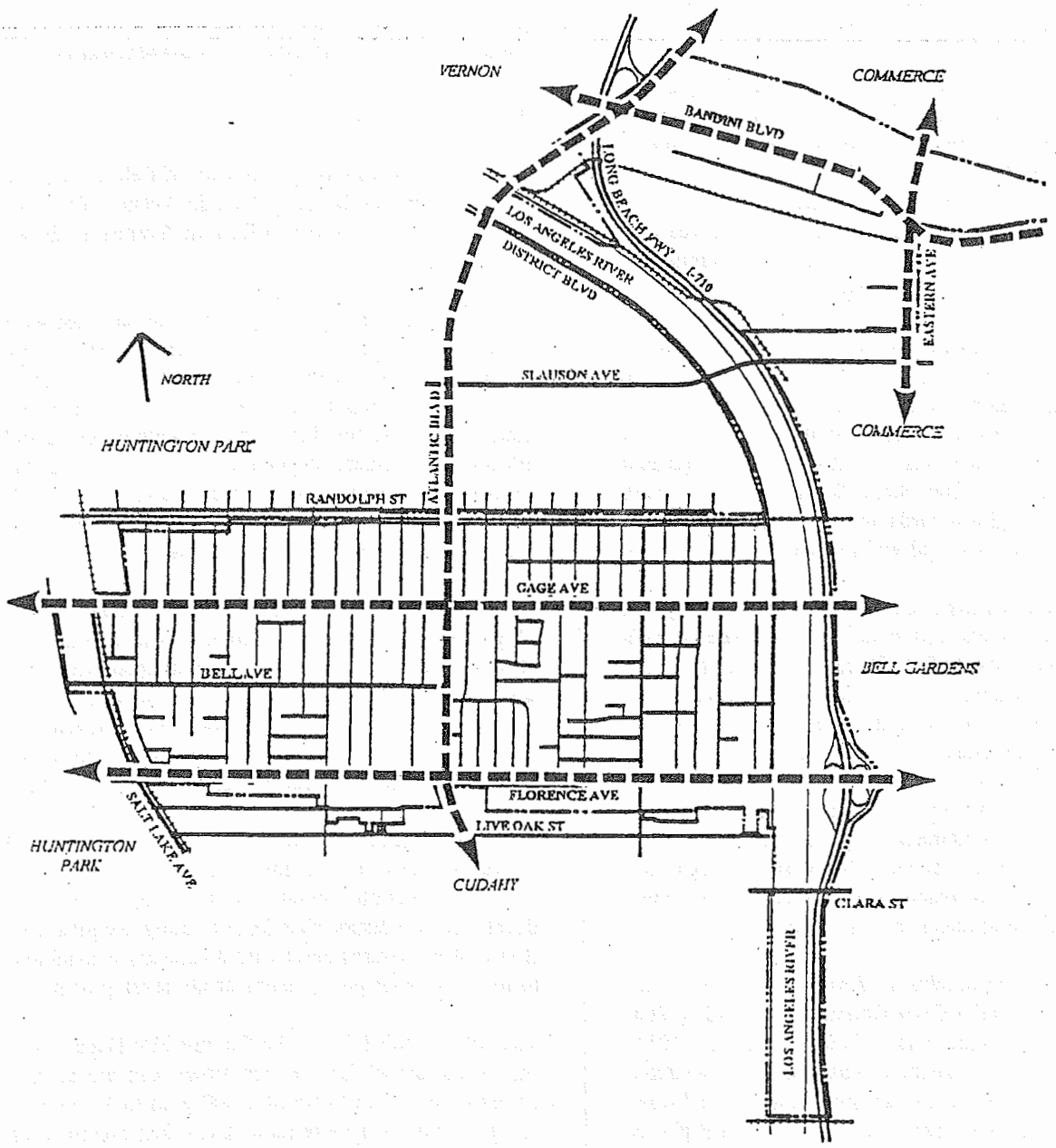


EXHIBIT 9: EVACUATION ROUTES

TABLE 5 - FIRE STANDARDS

Development	Fire Flow (gpm)	Road Width (feet)	Access[1] (Feet)	Turn Radius (Feet)
Single -Family (Fire Zone 4)	1000-1250	20-26	150	32
Single-Family (Fire Zone 3)	750-1250	20-26	150	32
Two-Family (Duplex)	1500	26-36	150	32
Mobile Home (Fire Zone 4)	1250	26-36	150	32
Multi-Family & Hotel	1000-5000	26-36	150	32
Schools	1000-5000	26-36	150	32
Commercial & Industrial	1000-5000	26-42	150	32
High-Rise (5-stories/ 75')	5000	N/A	N/A	32

Source: Los Angeles County Fire Department Fire Code Standard No. 10207 (A) and (B) and Fire Prevention Regulation No. 8, Vol. 7, Chapter 1, Subject 8 - Fire Flow and Hydrant Standards.

The fire standards outlined above are subject to the following conditions:

- Fire flow increases with building size (square feet) and/or lot coverage. 20 psi and 600 feet hydrant spacing is required for single family dwelling. 20 psi and 300 feet hydrant spacing is required for all other occupancies.

- Road width increases where parallel parking allowances, hydrant requirements, or serial fire suppression requirements, or aerial fire suppression requirements indicate the need.

- Minimum 20 feet private road width is permitted only if life safety is not jeopardized, topography, or lot shape/dimensions are constraints, and the Fire Department grants discretionary approval.

- A paved access is required if any portion of the first floor building exterior is more than 150 feet from a public vehicle access (private driveway, bridge, alley).

Final fire flow will be based on the size of the building, its relationship to adjacent structures and the type of construction. Table 5 summarizes the minimum fire flow and access standards for development projects in Bell.

Fire Protection Standards - Peak Load Water Supply

The water system must be capable of supplying adequate quantities of water for firefighting purposes, in addition to the daily supply for domestic demand in the area. Adequate reservoir capacity is determined by the availability of water for peak day supply plus fireflow requirements. Generally, peak day supply is twice the average day demand and total fireflow requirements are estimated by the population of the area.

Fire Protection Standards - Emergency Access

The provision of adequate roadway widths will facilitate emergency response during a disaster. The City supports fire access standards that have been established by the County Fire Department to ensure access for firefighting equipment to all areas of the City. These standards are provided in Table 5 above.

APPENDIX A

Modified Mercalli Intensity Scale*

I.	Tremor not felt.
II.	Tremor felt by persons at rest or in upper floors of a building. (2)
III.	Tremor felt indoors. Vibrations feel like a light truck passing by; may not be recognized as an earthquake. Hanging objects swing. (3)
IV.	Hanging objects swing. Vibrations feel like a heavy truck passing by, and the jolt feels like a heavy ball striking the walls. Standing cars rock. Windows, dishes and doors rattle. Glasses clink and crockery clashes. Wooden walls and frames crack in the upper range of scale 4.
V.	Earthquake felt outdoors, and its direction can be estimated. Sleepers are awakened. Liquids are disturbed, some spilled. Small unstable objects are displaced or upset. Doors swing, closing and opening. Shutters and pictures move. Pendulum clocks stop, start or change rate. (4)
VI.	Earthquake felt by everybody. Many are frightened and run outdoors. Persons walk unsteadily. Window, dishes and glassware are broken. Knick-knacks and books fall off shelves; pictures fall off walls. Furniture moves or is overturned. Weak plaster and masonry D are cracked. Small bells in churches and schools ring. Trees and bushes are shaken.
VII.	Difficult to stand. Earthquake noticed by drivers of motor cars. Hanging objects quiver. Furniture is broken. Damage to masonry D, including fallen plaster, loose bricks and stones, cracks in tiles and cornices. Weak chimneys break at roof line. Some cracks in masonry C. Waves form in ponds, disturbing mud at the bottom. Slides and caving in sand and gravel banks. Large bells ring. Concrete irrigation ditches are damaged. (5)
VIII.	Steering of motor cars is affected. Partial collapse of masonry C structures. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls. Twisting and falling of chimneys, factory stacks, monuments, towers and elevated tanks. Frame structures, if not bolted to foundations, shift. Loose panel walls are thrown out; decayed pilings brake off. Branches brake off trees. Changes in flow or in temperature of springs or wells. Cracks in wet ground and on steep slopes. (6)
IX.	General panic. Masonry D structures destroyed; masonry C heavily damaged, sometimes completely collapsed. General damage to foundations. Frame structures, if not bolted, shift off their foundations. Serious damage to reservoirs. Underground pipes are broken. Conspicuous cracks in the ground. In alluvial areas, sand and mud are ejected, forming sand craters.
X.	Most masonry and frame structures are destroyed. Most foundations destroyed. Some well-built wooden structures and bridges are destroyed. Serious damage to dams, dikes, and embankments. Underground pipelines are seriously damaged. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and in flatlands. Rails bent slightly. (7)
XI.	Rails bent greatly. Underground pipelines completely out of service. Many and widespread disturbances of the ground, including broad fissures, earth slumps and land slips in soft, wet ground. Sand- and mud-charged water ejected from fissures in the ground. Sea-waves (tidal waves or tsunami) of significant magnitude. Severe damage to wood-frame structures, especially if near to the shock center. Severe damage to dams, dikes and embankments. Few, if any, masonry structures remain standing. Large, well-constructed bridges destroyed due to damage to their supporting piers or pillars. Wooden bridges are affected less. (8+)
XII.	Damage is nearly total. Lines of sight and level are distorted. Objects are thrown into the air. Great and varied disturbances of the ground, including numerous shearing cracks, landslides, large rock-falls, and numerous and widespread slumping of river banks. Fault slips in firm rock with notable horizontal and vertical offset. Water channels, both at the surface and underground are disturbed and modified. Lakes are dammed, rivers are deflected, waterfalls occur. The rolling effect of the seismic waves is actually seen at the ground surface.

Masonry A:	Good workmanship, mortar and design. Reinforced, especially laterally, and bound together with steel, concrete, etc. Designed to resist lateral forces.
Masonry B:	Good workmanship and mortar. Reinforced, but not designed to resist lateral forces.
Masonry C:	Ordinary workmanship and mortar. Not reinforced or designed to resist horizontal forces.
Masonry D:	Weak materials, such as adobe; poor mortar. Low standards of workmanship weak horizontally.

These masonry types are not to be confused with the conventional Class A, B, and C construction types.

* Modified and rewritten after Richter (1958) and Toppozada and others (1988) using Rossi-Forel's Intensity Scale. Bold numbers in parenthesis () indicate approximate equivalent in Richter Magnitude Scale. This comparison assumes the intensity is determined on a bedrock site near the earthquake epicenter.

APPENDIX B

HAZARDOUS MATERIALS USERS		
COMPANY NAME	STREET ADDRESS	DATABASE
Los Angeles City Schools	6201 Atlantic Ave.	HAZNT
Bell Auto Body & Paint	6230 Atlantic Ave.	AREMS, FINDS, HAZNT, M1990, M1991, RCRIS
Rays Used Cars Inc.	6240 Atlantic Ave.	FINDS, HAZNT
LA Unified School District	6303 Atlantic Ave. S.	HAZNT
Bank of America	6312 Atlantic Ave.	HAZNT, M1992
Atlantic Lumber Yard	6327 Atlantic Ave.	LTNKA
One Hour Photo	6341 Atlantic Blvd. S.	HAZNT, M1992
Bell Plaza Medical Clinic	6355 Atlantic Ave. N.	HAZNT
City of Bell - Redevelopment Agency	6399 Atlantic Ave. S.	CALSI, LTNKA
Sopp Maurice J and Son Chevrolet	6400 Atlantic Ave. S.	FINDS, HAZNT, M1990, M1991, M1992, RCRIS
Atlantic Radiator Service	6644 Atlantic Blvd.	CALNF
Lucky Cleaners	6903 Atlantic Blvd.	HAZNT
Auto Tire Center/Rancho Industries Inc.	6925 Atlantic Blvd.	FINDS, HAZNT
Pacific Bell	6931 Atlantic Ave.	AREMS, FINDS, HAZNT, M1990, M1992, RCRIS
Jack's Car Wash	7030 Atlantic Ave. S.	LTNKA
K and J Brothers Shell	7121 Atlantic Ave. S	FINDS, HAZNT, LTNKA, M1991, M1992, RCRIS, UTNKA
Okeh Caters	7221 Atlantic Blvd. S.	HAZNT, M1991
Franks Auto Repair	7301 Atlantic Blvd. S.	FINDS, HAZNT, RCRIS
J P E Catering	7301 Atlantic S.	HAZNT
Lucky Cleaners	690334 Atlantic Blvd.	FINDS, HAZNT, RCRIS
Carlos Acre	6200 Atlantic Blvd. S.	HAZNT
Trammel Crow	550 Bandini Blvd.	HAZNT
USPS	555 Bandini Blvd.	FINDS, HAZNT

HAZARDOUS MATERIALS USERS		
COMPANY NAME	**STREET ADDRESS**	**DATABASE**
OMS #6	5300 Bandini Blvd.	FINDS, HAZNT, LTNKA, M1990, M1991, M1992, RCRIS
Patton Army Reserve Center	5340 Bandini Blvd.	FINDS, HAZNT, LTNKA, M1990, M1991, M1992, STRMI, UTNKA
Omega Recovery Services	5400 Bandini Blvd.	FINDS, HAZNT, RCRIS
Dot For Dot Lithography	5454 Bandini Blvd.	FINDS, HAZNT, RCRIS
Baroque Frame And Mirror	5530 Bandini Blvd.	HAZNT
U.S. Postal Service	5553 Bandini Blvd.	HAZNT, M1992, STRMI
UMPS Los Angeles Bulk Mail Center	5555 Bandini Blvd.	FINDS, HAZNT, LTNKA, M1990, M1991, UTNKA
Hilti Repair Center	5578 Bandini Blvd.	FINDS, HAZNT, RCRIS
Hobart Corporation	5584 Bandini Blvd.	FINDS, HAZNT, M1991, M1992, RCRIS
Sierracin Transflex	5600 Bandini Blvd.	FINDS, HAZNT, M1990, M1991, M1992, RCRIS
TEG The Environmental Group	5680 Bandini Blvd.	HAZNT
INK Systems Incorporated	5698 Bandini Blvd	FINDS, HAZNT, M1990, M1991, M1992, RCRIS, S1989
SWECO Inc.	6021 Bandini Blvd. E.	CALNF
Aman Bros	5550 Bandini Blvd	HAZNT, M1990
LAUSD Corona Elementary School District	3825 Bell Ave	FINDS, HAZNT, RCRIS
LAUSD Bell High School	4328 Bell Ave.	AREMS, FINDS, HAZNT, M1990, M1991, M1992, RCRIS
Reproduction Support Center Inc.	4650 Eastern Ave.	HAZNT, M1992
Corona Trucking	4700 Eastern Ave.	HAZNT, STRMI
Tractor Barn	4702 Eastern Ave.	AREMS, FINDS, HAZNT, M1991, M1992, RCRIS, STRMI, UTNKA
Bell Federal Parking Lot	4747 Eastern Ave.	FINDS, HAZNT, RCRIS
Disposal Control	4801 Eastern Ave. S.	HAZNT
Everybody's Auto Supply	6915 Eastern S.	CALNF

HAZARDOUS MATERIALS USERS		
COMPANY NAME	**STREET ADDRESS**	**DATABASE**
A & A Distributors	3729 Florence Ave.	UTNKA
Thrifty Oil Company	3831 Florence Ave.	HAZNT, M1992
Martinez Jerry	4019 Florence	HAZNT
Larry's Auto/Patrick's Automotive Repair	4825 Florence E.	HAZNT
The Royal Bugee Shop/TNT Auto Service	5121 Florence Ave	FINDS, HAZNT
Gil's Automatic Transmission	6120 Florence Ave. E.	HAZNT
James Marrs Fabulous Cleaners	3623 Florence E.	AREMS, CALNF, HAZNT
Bell Trans.	3653 Florence	HAZNT
GM Smog & Tune Up/ Florence Auto Clinic	3726 Florence Ave.	HAZNT, M1991
Alberto Zuniga	3729 Florence Ave. E.	HAZNT
Superior Battery & Discount Auto	3740 Florence Ave. E.	HAZNT
Capitol Body Shop, R. Hernandez/ Bill D Keene Residence	3813 Florence Ave. E.	AREMS, HAZNT
Thrifty Oil Co. #009	3831 Florence	HAZNT, LTNKA
Daily Sol Co.	4016 Florence Ave.	HAZNT, M1992
Bell Equipment Rentals & Sales	4121 Florence Ave. E.	FINDS, HAZNT, RCRIS
Taller Mexico Auto Service	4133 Florence Ave E.	HAZNT
Jin Kyu Kim ARCO	4200 Florence Ave. E.	FINDS, HAZNT, RCRIS
V W Schlosserei	4201 Florence Ave E.	HAZNT
Johnny's Restaurant	4401 Florence Ave. E.	AREMS
Tuneup Masters	4404 Florence Ave E.	FINDS, HAZNT, LTNKI, M1990
Midas Muffler	4406 Florence Ave. E.	HAZNT
Jose Barron Auto Repair	4720 Florence Ave. E.	HAZNT
Larry's Auto	4825 Florence Ave.	FINDS, HAZNT, RCRIS, M1990
Purrfect Auto Service #27/ Moyas Mufflers & Radiators/ World Transmission/ A&R Auto Repair	4928 Florence Ave. E.	HAZNT, UTNKA

HAZARDOUS MATERIALS USERS		
COMPANY NAME	**STREET ADDRESS**	**DATABASE**
Unocal Svc Station #3574	4965 Florence Ave. E.	FINDS, HAZNT, LTNKA, M1990, M1991, M1992
7-Eleven Store 2114-18836	5000 Florence St. E.	FINDS, HAZNT, M1990, M1992, UTNKA
Bell Chevron #91686	5001 Florence Ave.	FINDS, HAZNT, LTNKI, RCRIS
Star Cleaners	5009 Florence Ave. E.	FINDS, HAZNT, RCRIE, RCRIS
Westwood Financial Corporation	5097 Florence Ave. E.	HAZNT
Physicians Service Laboratory	5101 Florence #2 Ave. E.	HAZNT, M1992
Foto Mexico	5120 Florence E.	CALNF
Kims Auto Repair	5121 Florence E.	HAZNT
R-R Drive In Dairy	5133 Florence Ave. E.	HAZNT, M1990, M1992
Mobil Oil Station #11	5151 Florence	HAZNT, UTNKA
Pacific Alternators	5247 Florence	FINDS, HAZNT
Jiffy Lube #2	3901 Florence	FINDS, HAZNT, RCRIS, M1992
Bell One Hour Photo	3721 Gage Ave.	FINDS, HAZNT, RCRIS
Maywood Auto Electric	3500 Gage Ave. E.	HAZNT
H & H Auto SVC.	3501 Gage E.	FINDS, HAZNT, M1992, RCRIS
Gage Auto & Fender	3510 Gage Ave.	AREMS, FINDS, HAZNT, M1991, M1992, RCRIS
Auto Electric Automotive	3623 Gage Ave. E.	HAZNT
Stationary Service & Printing	3705 Gage Ave. E.	FINDS, HAZNT, RCRIS
John Radiator Service	3901 Gage Ave E.	HAZNT
G & L Auto Repair/ First Baptist Church Of Bell	3929 Gage E.	FINDS, HAZNT, RCRIS
Jim's Food To Go	4010 Gage	AREMS
G.L. Gin Chinese Laundry & Cl	4032 Gage Ave E.	AREMS, HAZNT
Quality Cleaners	4077 Gage Ave.	FINDS, HAZNT, RCRIS
Community Health Foundation	4129 Gage Ave.	HAZNT

HAZARDOUS MATERIALS USERS		
COMPANY NAME	**STREET ADDRESS**	**DATABASE**
Olivier & Doyle Body Shop	4235 Gage Ave. E.	FINDS, HAZNT, M1990, M1991, M1992, RCRIS
IPL Marketing Design	4319 Gage Ave. E.	HAZNT
Smog & Tune	4335 Gage Ave.	HAZNT
LUV-LY Fruit Pies Inc.	4381 Gage Ave. E.	AREMS
Bell Radiator	4410 Gage Rd. E.	HAZNT, M1991
TBM Business Equipment	4430 Gage Ave.	HAZNT
City of Bell	4459 Gage Ave.	HAZNT
Town & Country Honda	4460 Gage E.	FINDS, HAZNT, RCRIS
KWIK Auto Center/Econo Lube & Tune #121	4555 Gage E.	HAZNT
Bill Photo & Gift	4570 Gage Ave. E.	HAZNT, M1991, M1992
Unocal SS #6964	4575 Gage Ave.	FINDS, HAZNT, RCRIS
Mike's Service Center/Pickerin Mobil	4612 Gage Ave. E.	FINDS, HAZNT, LTNKA, M1990, RCRIS
Bellwood Chevrolet	4625 Gage Ave. E.	AREMS, HAZNT
Servisystem Co.	4722 Gage Ave.	CALNF
Klockers Cyclery	4737 Gage Ave. E.	HAZNT
Gage Medical Group	4750 Gage Ave.	HAZNT, M1992
Del Sol Autos	4814 Gage Ave.	HAZNT
McDonalds Automotive	4827 Gage Ave. E.	HAZNT
Cheung, Manhim	5001 Gage Ave. E.	HAZNT
Pioneer Body Shop	5051 Gage Ave. E.	AREMS, HAZNT
Sava's Body Shop	5061 Gage Ave. E.	AREMS, HAZNT, RCRIS
United Engine Rebuilders Inc.	5080 Gage Ave. E.	AREMS, FINDS, HAZNT, RCRIS, M1991
Ashley Electronics Service	5250 Gage E.	HAZNT
City of Bell	5320 Gage Ave.	FINDS, HAZNT, M1991, M1992, RCRIS

HAZARDOUS MATERIALS USERS		
COMPANY NAME	**STREET ADDRESS**	**DATABASE**
Jeffries, Raymond	5412 Gage Ave. E.	HAZNT, LTNKA, M1990, M1991
Peek Printing Company	402731 Gage Ave. E.	CALNF
Trans Color Lab II	435658 Gage Ave. E.	HAZNT
U.S. Immigration & Naturalization Ser.	GSA Warehouse (No Street Nbr.)	HAZNT, M1990
Command Packaging	5300 Lindbergh Lane	FINDS, HAZNT, RCRIS
Ralphs Grocery Co. No. 410	5548 Lindbergh Lane	FINDS, HAZNT
Exxon Corp.	5560 Lindbergh Lane	HAZNT
Himolene	5690 Lindbergh Lane	HAZNT, STRMI
Martin Brower Co.	5598 Lindbergh Lane	HAZNT
Southern California Edison	Maywood Substation (No Street Nbr.)	HAZNT, M1992
Masson Cheese Company	6218 Maywood Ave.	HAZNT
Maywood Ave. Lawnmower	6308 Maywood Ave.	HAZNT
Renteria Auto Repair	6332 Maywood Ave.	HAZNT
United States Postal Service	6327 Otis Ave.	HAZNT
Los Angeles County Fire Department Station #163	6320 Pine Ave.	HAZNT, M1992
City of Bell Police	6330 Pine Ave.	HAZNT
U.S. Immigration Service	5600 Rickenbacker Ave.	HAZNT, M1990
Rockwell Intl./ ZA Supply Depot	Rickenbacker Ave.	HAZNT
Peck Manufacturing	6511 Salt Lake Ave	HAZNT, STRMI, S1987, S1988, S1991, UTNKA
Barkens Hardchrome Inc.	6615 Salt Lake Ave	CALNF
Pacific Telephone & Telegraph	6707 Salt Lake Ave	CALNF, FINDS, HAZNT, M1990, M1991, M1992
Ha Burrow Pattern Works	6811 Salt Lake Ave	HAZNT
Goal Inc.	7414 Scout Ave.	CALNF
U.S. Army Corp Of Engineers	U.S. Postal Center Receiving (No Street Nbr)	HAZNT

HAZARDOUS MATERIALS USERS		
COMPANY NAME	**STREET ADDRESS**	**DATABASE**
AREMS - Aerometric Information Retrieval System Facility Subsystem CALNF - Calsites which need no further action CALSI - Calsites Database - formerly ASPIS FINDS - U.S. EPA Facility Index Data System HAZNT - Hazardous Waste Information System LTNKA - Leaking Underground Storage Tank Information System LTNKI -Inactive Leaking Underground Storage Tank Locations M1990, M1991, M1992 - Facilities which manifested hazardous waste offsite in 1990, 1991 or 1992 RCRIE - Resource Conservation and Recovery Information System with an enforcement history RCRIS - Resource Conservation and Recovery Information System S1987, S1988, S1989, S1991 - Toxic Release Inventory for the year 1987, 1988, 1989, 1991 STRMI - Companies with stormwater industrial permits UTNKA - Active Underground Storage Tank Locations		

INTRODUCTION TO THE ELEMENT

The Circulation Element of the Bell General Plan is one of seven State mandated elements of the General Plan and is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. The anticipated level and pattern of development by the year 2010, as identified in the Land Use Element, and increased development in the surrounding areas will increase capacity demands on the City's roadways. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies which serve as the basis for the Circulation Element.

Relationship to the General Plan

The purpose of the Circulation Element is to provide a safe, sensible and efficient circulation system for Bell to promote the efficient transport of goods and the safe, efficient movement of traffic within the city. According to California Government Code Section 65302(b), General Plan Circulation Elements shall include "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the Land Use Element of the Plan." The mandatory circulation element issues, which must be addressed within the General Plan, are as follows: major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.

The Circulation Element portrays the roadway system needed to serve traffic generated by uses permitted in the Land Use Element, as well as increased development in the surrounding areas. Traffic forecasts in the Circulation Element are used to determine noise contours for the Noise Element. The Safety Element addresses evacuation routes and minimum road widths to accommodate city residents in the event of a catastrophe. Several transportation plans have been prepared focusing on the development of a regional transportation system to handle the anticipated traffic loads expected from future development.

The Bell Circulation Element is organized into the following three sections:

- ***Background for Planning.*** Existing traffic volumes, levels of service, and other conditions relative to circulation and transportation are summarized in this section. Public transportation and alternative forms of transportation are also discussed.

- ***Circulation Objective and Policies.*** Objectives related to transportation issues and circulation related infrastructure, along with supporting policies and the implementing programs, are listed in this section.

- ***Circulation Plan.*** This section establishes the hierarchy of freeways, highways, and streets within the City and indicates which roadways fall within each category of the hierarchy. Typical standards for each category are also illustrated.

BACKGROUND FOR PLANNING

Regional circulation in the area is defined by commuter traffic between Bell and the surrounding communities and the County's major employment centers to the north, west and south. Regional access to the City of Bell is readily available through the Long Beach (I-710) Freeway, which has interchanges at Atlantic Boulevard and Florence Avenue. This freeway separates the Central City area of Bell on the southwest from the Cheli Industrial area on the northeast. Daily traffic volumes on the I-710 Freeway are estimated at 210,000 vehicles per day in both directions south of Florence Avenue in 1995 and 209,000 vehicles per day between Florence and Atlantic Avenues. Other freeways in the area include the Santa Ana Freeway (I-5) located east of Bell and

In this methodology, an ICU value is calculated based on the peak hour intersection volumes and available roadway capacity. These values are then related to Levels of Service (LOS) which are qualitative descriptions of intersection operations and range from "A" (the best) to "F" (the worst). It is generally recognized that LOS A through D represent acceptable operations while LOS E and F indicate an over capacity situation.

TABLE 1 - LEVELS OF SERVICE/ICU

LOS	Traffic Flow Quality	ICU Value
A	Free flow; no traffic signal phase is fully utilized by traffic, and no vehicles wait longer than one red phase.	0.0 - .60
B	Stable flow; an occasional signal phase is fully utilized, and a substantial number of phases are approaching full use.	.61 - .70
C	Stable flow; occasionally, drivers may have to wait through more than one signal cycle; most drivers feel somewhat restricted, but not exceptionally so.	.71 - .80
D	Approaching unstable flow; approaching vehicles may be substantially delayed during short periods within the peak period, but enough signal cycles occur with lower demand to permit periodic clearances of developing queues, thus preventing excessive queues.	.81 - .90
E	Unstable flow (at capacity); There may be long queues of vehicles and delays may be great.	.91 - 1.00
F	Forced flow; congestion on the cross street or downstream intersections restricts or prevents the movement of traffic at the intersection.	Above 1.00

Source: City of Bell, 1996.

Existing intersection levels of service (LOS) are estimated based on volume-to-capacity (V/C) ratios as provided in Table 2.

TABLE 2 - INTERSECTION LOS

Intersection	ICU	LOS	Mitigated LOS
Florence/Atlantic*	0.95	E	0.71/C
Florence/Bear	0.57	A	
Florence/California	0.74	C	
Florence/Otis	0.80	C	
Florence/Vinevale	0.63	B	
Florence/Walker*	0.99	E	0.71/C
Florence/Wilcox*	1.01	F	0.84/D
Atlantic/Bandini*	1.10	F	
Atlantic/Bell	0.60	B	
Atlantic/Gage*	0.90	D	0.77/C
Atlantic/Slauson*	0.97	E	0.80/C
Atlantic/Randolph	0.79	C	
Gage/California	0.75	C	
Gage/Gifford	0.57	A	
Gage/Otis	0.57	A	
Gage/Walker	0.51	A	
Gage/Wilcox	0.66	B	
Bandini/Eastern*	0.81	D	0.72/C

* critical intersections
Source: Hartzog and Crabill, 1996.

Critical Intersections

As shown in Table 2, a number of intersections in the City are operating over capacity. These intersection conditions can be mitigated through a number of ways.

Critical intersections are intersections which do not meet the target LOS of C at peak periods only, but do not exceed LOS D. For an intersection to be considered critical, the City must find that the improvements necessary to meet the target LOS C are not feasible because of one or more of the reasons listed in the performance criteria section. The critical intersections in the City of Bell are identified in Table

2 above. In order to achieve an LOS C for these intersections, the following improvements need to be implemented.

- Atlantic/Gage - add eastbound left turn lane and change westbound right turn lane to westbound thru lane.
- Bandini/Eastern - add northbound left turn lane.
- Bandini/Atlantic - Caltrans PSR indicates no relief with alternatives analyzed.
- Florence/Atlantic - change northbound right turn lane to thru lane and change eastbound right turn lane to thru lane.
- Florence/Wilcox - add third eastbound thru lane.
- Florence/Walker - add third eastbound and westbound thru lane.
- Atlantic/Slauson - add third southbound thru lane and third eastbound thru lane

The levels of service at these intersections after implementation of the above improvements are provided in Table 2.

Traffic Accidents

Accident rates developed by the Los Angeles County Department of Public Works are used as a comparison to actual accident rates calculated for City streets and highways. These rates were developed using criteria which included factors such as roadway width and number of traffic lanes, vehicle speed, physical or painted median separation of opposing traffic lanes, parking allowed or prohibited, traffic volume, and the nature of abutting development (i.e., residential, commercial, industrial, vacant or mixed development).

Data on traffic accidents in the City show that 30 percent of the accidents listed speed as the contributing factor. Also, 8 percent of the accidents involved motorists driving while under the influence of alcohol or drugs. The three predominant accident types are Left road/hit fixed object, rear end and side-swipe. Of the total accidents in the City between 1991 and 1993, 23 percent were recorded as left road/hit fixed object; 22 percent were rear end accidents and 17 percent were side-swipe type accidents.

TDM Ordinance

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

Truck Routes

The City of Bell has restricted trucks to major roadways in the Central City. These include Atlantic Avenue, Gage Avenue, Florence Avenue, and Salt Lake Avenue. Other designated truck routes include Randolph Street, Otis Avenue, Walker Avenue and Bell Avenue. Truck are prohibited on residential streets, except for emergencies or local deliveries. Exhibit 2 shows truck routes in the City.

Rail Facilities

There are three railroad tracks running through the City of Bell (see Exhibit 3). These include the AT&SF main line along the northern end of the Cheli Industrial area, the SPRR railroad tracks along Randolph Street on the northern end of the Central City and the UPRR railroad tracks along Salt Lake Avenue, on the western end of the Central City. Trains on the AT&SF tracks stop at the Santa Fe Autoveyor on Eastern Avenue and the AT&SF main yard located west of the Cheli Industrial area. Approximately 20 trains per day carrying 93 cars each pass through the AT&SF tracks

daily. The L.A. Junction Railroad operates some tracks and spurs within the Cheli Industrial area. The SPRR trains and UPRR trains also pass through the City on their way to industrial uses to the north and in Long Beach, but do not have terminals or stops in the City of Bell. Approximately 8 trains use the SPRR tracks and 7 trains use the UPRR tracks.

Bikeways

A Class I bikeway (trail dedicated exclusively for the use of bicyclists) runs along the banks of the Los Angeles River channel. This bikeway begins at Atlantic Avenue, near the northern end of the City and goes south to the City of Long Beach, connecting to the Shoreline Trail. The Class I bikeway along the Rio Hondo River meets the Los Angeles River trail where the two rivers connect, south of the City of Bell.

A striped bike lane on Randolph Street connects to the Los Angeles River trail and extends west to the western boundary of the City. Exhibit 3 shows these bikeways.

Public Transportation

The Los Angeles County Metropolitan Transportation Authority (MTA) buses run along major streets in the City including Atlantic Avenue, Gage Avenue, Florence Avenue, Wilcox Avenue, Alamo Avenue, and Eastern Avenue. MTA buses passing through Bell include Routes 105, 110, 111, 112, 258, 259 and 260, as shown in Exhibit 4. These routes pass through all major arterial roadways in the City and provide connections to most communities and major activity centers throughout the region.

The MTA Metro Blue Line is a commuter rail service serving downtown Los Angeles and areas to the south up to Long Beach. The Blue Line is operated through Prop A funds with a fixed fare for any length of the trip. Bus routes complement the Blue Line and several park and ride and kiss-and-ride lots have been developed along the route to encourage use of the Blue Line. Two stations are adjacent to the City of Bell: the Florence Avenue Station is located west of Huntington Park, approximately 2.5 miles west of Bell, and the Firestone Boulevard Station is located west of South Gate, approximately 3.0 miles southwest of the City. MTA Bus Lines 111 and 112 stop at the Florence Avenue station of the Metro Blue Line.

Airports

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

Other regional airports are located approximately 25 to 45 miles from the City: John Wayne Airport, Long Beach Airport, and Ontario Airport.

Harbors and Ports

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

The AT&SF tracks are used by the Amtrak trains and Metrolink commuter trains. The nearest station to Bell is the Commerce Station at 26th Street, located immediately adjacent to the northeastern end of the Cheli Industrial area. Amtrak serves the station with nine trains daily in each direction with service between San Diego and Santa Barbara. Metrolink serves the station with four trains (northbound) and four trains (southbound) in the AM and PM peak periods, respectively. The Metrolink trains travel from downtown Los Angeles to Orange County and Oceanside.

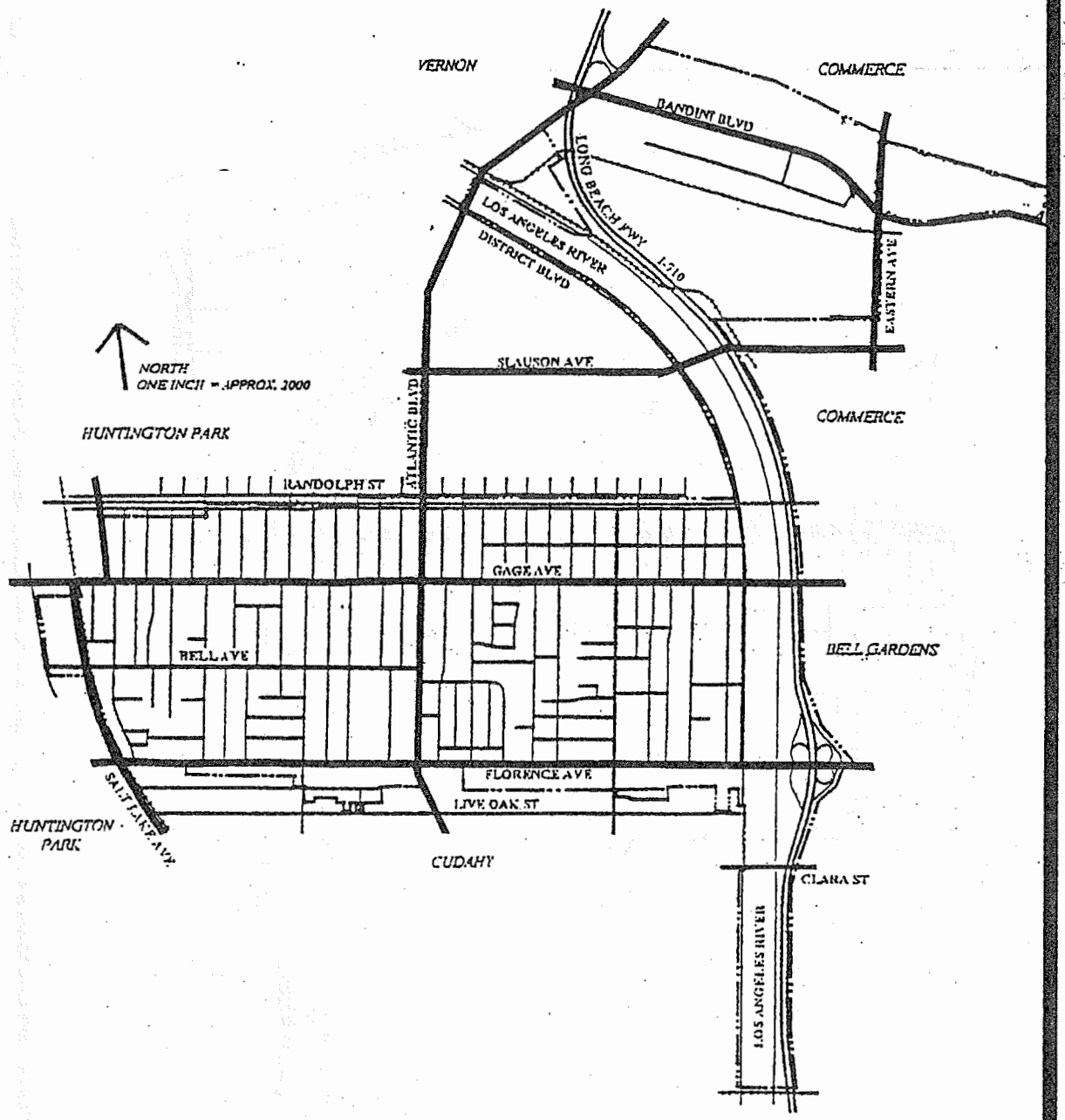


EXHIBIT 2
TRUCK ROUTES

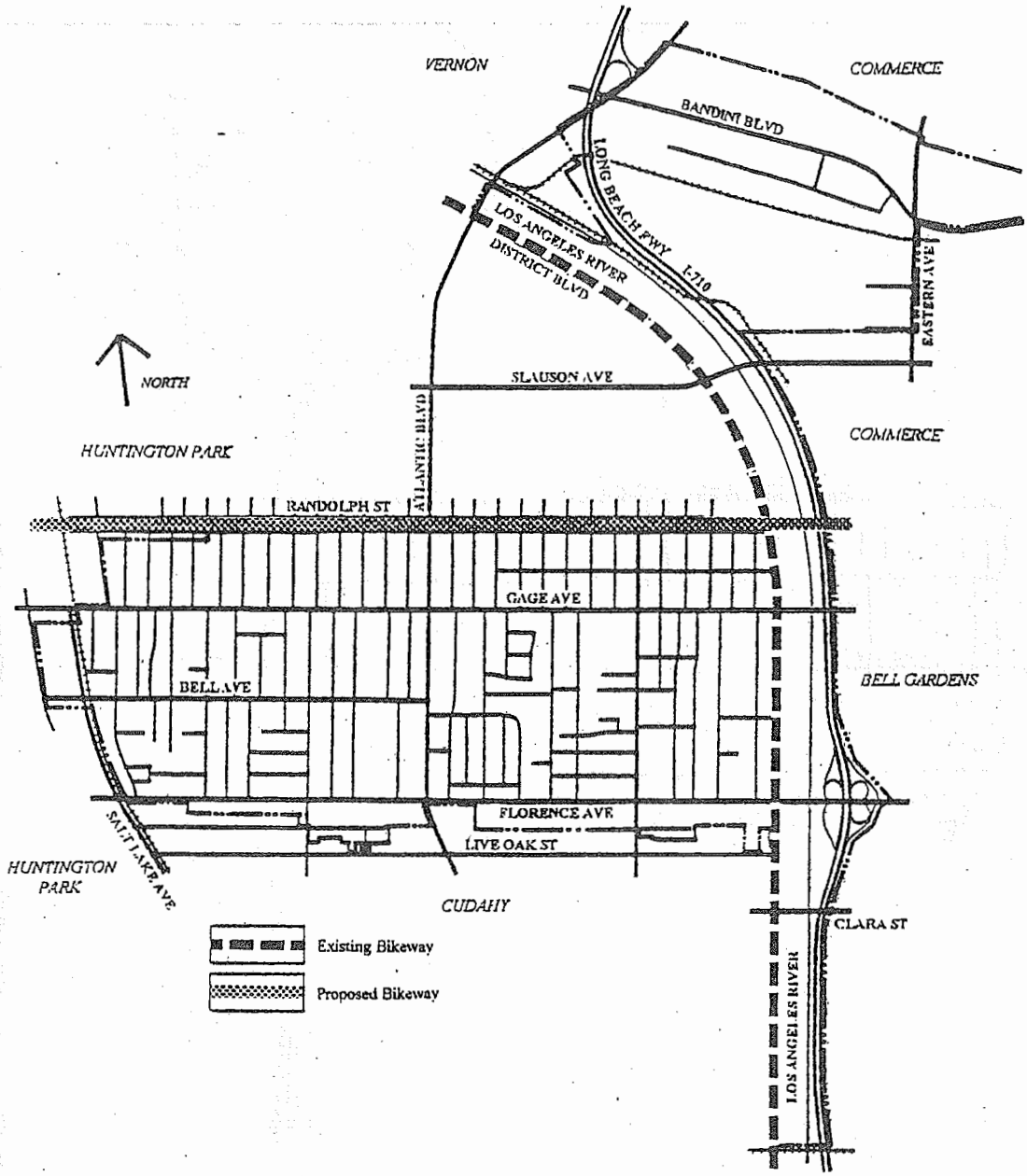


EXHIBIT 3:
TRAIN LINES AND BIKEWAYS

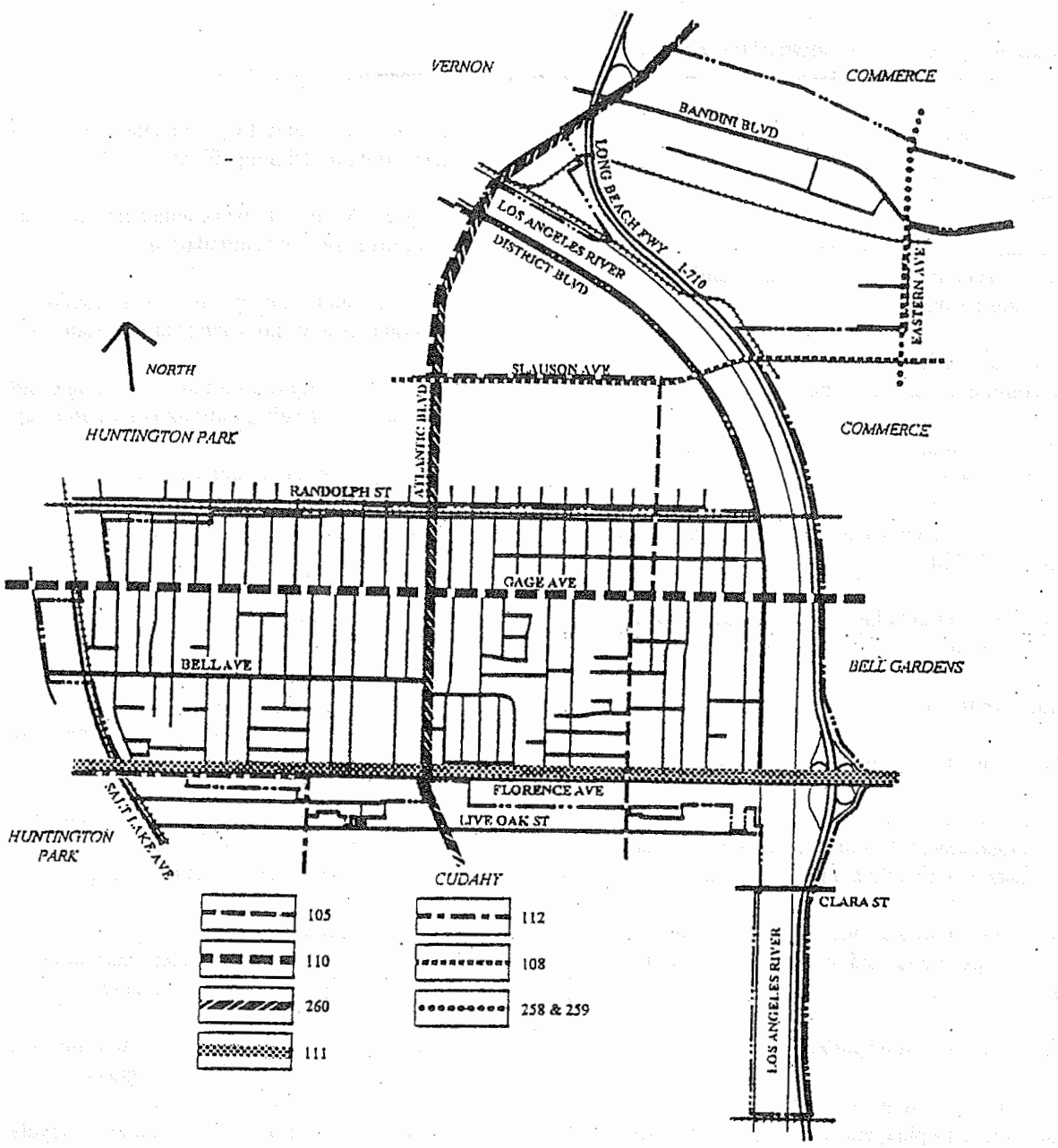


EXHIBIT 4: MTA BUS ROUTES

CIRCULATION OBJECTIVES, POLICIES & PROGRAMS

The City of Bell will accomplish the following objectives through implementation of the policies, programs and Circulation Plan in this Circulation Element:

- Maintain and improve a circulation system that will accommodate existing and future transportation needs.
- Provide adequate roadway design to accommodate truck traffic.
- Reduce congestion at the Interstate 710 interchanges.
- Provide an interchange for Slauson Avenue at Interstate 710.
- Improve circulation at arterial roadway intersections.
- Improve traffic safety in general.
- Maintain and improve the public right-of-way.
- Continue to utilize design review of new development proposals to reduce potential impacts on circulation and traffic safety.
- Recognize that bicycles are a reasonable mode of transportation and a viable alternative to motor vehicles.
- Increase public transportation usage.
- Continue to maintain a five-year capital improvement plan, and develop a maintenance program according to a schedule.
- Improve traffic safety through increased law enforcement.

Policies

The City of Bell has adopted the policies below to guide circulation system planning in the City. These policies are similar to those adopted in 1986.

Policy 1. Continue to participate in regional transportation planning efforts.

Policy 2. Continue to work with adjacent cities to improve area-wide circulation.

Policy 3. Continue to pursue the construction of a Slauson Avenue interchange at Interstate 710.

Policy 4. Continue to initiate the design and engineering of roadway improvement projects.

Policy 5. Continue to pursue and access State, Federal and County funding sources for improving the circulation system.

Policy 6. Establish a Level of Service (LOS) "C" as the acceptable standard.

Policy 7. Continue to require new development proposals to include design features which will mitigate any adverse impact upon the circulation system.

Policy 8. Continue to monitor cumulative increases in traffic volume through periodic review of ADT levels and LOS ratings.

Policy 9. Continue to encourage the use of public transportation and other transportation systems management (TSM) measures.

Policy 10. Continue to evaluate and improve traffic control signalization and signage.

Policy 11. Continue to encourage bicycle ridership.

Policy 12. Continue to consider traffic and parking restriction along narrow streets.

Policy 13. Continue to consider the feasibility of including bikeways during the planning and construction stages of roadway improvements.

Policy 14. Continue to promote the separation of pedestrian, bicycle, and motor vehicle traffic.

Policy 15. Continue to encourage new developments to accommodate bicycles as a mode of transportation.

Policy 16. Continue to consider the closure or abandonment of certain streets or rights-of-way to promote the separation of commercial and residential traffic and to remove existing hazardous circulation patterns.

Policy 17. Continue to explore the feasibility of parking districts as an option to address parking needs.

Programs

The following programs would implement the objectives and policies outlined above.

Program 1. Continue to allocate local funding for circulation system improvements.

Program 2. Continue to pursue and utilize any available local, state, and/or Federal funding for circulation system improvements.

Program 3. Continue to participate in the County of Los Angeles Metropolitan Transportation Authority's signalization improvement plan.

Program 4. Continue to pursue measures for synchronization of traffic signals on arterials.

Program 5. Continue to pursue the construction of grade separations where vehicles and railroads have the potential for conflicts.

Program 6. Continue to support the construction of the commuter rail line by the Los Angeles County Metropolitan Transportation Authority.

Program 7. Adopt the Los Angeles County street construction standards as a guideline for roadway construction and repair.

Program 8. Continue to pursue the development of a subregional bike path along the Southern Pacific Right-of-way and Randolph Street; work with appropriate jurisdictions to accomplish its development and use.

Program 9. Continue to implement a bicycle and pedestrian safety program.

Program 10. Investigate the feasibility of preparing a bikeway plan or pursuing cooperative ventures with other public agencies for bikeway funding.

Program 11. Direct the Traffic and Beautification Commission to investigate and recommend possible intersection modifications, including possible street closures, which would reduce traffic impacts and improve safety.

Program 12. Conduct an in-depth analysis of the use of parking districts as an incentive for commercial development.

Program 13. Continue to upgrade the City's street light system as needed to improve traffic safety conditions.

CIRCULATION PLAN

The Circulation Plan for the City of Bell supports the Land Use Element and is shown in Exhibit 6 and is discussed in the following section.

Roadway Classifications

A classification system is used to identify the function of each roadway in the City. The system provides a logical framework for the design and operation of the roadway system. The functional classification system allows the residents and elected officials to identify preferred characteristics of each street. If the observed characteristics of a street changes from the functional classification, then actions can be taken to return the street to its originally intended use or to change the roadway classification in response to new development.

It is important to note that the functional designation of a roadway does not necessarily indicate the existing conditions (i.e. traffic volume, width and available right-of-way). Instead, it indicates the intended use and ultimate design of the roadway to accommodate anticipated travel demand.

The primary circulation system in the City of Bell consists of local streets and arterial roadways. These streets serve two distinct and equally important functions: Access to adjacent properties, and movement of persons and goods into and through the City, respectively. The design and operation of each street or arterial roadway depends on the importance placed on each of these functions. For example, the arterial roadways are designed to carry large volumes of vehicles into and through the City so they have more lanes, higher speed limits and fewer driveways. In contrast, local (residential) streets have fewer lanes, lower speed limits, and more driveways to provide access to fronting properties.

The roadway system in Bell has been defined using a classification system which describes a hierarchy of facility types. The categories of roadways included in this classification system differentiate the size, function and capacity of the roadway links for each type of roadway. The categories are as follows:

Freeways - are the largest of the street and highway types. Freeways are regional roadways that are grade-separated at intersections with other streets, with access (on and off ramps) provided only at intersections with major arterials. No direct access to adjacent properties are available. The Long Beach Freeway (I-710) is the only freeway crossing the City.

The Long Beach Freeway (I-710) is the major north-south freeway for regional travel between Long Beach and Los Angeles, and is located in the central portion of the City. Interchange facilities are provided at Bandini Boulevard/Atlantic Boulevard with northbound/southbound on/off ramps and full interchange ramps at Florence Avenue in the southern portion of the city. A Caltrans Project Study Report (PSR) has been completed for the I-710 interchange facilities with the intersection of Bandini Boulevard and Atlantic Boulevard to improve interchange ramp and intersection capacity and safety.

Arterials - are primary roadways in the City and carry large volumes of vehicle and truck traffic. Arterials move traffic through the area and generally do not provide access to residential properties. At approved locations, access to residential properties may be permitted. Arterials in the City include Atlantic Avenue/Boulevard, Eastern Avenue, Bandini Boulevard, Slauson Avenue, Gage Avenue and Florence Avenue. These streets have the following characteristics:

Moving Lanes:	4 - 6 lanes
Parking Lanes:	0 - 2 lanes
Daily Traffic Volume:	10,000 or greater
Right-of-way Width:	80 - 127 feet
Pavement Width:	60 - 80 feet

In addition, this Circulation Element and the Circulation Plan contained herein, contemplates the improvement and construction of new arterial roadways within the City's industrial Cheli district. Specifically, this Element provides for the future extension of Mansfield Way or Rickenbacker Road, westerly to be connected to Lindbergh Lane. These roadway improvements will provide a continuous roadway link within the City's major industrial district.

It is anticipated that these future roadways will be handling volumes of automobile and truck traffic

consistent with those projected for other arterial roadways (in excess of 10,000 vehicles per day) located in the City. As a result, these roadways will be constructed to provide a minimum of four unobstructed travel lanes. The minimum pavement widths will normally range between 60 feet to 80 feet. Where necessary, because of localized constraints, special road sections may be adopted with less than these minimums as long as four unobstructed travel lanes are provided.

Collectors - are designed to collect local traffic and carry the traffic to arterial roadways with the least possible impediments and with the least adverse effects on adjacent land uses. Collectors primarily serve to channel residential traffic into and out of residential neighborhoods. Collector roadways in the City include Maywood Avenue, California Avenue, Otis Avenue, Vinevale Avenue (from Florence to Gage), Heliotrope Avenue (from Gage to Randolph), Wilcox Avenue, Alamo Avenue, and Walker Street/Avenue. These streets have the following characteristics:

Moving Lanes:	2 lanes
Parking Lanes:	0 - 2 lanes
Daily Traffic Volume:	less than 10,000
Right-of-way Width:	50 - 60 feet
Pavement Width:	36 - 40 feet

Local Streets - are streets that provide access to abutting properties. These streets are not designed to handle large volumes of traffic. Buses and heavy truck traffic should be excluded from collector and local streets. Other streets in the City not listed above are local streets and have the following characteristics:

Moving Lanes:	2 lanes
Parking Lanes:	0 - 2 lanes
Daily Traffic Volume:	less than 2,000
Right-of-way Width:	50 - 60 feet
Pavement Width:	36 feet minimum

Exhibit 5 shows the Circulation Plan for Bell. To portray the continuity of the circulation system, the General Plan graphics include planned facilities outside the City Limits which are inside the analysis used for the overall circulations analysis.

Performance Criteria

Evaluating the ability of the circulation system to serve the desired future land uses requires the establishment of suitable "performance criteria". These are the means by which future traffic volumes are compared to future circulation system capacity and the adequacy of that circulation system assessed. Performance criteria have a policy component, which establishes a desired level of service (LOS), and a technical component, which specifies how traffic forecast data can be used to measure the achievement of the criteria. The performance criteria used for evaluating volumes and capacities on the City street and highway system include both average daily traffic (ADT) link volume and peak hour intersection volume criteria.

Average daily traffic (ADT) capacities represent the general level of daily traffic that each roadway type can carry and should be used as a general design guideline only. Level of Service for the circulation system is more precisely determined by examining peak hour intersection volumes. Therefore, the Circulation Element uses peak hour volumes as a basis for determining appropriate capacity needs.

The City of Bell has established level of service (LOS) "C" as a target level of service (LOS) standard and LOS "D" as a threshold standard. The City recognizes that not all intersections within the City can meet the target LOS "C". Therefore, the City should establish a critical intersection list which consists of intersections which do not meet the target of LOS "C" at peak periods only, but do not exceed the City's threshold LOS standard of "D". For an intersection to be placed on the City's critical intersection list, the City Council must find that the improvements necessary to meet the target LOS "C" are not feasible because of one or more of the following reasons: 1) the cost of the necessary improvements exceeds available funding sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses; or, 3) the design of the necessary improvements is contrary to other established City policies. For ADT link volumes, a level of service"C" standard is used to monitor capacity needs.

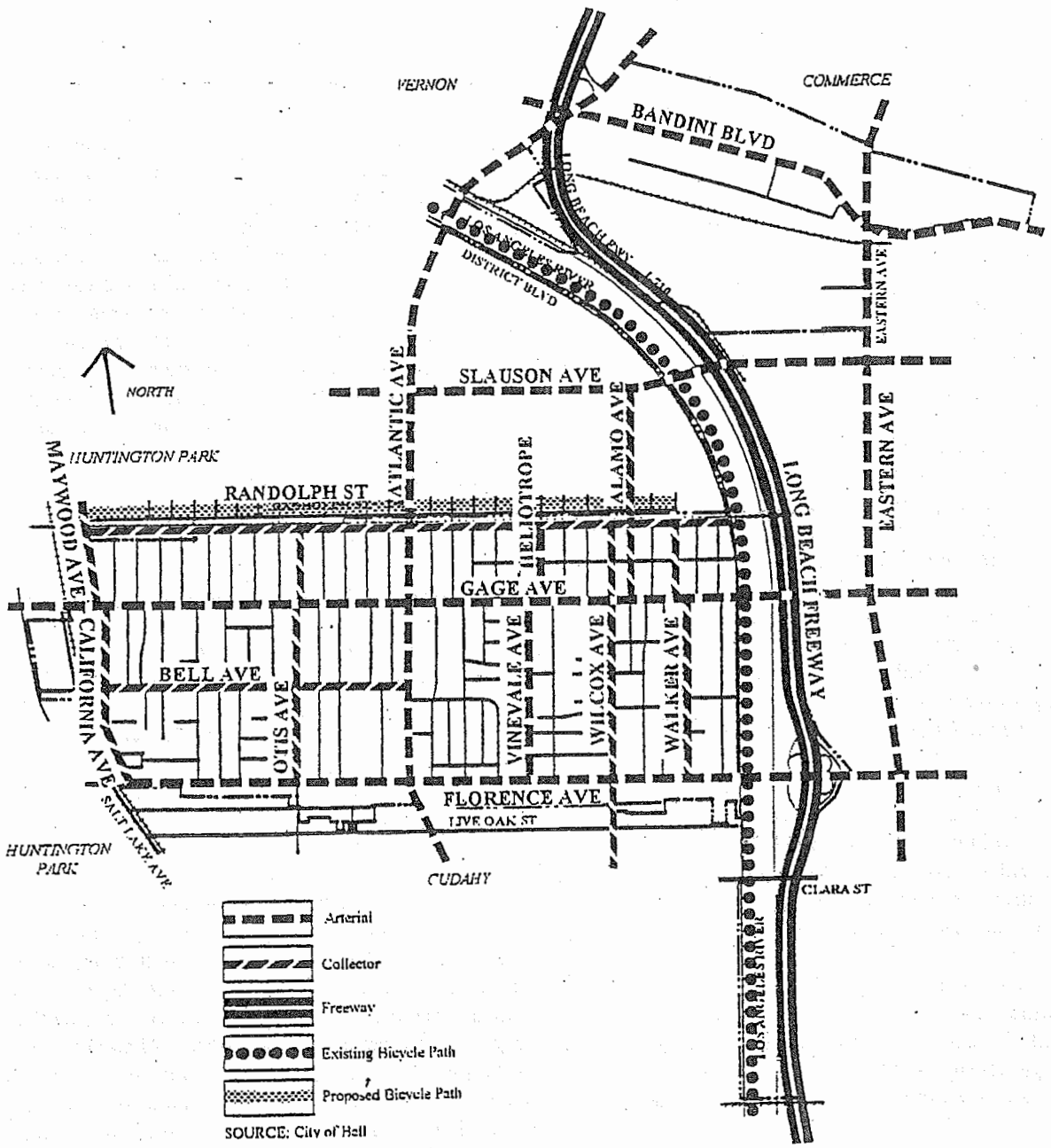


EXHIBIT 5: CIRCULATION PLAN

Table 1 describes traffic flow quality for different levels of service. These level of service descriptions are based on the ICU method. Such criteria would be applied consistently for evaluating land use and circulation system changes and are the basis for the General Plan circulation recommendations. The City of Bell is a part of the Los Angeles County Congestion Management Plan (CMP) which is a state- mandated program with the passage of Assembly Bill 471.

The requirements of the CMP became effective with the voter approval of Proposition 111 in June, 1990. The CMP was created for the following purposes:

- To link land use, transportation and air quality decisions;
- To develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and
- To propose transportation projects which are eligible to compete for state gas tax funds.

There are no CMP-designated roadways or intersections within the City of Bell. A series of requirements including, local input to the CMP, transit monitoring, implementation of a Transportation Demand Management (TDM) Ordinance, land use analysis program, participation in the County deficiency plan and adopting an annual self-certification resolution and local implementation report. Appendix D of the CMP sets forth guidelines for CMP Transportation Impact Analysis (TIA). In general, a CMP TIA is required for projects required to prepare an Environmental Impact Report based on local requirements.

Implications of Future Development on the Circulation Plan

As discussed in the previous section, the desirable goal for every classified street is that it carry the designated volume of traffic at the desired level of service. The arterial roadways in the City's circulation system are classified according to their facility-type designation and sized to provide sufficient capacity for projected volumes.

TABLE 3 - FUTURE TRAFFIC VOLUMES

Roadway	ADT
California Ave.	11,468
Otis Ave.	10,132
Atlantic Blvd.	
South of Florence	31,286
Florence - Gage	33,846
Gage - Slauson	34,737
Slauson - Bandini	70,810
North of Bandini	31,174
Wilcox Ave.	12,692
Walker Ave.	8,128
Eastern Ave.	
South of Bandini	26,609
North of Bandini	25,941
Florence Ave	
California - Otis	37,854
Otis - Atlantic	42,976
Atlantic - Wilcox	49,767
Wilcox - Walker	56,782
East of Walker	66,134
Gage Ave.	
West of California	26,721
California - Otis	27,945
Otis - Atlantic	30,729
Atlantic - Wilcox	30,729
Wilcox - Eastern	26,053
Randolph St.	9,241
Slauson Ave.	
West of Atlantic	32,288
Atlantic - Eastern	27,834
Bandini Blvd.	
East of Atlantic	35,294
West of Eastern	32,733
East of Eastern	21,154

Source: Blodgett/Baylosis Associates, 1996.

Based on future growth and development in the City, the future daily, two-way street and highway traffic volumes have been estimated to reflect new trips from future development. The traffic volumes reflected in Table 3 present the daily, two-way traffic volumes at year 2010 based on a cumulative growth of 0.77 percent per year or a 14-year growth of 11.34 percent.

HOUSING ELEMENT

CITY OF BELL
2010 GENERAL PLAN

THE
CITY OF BELL

AUGUST 1996

INTRODUCTION TO THE ELEMENT

The major housing goal for the State of California is the attainment of a decent home and a suitable living environment for every Californian. To ensure that local jurisdictions recognize their responsibilities in striving to achieve this goal, the State mandates that local governments prepare and maintain housing elements. The Element must identify strategies to conserve, rehabilitate and construct housing to meet existing and projected needs.

Guidelines concerning the scope and content of housing elements have been established by the California Department of Housing and Community Development (HCD). The guidelines indicate the issues that need to be addressed and recommends programs for improving existing housing, promoting the development of new housing, and meeting the housing needs of all segments of the community. To monitor compliance with these requirements and State housing policies, all housing elements are reviewed by HCD prior to and after their adoption.

The primary focus of the City of Bell Housing Element is to meet State requirements by encouraging the provision of suitable housing and protecting the vitality of existing residential neighborhoods. The objectives, policies and programs in this Element include measures to maintain and conserve the existing housing stock, to encourage the production of housing types to meet residents' needs, and to ensure the presence of adequate infrastructure and services. Through implementation of its housing programs, the City will be able to improve the living environment for all existing and future Bell residents.

Relationship to the General Plan

The Bell Housing Element fulfills the requirements of the State Planning and Zoning Law and the regulations of *Sections 65580 through 65589.5 of the California Government Code.* State law is very specific concerning the content of the Housing Element and the requirements of State law are outlined in Table 1.

TABLE 1 - HOUSING ELEMENT REQUIREMENTS

California Government Code, Section 65583

(a) Needs Assessment and Inventory of Constraints and Resources
- (1) Population and employment trends
- (2) Household and housing stock characteristics
- (3) Land inventory and analysis of infrastructure
- (4) Governmental constraints
- (5) Nongovernmental constraints
- (6) Special housing needs
  - Female-headed households
  - Overcrowding
  - Farm workers
  - Elderly
  - Handicapped
  - Homeless
- (7) Energy Conservation
- (8) Publicly Assisted Housing Developments
- (9) Units at-risk of Conversion

(b) Statement of Goals, Quantified Objectives, and Policies

(c) Five-Year Housing Program
- (1) Adequate sites
- (2) Assist development of affordable housing
- (3) Remove governmental constraints
- (4) Conserve existing housing stock
- (5) Promote equal access to housing
- (6) Preserve low income housing

(d) Description of the Public Participation Program in the formulation of Housing Element goals, policies, and programs.

California Government Code, Section 65584

(1) A description of the Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments.

California Government Code, Section 65588

(a) Review of Past Element

Source: State of California Office of Planning Research, 1995.

The housing needs of City residents may be identified through population and household statistics compiled by the United States Bureau of the Census, the State Economic Development Department, and a number of other local service agencies and organizations. By matching resources with housing needs, the City will be able to identify existing and future housing needs for

households or groups which do not have adequate housing or those that need affordable housing.

Public Participation

In order to determine the housing needs and demand in the City, public participation was solicited and public hearings were held in the development of this Housing Element, and the other elements of the Bell General Plan. Public hearings are held annually as part of the review of funding allocation under the Community Development Block Grant (CDBG) Program and the Bell Redevelopment Plan. Since CDBG and Redevelopment funds are used for a variety of housing programs, the objectives, policies and programs of the Housing Element are also subject to review during these hearings. In addition, public hearings will be held before the Planning Commission and the City Council to review and adopt the revised Bell General Plan.

BACKGROUND FOR PLANNING

Population Characteristics

The City of Bell incorporated in 1927. The City's population at the time of incorporation was 7,500. Table 2 shows population growth in the City since 1960. Between 1960 and 1996, the City's population grew by 16,954 persons, an increase of 87 % over the thirty five year period. During this same period, the population for Los Angeles County increased by more than 38 %.

As indicated in Table 2, the population growth rate for the City increased significantly during the 1980's, during a period when there was a very modest increase in the number of housing units. The City's population increased by 8,915 persons (35%) during which time the number of housing units increased by 142 units (2%).

Unlike many cities where population growth can be attributed to the construction of new housing and the resulting "in migration" the dramatic increase in population in the City of Bell is due to increased household size. The nature of these trends will be discussed in greater detail in subsequent sections.

TABLE 2 - POPULATION GROWTH

Year	Population	Growth	Growth Rate %
1960	19,450	--	--
1970	21,836	2,386	12%
1980	25,450	3,614	17%
1990	34,365	8,915	35%
1996	36,404	1,769	5%

Source: U.S. Census; Department of Finance, 1996.

Age Characteristics

The largest age group in the City of Bell continues to be children aged 5 to 19 years old and adults aged 25 to 54 years old. Based on Census information, residents aged 55 or older are slowly decreasing in number which is counter to trends elsewhere in the County towards an aging population.

The median age in the City as of 1990 was 25.4 years old compared to the 1980 median age of 26.8 years old and 30.6 years old in 1970. The 1990 median age for City residents (25.4 years) was significantly less than that for Los Angeles County (29.9 years).

As indicated in Table 3, the age groups in the City which are increasing include those under 54 years of age while the age groups which are decreasing in number are those more than 54 years of age.

TABLE 3 - AGE CHARACTERISTICS				
Age Group	1980 Pop.	% of Pop.	1990 Pop.	% of Pop.
< 4	2,737	10.8%	4,045	11.8%
5 - 19	6,434	25.3%	9,049	26.3%
20 - 24	2,639	10.4%	3,756	10.9%
25 - 54	8,880	34.9%	13,437	39.1%
55 - 64	2,166	8.5%	1,853	5.4%
65 - 74	1,587	6.2%	1,218	3.6%
75 +	1,007	3.9%	1,007	2.9%
Total	25,450	100.0%	34,365	100.%

Source: U.S. Census, 1980 and 1990.

Race and Ethnic Characteristics

The City's ethnic make-up reflects the growing Hispanic population in the southern California region. In 1980, Hispanic residents accounted for approximately 63% of the City's population, and increasing to approximately 86% in 1990, as shown in Table 4.

TABLE 4 - RACE AND ETHNICITY				
Race/ Ethnicity	1980 Pop.	% of pop.	1990 Pop.	% of pop.
White	8,546	33.6%	3,981	11.6%
Black	77	0.3%	199	0.6%
Asian	410	1.6%	328	0.9%
Am. Indian	335	1.3%	149	0.4%
Hispanic	16,028	62.9%	29,583	86.1%
Other	54	0.2%	125	0.4%
Total	25,450	100.0%	34,365	100.0%

Source: U.S. Census, 1980 and 1990.

A breakdown of school enrollments also indicates an increasing percentage of the student population consist of Hispanic children. Table 5 provides the ethnic make-up in area schools serving Bell residents. As indicated in Table 5, the majority of the students enrolled in area schools are Hispanic.

TABLE 5 - ETHNICITY OF BELL STUDENTS, FALL 1995					
School	Amer Ind.	Asian Filipino	Hispanic	White	Black
Corona	6	11	1,589	52	13
Elizabeth	14	21	2,418	46	30
Heliotrope	0	0	1,213	6	4
Hughes	4	3	1,317	34	4
Miles	2	6	2,493	6	7
Nueva Vista	9	6	1,273	12	12
San Antonio	0	4	713	6	7
Woodlawn	3	2	1,323	17	1
Gage MS	2	11	3,367	12	15
Nimitz MS	14	2	3,298	45	5
Bell HS	10	11	4,283	45	10
Hunt. Pk.HS	5	24	4,088	13	39
Total	69	101	27,375	294	147
Total - %	0.3%	0.4%	98.0%	0.1%	0.1%

Source: Los Angeles Unified School District, 1996.

Employment

According to the U.S. Census, the City's labor force in 1990 consisted of 23,741 persons (persons aged 16 to 64.) Some 12,918 persons were employed or 54.4% of the labor force. The City of Bell is a low-income community and the majority of the resident labor force is employed in the manufacturing sector. These jobs are likely to be located within the industrial areas in the cities of Commerce, Vernon, Huntington Park and

adjacent communities. Table 6 provides a breakdown of Bell residents by occupation.

TABLE 6 - OCCUPATIONAL STATUS

Occupation	Number	Percent
Managerial/Professional	1,044	8.1%
Technical/Sales	1,568	12.1%
Clerical	1,703	13.2%
Service	1,609	12.5%
Farming/Forestry	145	1.1%
Repair, Operators, Laborers, Fabricators	6,849	53.0%
Total	12,918	100.0%

Source: U.S. Census, 1990.

The U.S. Census also indicates the sector in which City residents are employed. As presented in Table 7 below, the majority of Bell residents are employed in the manufacturing, service and trade sectors.

TABLE 7 - EMPLOYMENT OF BELL RESIDENTS

Industry	Number	Percent
Agriculture/Forestry	141	1.1%
Mining & Construction	817	6.3%
Manufacturing	4,848	37.5%
Communication & Utilities	104	0.8%
Wholesale Trade	1,072	8.3%
Retail Trade	2,135	16.5%
Financial, Institutional	367	2.8%
Services	2,677	20.7%
Non-classified	563	4.4%
Government	194	1.5%
Total	12,918	100.0%

Source: U.S. Census, 1990.

The unemployment rate in 1990 was 12.4%. In April 1996, the City's unemployment rate was 13.6% compared to 8.3% for the County and 7.8% for the State.

The majority of the residents of the City are employed outside Bell. The California Employment Development Department estimates the number of jobs in the City in 1992 at 6,547 positions, which is half the number of employed persons living in Bell. Table 8 provides a breakdown of jobs in the City by industrial sector.

TABLE 8 - EMPLOYMENT IN THE CITY

Industry	Number of Jobs	Percent
Agriculture/Forestry/ Fishery	--	--
Mining and Construction	--	--
Manufacturing	730	11.2%
Communication and Utilities	228	3.5%
Wholesale Trade	747	11.4%
Retail Trade	1,265	19.3%
Financial, Institutional	466	7.1%
Services	1,090	16.7%
Non-classified	90	1.7%
Government	1,931	29.5%
Total	6,547	100.0%

Source: California Economic Development Department, 1993.

Disabled Persons

In 1990, the U.S. Census reported that 1,352 persons between the ages of 16 and 64 years old were disabled. This represents 9.7% of the labor force and 3.9% of the

total City population. Some 743 persons had public transportation disabilities and 403 of these were 65 years and older. An additional 861 persons were disabled but were not part of the labor force, 748 persons of which were prevented from working because of their disabilities. Table 9 shows the disability status breakdown of male and female residents.

TABLE 9 - DISABILITY STATUS

Persons	Total Persons	Disabled Persons	Percent
Male, 16 to 64	7,909		100.0%
With Work disability		636	8.4%
Not in labor force		309	4.1%
Prevented from working		262	3.5%
Female, 16 to 64	4,459		100.0%
With Work disability		716	16.1%
Not in labor force		552	12.4%
Prevented from working		486	11.0%
Total Persons, 16 to 64	12,368		
With Work disability		1,352	11.0%
Not in labor force		861	7.0%
Prevented from working		748	6.0%
With public transportation disability		340	3.0%
Persons 65 or older	2,514		
With public transportation disability		403	16.0%

Source: U.S. Census, 1990.

Farmworkers

Farmworkers are persons engaged in agricultural or forestry occupations such as gardening, landscape maintenance and nurseries and stables. Farmworkers often have seasonal jobs and need temporary housing as they travel from work site to work site. In 1990, there were 145 persons in Bell engaged in agricultural occupations. Since there are no agricultural lands in Bell or the surrounding area, these "farmworkers" are likely to be gardeners and stable workers or migrant workers who find work outside the region.

Homeless Persons

While homelessness for some persons may be voluntary, the homeless population requires temporary housing at the least. The Bell Homeless Shelter on Mansfield Way is operated by the Salvation Army and provides temporary shelter and meals for a maximum of 300 persons. Approximately 200 homeless persons come to the shelter in summer, with maximum capacity in winter.

The homeless individuals come from downtown Los Angeles, Huntington Park, Hollywood, Compton, and Long Beach at designated pick-up points. The Bell Shelter offers dinner, breakfast and a night's stay. Counseling, referrals, alcohol and drug dependency assessments, social services and educational services are also available. Aside from the beds and dining room, the shelter also has a gym, chapel, showers, washers and dryers and a recreation room.

In addition, the Shelter has a transitional housing program which provides long term housing for single men and women within 19 trailers located near the shelter. Programs for self-sufficiency including job search assistance, referrals, educational services, etc., are offered to residents of the transitional housing program.

The Luis Quintero Iglesia del Senor on 6337 Fishburn Avenue also offers meals and shelter services to the homeless.

Household Characteristics

The 1996 California Department of Finance (DOF) estimates show 36,041 persons living in households, with 363 persons in group quarters. The average household size was 3.979 persons per household. In 1996, there are approximately 9,056 households in the City.

The City of Bell had 8,640 households in 1970, 8,855 households in 1980, and 9,013 households in 1990. While the City's population was increasing by 3.5% annually from 1980 to 1990, the number of households

Section 8 information and evictions. Most of these calls were resolved without referral, except for 2 calls which were forwarded to the Housing Authority or other FHC group.

Housing Stock Characteristics

Housing development in the City of Bell reflects the development boom in Southern California during the 1950's. Table 12 shows the historic growth of the housing stock of the City of Bell from 1920 to 1996. As shown, the housing growth has been slowing down in recent decades.

The Southeast Los Angeles Consortium of Cities (SELAC) estimates the year 2000 housing stock inventory at 9,452 units. This is an additional 4 units over the 1996 housing stock. The conservative projection of future growth is due to the slow growth in recent years and the lack of vacant residential land in the City.

TABLE 12 - HOUSING GROWTH

Year	# Units	% Change
1980	9,259	--
1990	9,401	1.53%
1996	9,448	0.50%
Change 1980-1990	189	2.04%

Source: U.S. Census 1980, 1990 and Dept. of Finance, 1996.

Since 1980, the City's housing stock has been increasing by approximately 0.12%, at the same time, the City's population grew at an annual rate of 2.7%. Thus, the housing stock has been growing at a much slower rate than the population.

As indicated in Table 13, approximately 37% of the housing in the City is single-family detached units and just over 11% are classified as single family attached units. Nearly 20% of the housing units in the City are located in structures containing between two to four units. Multiple-family housing units located in larger structures containing five or more units accounted for nearly 28% of the total number of units in the City.

Finally, there are 7 mobile home parks located in the City, with a total of 429 spaces.

TABLE 13- HOUSING STOCK

Housing Type	#Units 1990	Percent	# Units 1996	Percent
Single fam. detached	3,573	38.1%	3,556	37.6%
Single fam., attached	1,077	11.5%	1,080	11.4%
2-4 units	1,739	18.5%	1,788	18.9%
5 + more	2,583	27.5%	2,595	27.5%
Mob. homes	429	4.6%	429	4.5%
Total	9,401	100.0%	9,448	100.0%

Source: U.S. Census, 1990 and Department of Finance, 1996.

Housing Stock Tenure and Age

The majority of the housing stock in the City of Bell is occupied by renter households (6,157 units or 65.49%). The City is ranked 10th in having the highest concentration of renters in the Southern California region. Owner-occupied units (2,054 units) account for 28.85% of the housing stock in 1990. Of the total rental units, 1,705 units are occupied by households with income below poverty level. Also, 342 households in owner-occupied units had incomes below poverty level.

Over 27% of the City's housing stock is at least 46 years old or built before 1949 and another 29% is between 36 and 46 years old. Only 700 units or 7.4% were built after 1980 and are considered relatively new (less than 20 years old). Table 14 shows the age of the City's housing stock.

While the age of the housing stock does not necessarily reflect its physical condition, older units are likely to need repairs and may require greater maintenance than newer housing units. With the majority of the Bell's housing stock consisting of older units, the need for repair and rehabilitation is likely to be more apparent in the City compared to other communities containing housing constructed more recently.

TABLE 14 - AGE OF HOUSING STOCK		
Year Built	# Units	Percent
1990 to 1996	216	2.3%
1985 to 1989	276	2.9%
1980 to 1984	208	2.2%
1970 to 1979	1,092	11.6%
1960 to 1969	2,237	23.7%
1950 to 1959	2,792	29.6%
1940 to 1949	1,397	14.8%
Before 1940	1,230	13.0%
Total	9,448	100.0%

Source: U.S. Census, 1990; Department of Finance, 1996.

Housing Condition

A housing survey was conducted in 1986 to determine the physical condition of the City's housing stock. The survey showed that 64% of the housing stock was in good condition, 31% was in fair condition and 5% was dilapidated or in poor condition. Concentrations of substandard housing were found along Chanslor Avenue, between Florence Avenue and Southhall Lane; along River Drive between Florence and Gage Avenues; along Loma Vista Place between Bell and Gage Avenue and in the Salt Lake Trailer Park.

The windshield survey in 1996 showed that the majority of housing units in Bell are in good condition, with a number of units requiring rehabilitation. Many residences have been rehabilitated through new paint, new windows and other facade improvements. The survey identified approximately 53 units which were deteriorated, of which 27 units required demolition and replacement. The units in substandard conditions were scattered throughout the City. Exhibit 1 shows the general location of substandard units in the City.

The 1990 Census reported that 82 dwelling units lacked complete plumbing facilities and 544 units had no telephone. Units without plumbing facilities need to be rehabilitated to provide the necessary connections and facilities.

Vacancy

Vacant housing units assure the availability of dwelling units to accommodate a household's changing needs or circumstances. Vacant units also serve to dampen market rents and prices. Of the 1996 housing stock, 390 units are vacant for a vacancy rate of 4.13%. The 1990 Census reports 388 vacant housing units or a 4.13% vacancy rate. Thus, the City's vacancy rate has remained essentially unchanged.

SCAG has set and ideal vacancy rate of 2% for single-family homes and 5% for multi-family units. The Preliminary Regional Housing Needs Assessment (RHNA) by SCAG, prepared in 1992, shows that the City has a need for 379 units to achieve the ideal vacancy goal, while the City had only 234 vacant units. Thus, the City needs an additional 145 units to achieve the ideal vacancy goal. Table 15 summarizes housing vacancy statistics for the City.

TABLE 15 - VACANCY			
	For Rent	For Sale	Total
Vacant Units	209	25	234
Effective Vacancy Rate	0.90	2.53%	3.23%
Optimal Vacant Units	55	379	324
Vacancy Adjustment	30	145	115

Source: SCAG Preliminary RHNA, 1992.

Housing Costs and Rents

The median value of an owner-occupied home in Bell was $171,200 and the median contract rent was $511 in 1990. While Los Angeles County has a higher median housing value and median contract rent, the neighboring cities of Commerce, Maywood, Cudahy and Bell Gardens have lower housing values while the cities of Commerce and Maywood had lower contract rents than the City of Bell.

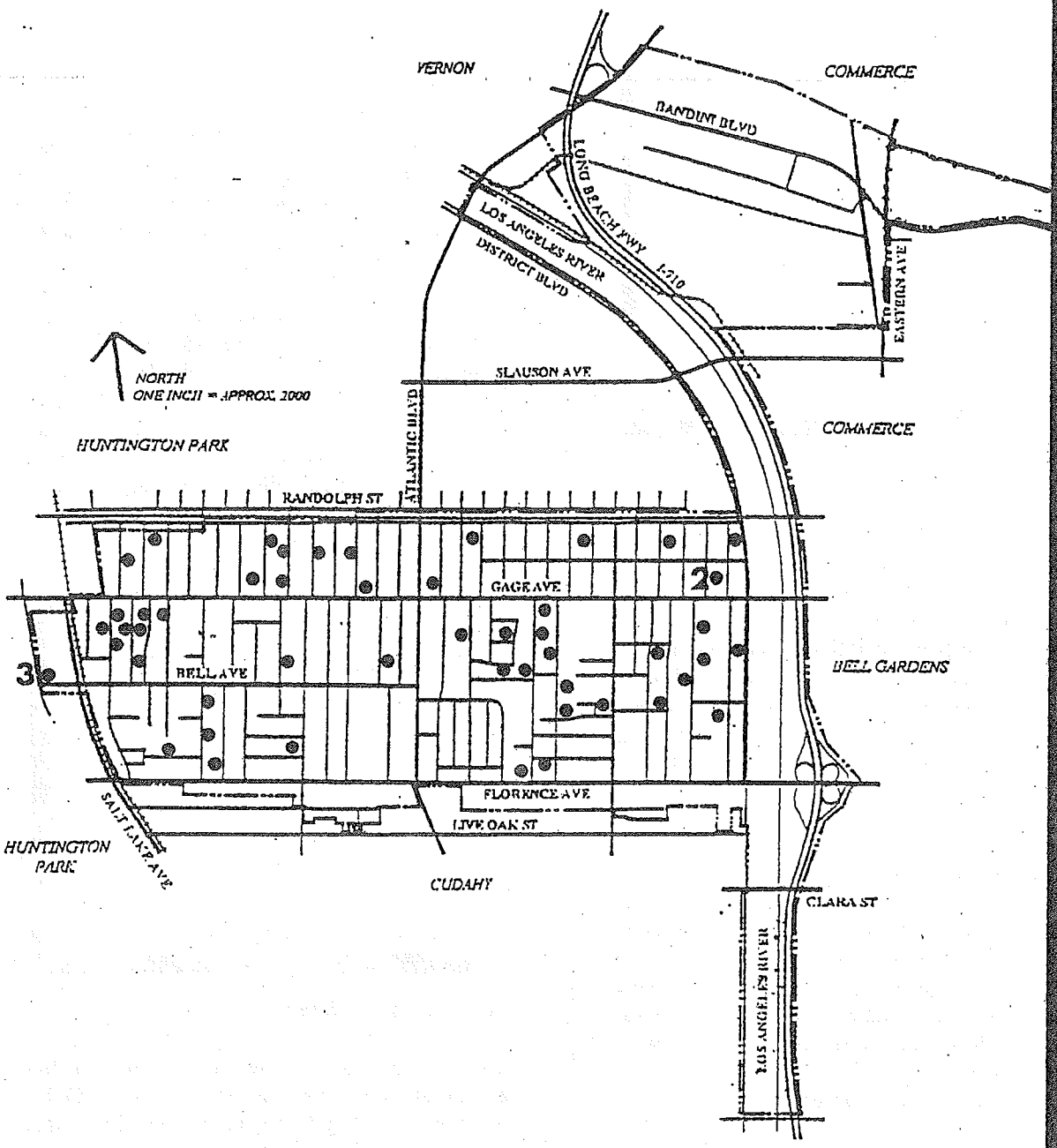


EXHIBIT 1
GENERAL LOCATION OF SUBSTANDARD UNITS

A limited survey of rents in Bell showed that one-bedroom units rented for $490 to $575 and two-bedroom units rented for $550 to $685.

The median income for Los Angeles County in 1996 is $46,900. The income limits for very low and low income households eligible for public housing subsidies are provided in Table 16, below. The maximum rents that households should be paying so as not to be considered overpaying (30% of gross income for housing) is also provided.

The median rent in Bell is within the range of affordable rents specified by the HUD and more than half the units in the City are eligible for Section 8 rental subsidies.

TABLE 16 - INCOME LIMITS

# Per	VL Inc.	Aff. Rent	Low Inc.	Aff. Rent	Mod. Inc.	Aff. Rent
1	$17,950	$449	$28,750	$719	$43,100	$1,078
2	20,500	512	32,850	821	49,250	1,231
3	23,100	578	36,950	924	55,400	1,385
4	25,650	641	41,050	1,026	61,550	1,539
5	27,700	692	44,300	1,107	66,450	1,661
6	29,750	744	47,600	1,190	71,400	1,785
7	31,800	795	50,900	1,272	76,300	1,908
8	33,850	846	54,150	1,354	81,250	2,031

Source: California Department of Housing and Community Development, New Income Limits, 1996.

Overpayment

Overpayment is defined as earning less than 80% of the County median income (low and very low income households) and paying more than 30% for housing. Generally, lower income households are more likely to be overpaying for housing than high income households. The median income for Bell in 1989 was $22,515 and the Los Angeles County median income was $34,965. Bell's income is 64.4% of the County, making it a low-income community.

Approximately 5,468 households (61%) were considered low and very low income in 1989, of which 2,983 households (55%) were overpaying for housing. Table 17 provides this breakdown.

TABLE 17 - HOUSING PAYMENT BY INCOME

Income/ Housing Payment	Renter	Owner	Total
< $20,000	2975	683	3658
<20%	13	235	248
20-24%	84	68	152
25-29%	145	21	166
30-34%	162	0	162
35%+	2336	301	2637
not counted	235	58	293
$20-34,999	2025	412	2437
<20%	234	101	335
20-24%	524	24	548
25-29%	621	15	636
30-34%	320	42	362
35%+	22	230	252
not counted	0	0	0
$35,000 +	1252	1006	2258
<20%	863	482	1345
20-24%	267	123	390
25-29%	87	104	191
30-34%	6	158	164
35%+	6	139	145
not counted	23	0	23

Source: U.S. Bureau of the Census, 1990.

Public Housing Assistance

In the late 1980's, a number of publicly assisted units funded under the Section 8 housing program of the U.S. Department of Housing and Urban Development were subject to mortgage expiration and the loss of the requirement that the units be kept "affordable".

Based on the Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion, there are no residential projects in Bell that are subject to conversion to market-rate housing within the next 12

years (to the year 2008) due to the expiration of housing rent subsidies or federal mortgage loans from the U.S. Department of Housing and Urban Development (HUD).

The Housing Authority of Los Angeles County does not have any housing project in Bell which is developed under the Section 8 turnkey program (where properties are privately developed and turned over to the Housing Authority for ownership and operation).

There is one project in the City of Bell under the Section 8 rental subsidy program. Bell Woodward townhomes on 6719 Woodward Avenue is managed by JTK Investment and Realty Management. This project has 41 units, of which 4 assisted units are under Section 8 of HUD. This project has a 30-year mortgage and rent restrictions are expected to expire in 2011, after which the unit rents may convert to market rate.

The Bell Redevelopment Agency has started construction on a 72-unit (one-bedroom units) senior citizen housing complex located on Florence Avenue. The construction is funded by a HUD grant and housing set-aside funds from the Redevelopment Agency. All units in the project will have affordability restrictions for the 40-year mortgage term.

There are no affordable dwelling units at risk of conversion within the next 10 years in the City of Bell.

The Housing Authority of Los Angeles County also issues Section 8 vouchers and certificates for eligible tenants. The tenants find their home and the Authority signs an agreement with the landlord for the rental subsidy. The Section 8 subsidy goes with the tenant and does not remain with the property.

As of August 1996, there were 222 eligible tenants with Section 8 certificates and 47 tenants with Section 8 vouchers that have chosen Bell as their place of residence. Table 18 provides this breakdown of Section 8 vouchers and certificates utilized in Bell.

The California Housing Finance Agency (CHFA) operates a loan guarantee program for home buyers with funds from the State of California. There are 2 duplexes, with a total of 4 dwelling units that are funded by CHFA, but these projects do not have affordability restrictions.

TABLE 18 - SECTION 8 HOUSING

	Bachelor	1-bdrm	2-bdrm	3-bdrm	4-bdrm
Certificate Holder					
Individual	0	0	0	0	0
Elderly	4	117	21	0	0
Family	0	4	48	24	4
Subtotal	4	121	69	24	4
Voucher Holders					
Individual	0	0	0	0	0
Elderly	0	14	7	0	0
Family	0	3	15	8	0
Subtotal	0	17	22	8	0

Source: Housing Authority of Los Angeles Co., 1996.

Existing and Future Housing Needs

The Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments in 1988 identifies the existing and future housing needs of individual cities in the region for the period 1989 to 1994. The City of Bell was estimated to have an existing need for 2,379 housing units as derived from the number of households currently overpaying for housing costs and thus, requiring affordable housing.

Based on historic population growth rates in the region, the SCAG projected future housing needs for City of Bell at 315 housing units. Table 19 compares housing needs. These units will accommodate Bell's share of the regional growth. This accounts for 217 units that would be needed to attain an ideal vacancy rate of 2% for single-family units and 5% for multi-family units; 25 units for household growth in the City and 73 units to replaced the demolition of the existing housing stock. Thus, the need for 315 future housing units has

been classified by income group to ensure that all income levels are served.

TABLE 19 - HOUSING NEEDS (1989-1994)

	Very Low	Low	Moderate	High	Total
Existing Need					
Renter	1,600	598	0	0	2,198
Owner	138	43	0	0	181
Future Need	45	69	84	117	315

Source: SCAG RHNA, 1988.

Constraints to Low-income Housing Production

While market rate housing is often built to meet existing demand, affordable housing for lower income households is not as readily built due to the lower profitability of these units. The costs of land and construction, land use controls and fees, loan financing and other factors add to the cost of housing development and may make housing less affordable for lower income households. The governmental and economic constraints to low-income housing production in the City of Bell are discussed in the following sections.

Governmental Constraints

The City of Bell regulates housing development in the City through land use control, design review, fees and the permit process.

Land Use Controls - The Bell General Plan and Zoning Ordinance are the major mechanisms used by the City for land use control. The Land Use Plan and the Zoning Map identify areas where housing can or cannot be built. The Land Use Plan shows that Low Density Residential (8.7 units per acre) areas are located on scattered sites and Medium Density Residential (18.94 units per acre) areas are found on most of the local streets within the Central City. The Zoning Map also shows that of the City's total land area of 1,796 acres, 595 acres (33%) are zoned as R-1, R-2 and R-3. Most Low Density Residential areas are zoned R-1 and Medium Density Residential areas are zoned R-2 or R-3. More than 88% of the residential areas in the City are zoned R-3, as shown in Exhibit 2.

The City's R-1 zone allows for second units on the lot, subject to certain conditions. Manufactured homes are also allowed on R-zoned lots with no conditions.

Of the City's 1,664 acre land area, approximately 73.8 acres (4.4%) are devoted to R-1 and R-2 development and 549.7 acres (33.0%) are zoned R-3. Estimating build out capacity based on allowable land use densities shows a maximum buildout of 11,052 units. This is 1,604 units more than the 1996 housing stock. Approximately 121.6 acres (7.3%) are zoned C-3R, which allows residential developments with a conditional use permit. If these areas are redeveloped for residential uses, another 2,310 units may be accommodated.

Codes and Code Enforcement - Conformance to the Uniform Building Code ensures that construction practices meet minimum public health and safety standards.

While energy conservation requirements may result in a high capital outlay, the cost of energy savings could offset the initial costs in the long run. Handicap accessibility standards ensure that handicapped persons are not prevented from finding adequate housing. Since the City of Bell is largely built out, the maximum amount ($740) required to retrofit existing dwelling units restricts the extent of reconstruction for handicap accessibility that may be accomplished.

The City of Bell has a design review board which reviews and approves new construction or renovation in terms of compliance with the City's zoning standards and compatibility with adjacent developments.

The architectural review is part of the site plan review to shorten processing time.

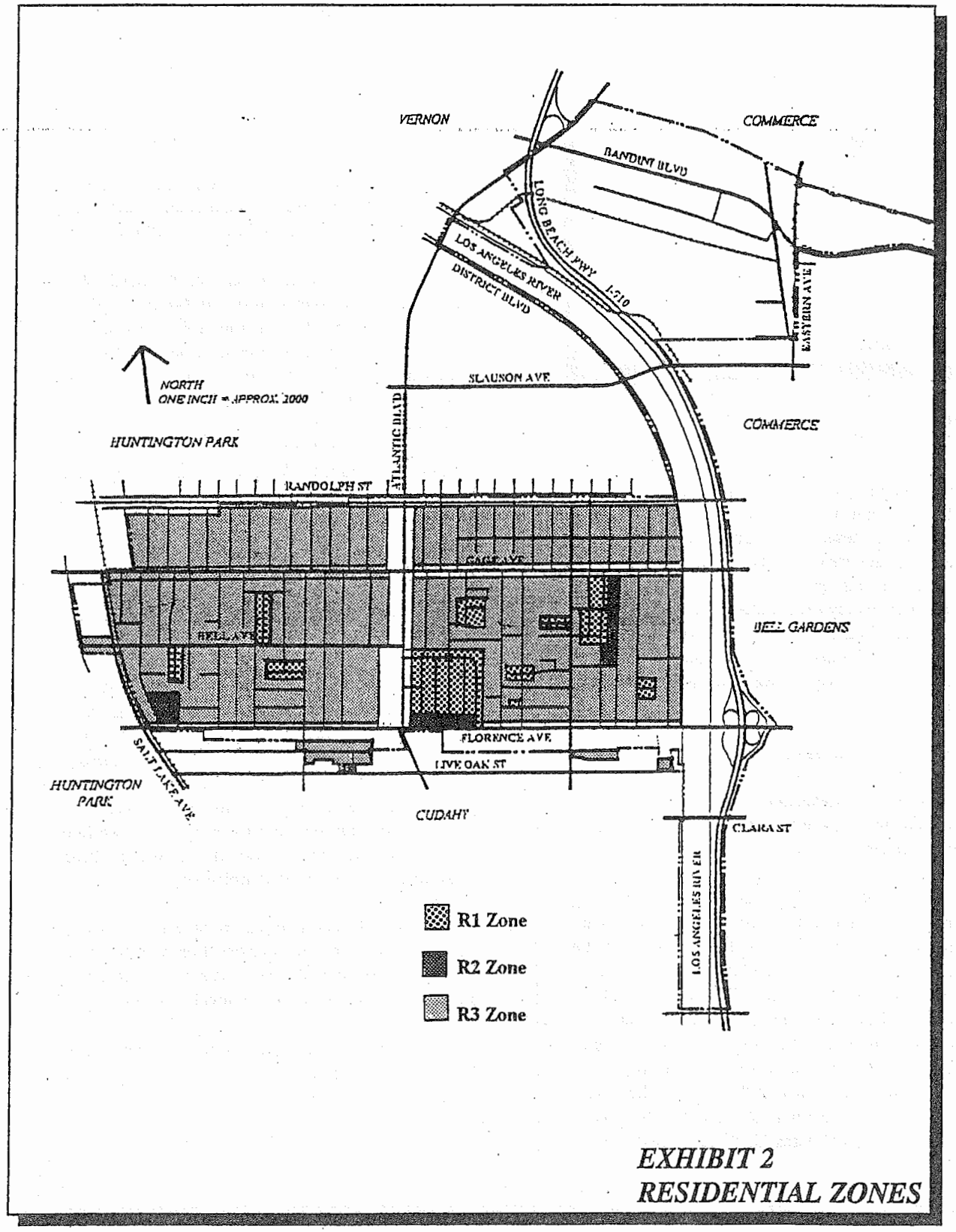


EXHIBIT 2
RESIDENTIAL ZONES

On-Site and Off-Site Improvements - The City's Zoning Ordinance regulates yard setbacks, minimum lot sizes, maximum unit density, minimum unit sizes, minimum parking standards, maximum building heights and other development standards. A summary of these development standards is provided in Table 20.

TABLE 20 - ZONING STANDARDS

Zone-Allowable Uses*	Lot Area sq.ft.	Max Hgt.	Unit Sizes
R-1 - Single family home, mobile home, second unit	5,000	15'	1-2 br-800 sf >2 br- 800 sf + 150 sf/br
R-2 - R-1 uses, duplex, condominiums	5,000	30'	bach- 450 sf 1 br- 650 sf 2+ br- 800 sf
R-3 - R-1 and R-2 uses, multiple dwelling units	7,200 1du/2,300** *	30'	1 br - 650 sf 2 br - 800 sf 3 br - 950 sf > 3br - 950 sf + 150 sf/br over 3
Residential uses and condominiums subject to CUP	5,000	70'	

* Please refer to the Zoning Code for specific uses and other development standards.
**50% lot cover & 300 sq.ft. OS per unit

Source: Bell Zoning Code, 1993.

The maximum density for R-1 zones is 9 units per acre. The maximum density for R-2 zones is 17 units per acre and the maximum density for R-3 and C-3R zones is 19 units per acre. Parking requirements for residential uses are:

- 2 parking spaces for every single-family unit
- 2 parking spaces for every multi-family unit and 1 guest parking space for every 3 multi-family units
- 1 parking space for each trailer space

The Zoning Code also requires the provision of private and common open space within multi-family residential developments. Other development standards relate to landscaping, and trash enclosures.

These minimum development standards affect the cost of construction by limiting allowable density and regulating lot and unit sizes. They increase housing costs at the expense of lower income households who cannot find less expensive housing in the City.

As evidenced by the household incomes in the City of Bell, housing development has not been constrained by these standards since more than 82% of the housing units are occupied by moderate and lower income households.

Also, since the parking standards do not consider the number of bedrooms in a single-family or multi-family unit, no constraint to the development of large units for large households or to accommodate currently overcrowded households is imposed by this standard.

While the height restrictions for R-2 and R-3 zones is 30 feet, it should be noted that the R-3 lots are typically small lots ranging in size from approximately 8,000 to 12,000 square feet and located within residential blocks. The multi-family areas in the City were historically single family lots that have been redeveloped for higher density uses. Thus, increasing heights over 30 feet would lead to incompatibility with the remaining older single family uses in terms of mass, shade and shadow, aesthetics, and privacy.

Fees and Exactions - Permit fees pay for the costs incurred to review and process proposed development projects in the City. The review ensures compliance with ordinances, regulations and standards adopted by the City of Bell. The fees for Bell are provided in Table 21 below.

Aside from the planning fees, there are building permit fees and plan check fees based on building valuation. The City also charges fees for copies of ordinances and maps. Permit fees are charged for the repair of minor structural components, such as

sidings, windows, patios, fences, roofs, driveways, garages and other remodeling work. This adds to the actual costs of materials and labor that a homeowner needs to spend for home improvements and could discourage the rehabilitation of older homes.

TABLE 21 - PERMIT FEES

Application	City Fee
Zone Change	$450
Zone Variance	$450
Conditional Use Permit (CUP)	$450
Tentative Tract/Parcel Map	$300 + $50/hour
Lot Line Adjustment	$150 + $50/hour
Site Plan Review	$350-$500
Appeals	$150
EIR Review/Negative Declaration	$150
Time Extension of Variance	$150

Source: City of Bell, 1996.

Processing and Permit Procedures - Residential projects in the City of Bell are reviewed by the Architectural Review Board (ARB). The Planning Commission and City Council do not review residential projects unless a conditional use permit, variance, tentative tract or parcel map approval is required for development. An initial meeting with the planning staff is encouraged to discuss the project proposal and the required permits. Completed applications are reviewed by the ARB for a recommendation to the Planning Commission. The ARB review takes up to 4 weeks. If the recommendations require changes to the project, they are forwarded to the applicant for revision. After the revised plans are resubmitted to the City, or if no changes are recommended, the proposal is submitted for plan check. If a public hearing is required, the Planning Commission hearing is held within four weeks and two weeks after, the City Council hearing is held.

After approval of the project, a 10-day appeal period must lapse before the applicant can submit building plans for plan check. The plan check process takes 2 to 2½ weeks for completion and issuance of the building permit. Normal processing takes 6 to 8 weeks, although if an environmental impact report is needed for the project, an additional 6 months to 1 year will be added to the entire process.

Economic Constraints

Financing - Loans for residential dwelling units currently have interest rates ranging from 4.75% to 8.625% for an adjustable loan and 8.00% to 10.55% for a fixed rate loan with a 30-year term. Interest rates have decreased significantly over the last 5 years due to changes in the State and national economy. This has made home purchase for first-time home buyers more readily available. At the same time, the recession and uncertainty of the economy has made more persons wary of investing in a home at this time. Loan companies have also developed more stringent borrowing standards due to the unstable economy.

The reduction in funding available from the Federal and State governments for the production and preservation of affordable housing units has also led to the reduction in the number of projects under construction and in the number of families receiving housing assistance. It is also unlikely that housing subsidy programs will be expanded considering the budget crisis at all levels of Government. Available Federal and State subsidy funds for affordable housing projects are usually obtained through competitive proposals from interested cities, agencies and counties. Also, there are more stringent construction and wage standards for Federal housing programs than for non-subsidized construction. Thus, the financing for affordable housing projects is even more difficult than ever.

The limit of $740 for modification of each unit for handicap accessibility does not ensure that all new construction is accessible to all types of handicapped persons. It is often more expensive to modify an existing dwelling unit to accommodate ramps, widened doorways, elevator shafts, handrails, and other improvements that may be needed. Thus, existing units are unlikely to be fully accessible to handicapped persons.

Price of Land - Land costs typically make up 10 to 30 percent of the total housing costs. Land in some areas costs more than in other areas due to geologic constraints, allowable density, available infrastructure and services, neighborhood quality, distance to business and commercial centers, and other factors. Land prices in Bell are tied to the value of adjacent developed land. With limited vacant land, existing structures may need to be demolished to acquire adequate land for development. The process of redeveloping residential uses to higher density projects may lead to the demolition of more affordable older units. Local realtors have indicated that R-3 lots in Bell cost approximately $74,500 to $105,000 for a 6,500 to 8,000 square foot lot.

Construction Costs - Construction costs typically make up 50 percent or more of the total housing costs. Rising energy and labor costs have led to increasing construction costs and in turn, to more expensive housing prices and rents. Construction costs are approximately $75 - $100 per square foot. Thus, a 1,000 square foot house would cost between $75,000 to $100,000 to construct.

Infrastructure - The City of Bell is largely developed and the water, sewer, street, power, gas and storm drain infrastructures are in place. The public sewer system in Bell consists of 8-inch laterals which are not generally adequate to handle the multi-family projects in the City. The laterals are maintained by the City of Bell, although the sewer mains are owned and maintained by the Los Angeles County Sanitation Districts. Upgrades may be necessary for new high density and high intensity development.

The Southern California Water Company serves the majority of the Central City, with the majority of residential lots served by 4-inch lines. Some commercial areas are also served by 4-inch lines. Tract 180, Tract 349 and Maywood Mutual No. 3 serve small portions of the Central City. Water service will need to be coordinated with the specific water company.

The availability of public school capacity is another constraint to housing development. The Los Angeles Unified School District (LAUSD) has been experiencing overcrowded conditions for several years. Overcrowding at the schools serving the Bell area has been alleviated by the LAUSD through the use of portable/relocatable classrooms, year-round schedules, new schools, and busing of area students to other schools in the district with available capacity. Still, there continues to be overcrowding in area schools.

Land Availability - A vacant land survey in 1996 shows that there are 37 vacant parcels in the City, covering approximately 6.2 acres. Of these parcels, 25 lots are zoned R-3 (covering 3.1 acres) and 12 lots are zoned C-3R (covering another 3.1 acres). If all of these lots were developed with residential units to their maximum density of 19 units per acre, a total of 118 units can be added to the City's housing stock. These multi-family units will be available for moderate and lower income households.

Additional residential units may also be built in the City through second units on single family residential lots, the subdivision of larger single-family lots, the recycling of existing single family development on R-3 lots to higher density residential projects and the construction of multi-family projects in C-3R zones.

Underutilized lots in the City include R-1 and R-2 lots over 10,000 square feet, which may accommodate a second unit. There are approximately 412 R-1 and R-2 lots which may hold an additional 412 units in the City. Although 244 of these lots are located within a single family neighborhood northeast of the Atlantic/Florence Avenue intersection and are unlikely

Policy 17. Ensure adequate housing and high quality community services for all persons regardless of income, age, race, sex, marital status, or ethnic background.

HOUSING PLAN

Implications of the Land Use Policy on Housing

The Land Use Element indicates the location and extent of development in the City. As indicated in the Land Use Element, residential land uses make up the majority of development in the City, accounting for approximately 34% of the total land area within the City. The potential residential development possible under the implementation of the Land Use Element is summarized below in Table 22.

TABLE 22 - DEVELOPMENT CAPACITY

Land Use	Area (ac.)	Intensity Standard	Theoretical/ Effective
Low Density	65	8.71 du/ac.	566 du. 433 du.
Med. Density	530	21.78 du/ac.	11,587 du. 9,270 du.
Total Units	--	--	
Theoretical			12,153 du.
Effective			9,703 du.
Change fr. Exist.	--	--	
Theoretical			2,705 du.
Effective			255 du.

Note: Effective and theoretical capacity is described in the Land Use Element (Land Use Plan).

Source: City of Bell, 1996.

As indicated in Table 22, the City is approaching what is referred to as "build-out." Assuming that every parcel is developed to the maximum intensity possible (or theoretical capacity) under the current zoning and General Plan, an additional 2,705 units would be possible. As indicated previously, theoretical development potential is rarely, if ever achieved. Assuming a more realistic figure that represents 80% of the theoretical capacity (referred to as effective capacity), an additional 255 units can be built before "effective buildout" is achieved.

Implementation of Housing Programs

Specific actions to address unmet housing needs and achieve the quantified objectives are described in this section of the Housing Element. These programs are grouped into the following categories including 1) enforcement of development standards; 2) housing rehabilitation; 3) protecting affordable housing; 4) housing assistance; 5) removal of governmental constraints and 6) promoting equal housing opportunities.

Under Article 10.6 of the State planning and zoning law, the housing program of a local housing element must include actions which:

> "conserve and improve the condition of the existing affordable housing stock."

This section of the law deals with two different but somewhat related needs: 1) improving the condition of housing (e.g. rehabilitating deteriorating housing), and 2) conserving the current supply of affordable housing. The current actions of the City which are directed at meeting these aims of the State law are described in this section.

Enforcement of Housing Development Standards

The City of Bell has adopted housing development standards in its Zoning Code and building codes to promote public health and safety.

Program 1: Code Enforcement

For a number of years, the City has implemented a code enforcement program that involves both building and zoning code violations. This program is implemented by two methods: 1. code enforcement is initiated when the City responds to complaints and 2. housing conditions assessed through field observations. On a continuing basis, the City conducts drive-throughs to obtain information concerning the physical

condition of individual units. The most common violations are generally zoning code violations involving property maintenance violations, converted garages, and inoperable vehicles. Violations involving structural features are not as common as zoning code violations.

There are a number of second units, third units, and garage conversions present in the City. These types of development come to the City's attention through complaints and field observations. When these non-conforming units are noted, the owners are notified of the need to bring the units into conformance. The City also provides information to the property owner concerning housing rehabilitation programs designed to assist homeowners in bringing their property up to code (refer to Program 2).

Responsible Agency: Development Services
Time frame for Implementation: Ongoing
Funding: CDBG Funds
1996-1998 Objective: 240 inspections

Housing Rehabilitation Assistance

Programs to encourage housing rehabilitation and conservation are currently being implemented by the City. The programs that are described in this section are funded through the City's participation in the County Community Development Block Grant Program and by funding from the City's Community Redevelopment Agency. These rehabilitation programs are available on a citywide basis. It is estimated that the City of Bell will receive approximately $1.0 million in CDBG grants over a one-year period and currently has $78,000 in redevelopment moneys to fund these programs.

Program 2: Housing Rehabilitation Grant Program

Eligibility for this program is restricted to low and moderate income homeowners who meet the current Section 8 income guidelines. The units proposed for rehabilitation must be owner-occupied. The maximum grant is $3,000 to eligible low and moderate income mobile home owners and $5,000 to eligible low and moderate income homeowners. The funds are primarily used for the correction of building safety and health code violations and correction of hazardous structural conditions. Availability is dependent upon annual program funding by the City .

Responsible Agency: Development Services
Time frame for Implementation: Ongoing
Funding: CDBG Funds, CRA Funds
1996-1998 Objective: 21 units

Program 3: Deferred Payment Loan Program

The Deferred Payment Loan Program is available to eligible seniors, permanently handicapped persons, and low/moderate income families. Assistance to low/moderate income families is limited to alleviating overcrowding through construction of bedroom additions. The maximum loan amount is $12,000. As the program title implies, no interest rate is charged during the life of the loan, and the loan amount is repaid when title but not vesting to the property changes. Future funding will be contingent upon the availability of CDBG and CRA funds.

Responsible Agency: Development Services
Time frame for Implementation: Ongoing
Funding: CDBG Funds, CRA Funds
1996-1998 Objective: 4 units

Program 4: Below Market Interest Rate Loan Program

This loan program makes low interest loans available to eligible recipients. The funds are made available to qualifying low and moderate income homeowners, up to a maximum loan amount of $25,000. The low interest rate loans are at a subsidized rate of 5% for 15 years. Future availability is dependent upon annual program funding by the City.

Responsible Agency: Development Services
Time frame for Implementation: Ongoing
Funding: CDBG Funds, CRA Funds
1996-1998 Objective: 7 units

Program 5: Substandard Units

Approximately 27 dwelling units in the City were observed during a windshield survey to be so deteriorated that they may present safety and health hazards to residents. Property owner of deteriorated units are notified of the need to rehabilitate the units and remove substandard conditions. If rehabilitation is not feasible or economical, the removal of these units shall be promoted to eliminate health and safety hazards to City residents. Based on past trends, it is expected that 22 units will be removed within the next 2 years.

Responsible Agency: Development Services
Time frame for Implementation: Ongoing
Funding: CDBG Funds, CRA Funds
1996-1998 Objective: 22 units

Protecting Existing Affordable Market Rate Housing/Housing Assistance

The housing stock in the City of Bell includes a number of affordable housing units which serve low and very low income households. To reduce housing overpayment in the area, the City intends to preserve existing affordable market rate housing units \through the following programs:.

Program 6: Section 8 Housing Assistance Program

In order to maintain housing affordability, the City intends to continue participation in the Section 8 Housing Assistance Program. This program provides financial assistance to eligible low and moderate income households in existing, market rate rental housing. The program is administered by the Housing Authority of the County of Los Angeles. Currently, approximately 269 households are assisted through this program. The City's objective is to maintain current funding levels. This program is contingent on continued future funding from the Federal government.

Responsible Agency: L.A. County Housing Authority
Time frame for Implementation: Ongoing
Funding: CDBG Funds
1996-1998 Objective: 269 households assisted

Program 7: Housing Assistance Grant Program

The City shall continue to contract with the County Housing Authority for the administration of its CDBG grants and Section 8 Housing Programs. Housing assistance grants are included in the housing program on the premise that some form of consumer-oriented housing assistance grant program will be enacted by the Federal government. That program would replace the Section 8 Existing Housing Program as it is presently being implemented. The consumer-oriented approach would enable income-eligible persons to obtain an assistance grant and seek housing on their own. When enacted and available, the City of Bell, or the County Housing Authority on behalf of the City, could apply for an allocation of program funding. Administration of the program could be handled by the City or on a contract basis with the Los Angeles County Housing Authority. The City's objective is to maintain the levels of assistance being provided under the current Section 8 program.

Responsible Agency: L.A. County Housing Authority
Time frame for Implementation: 1997
Funding: CDBG Funds
1996-1998 Objective: 269 households assisted

Program 8: Housing Program Information

The City shall prepare brochures and/or articles in the City's newsletter to promote the use of existing housing assistance programs offered by the L.A. County Housing Authority, the Long Beach Fair Housing Council, the Bell Community Redevelopment Agency, the local utility companies, homeless programs and services, and other housing projects and programs (second units, manufactured homes, mixed use developments, density bonus, etc.).

A brochure describing the City's second unit program shall be prepared to inform residents where second

units are allowed and the permit process for these units. The brochure shall be made available at the public counter. Additional information shall be published in the City newsletter.

The City shall also advertise the feasibility of mixed use development in C-3R zones through the City newsletter, local newspapers and at City Hall through the identification of areas where mixed use projects may be developed.

Responsible Agency: Development Services
Time frame for Implementation: May 1997 and every 2 years
Funding: CDBG Funds
1996-1998 Objective: To inform residents and developers

Program 9: Bell Community Housing Authority

The City of Bell has formed the Bell Community Housing Authority to purchase and operate the mobile homes parks in the City and to ensure their affordability and maintenance. The City was concerned that the residents would be forced to move from the parks with future conversions. There are 359 mobile homes currently located in the three parks. The City shall continue to operate this program to assist mobile home park residents.

Responsible Agency: Development Services
Time frame for Implementation: Ongoing
Funding: CDBG Funds
1996-1998 Objective: Ongoing management of the three trailer parks acquired by the City, with 359 mobile homes

At Risk Households

Actions in this program sub-category involve the use of existing housing to meet the needs of low and moderate income households. Such existing housing includes opportunities both through shared housing arrangements and consumer-oriented assistance grants.

Program 10: Senior Shared Housing Program

Consideration shall be given by the City to conduct a survey of senior citizens' interest in shared housing arrangements to reduce their housing expenses. The scope of the study would include housing shared among two elderly households. This concept is one where, most commonly, a senior citizen homeowner shares his/her home with another elderly person. In this way the housing related expenses of both seniors would be reduced. This strategy is one way of lowering the burden of housing costs among senior owner and renter households. This program may be initiated through the Treder Community Center which currently operates a senior nutrition program. The City shall target senior citizens that currently receive Section 8 assistance.

Responsible Agency: Development Services
Time frame for Implementation: 1997
Funding: CDBG Funds
1996-1998 Objective: Inform up to 163 seniors

Program 11: Bell Homeless Shelter

The City of Bell provides public and government services to the Bell Shelter. The City shall continue to support the operation of the Bell Homeless Shelter. Approximately 300 homeless persons are assisted at the shelter and another 37 persons at the transitional housing units. An additional 30 persons will be accommodated when current expansion plans for the transitional housing component are completed. The facility is operated by the Salvation Army and also serves the surrounding communities.

Responsible Agency: Development Services
Time frame for Implementation: Ongoing
Funding: General Fund (in-kind staff time)
1996-1998 Objective: 367 persons assisted

Program 12: Existing Affordable Units

The Bell Community Redevelopment Agency has recently assisted in the development of a 72-unit senior housing project in the City. In addition, there are 4

units within the Woodward Townhomes which have rent restrictions due to Section 8 funding.

The City shall work towards maintaining the rent restrictions in these projects by monitoring any changes in ownership and management. When the expiration of the rent restrictions comes within 8 years, the City shall develop programs for the conservation of these units through coordination with the property owners, tenants or other interested investors.

Responsible Agency: Development Services
Time frame for Implementation: Ongoing
Funding: General Fund (in-kind staff time)
1996-1998 Objective: 76 units

Removing Governmental Constraints

Actions must be included in the Housing Program which will promote the removal of governmental constraints. State law requires that housing programs be provided to:

> "address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing."

Program 13: Code Review

For purposes of meeting State law and community housing needs, the City re-examines, on a continuing basis, the impacts it imposes on the maintenance, improvement and development of housing. The latest reassessment of governmental constraints has been prompted by the updating of the City of Bell General Plan, including the Land Use Element and Housing Element.

Responsible Agency: Community Development
Time frame for Implementation: Bi-annually
Funding: General Fund (in-kind staff time)
1996-1998 Objective: Review and amendment as needed

Program 14: Fast-Tracking Program

The City shall consider the feasibility of "fast tracking" affordable housing projects to allow for a shorter time frame for permit processing. The further streamlining of the review and permit process will translate to decreased development costs. The senior housing project that was recently constructed in the City was subject to a fast tracking process. Projects with density bonuses and those facilitated through code review may be fast-tracked, too. It is estimated that housing units constructed for very low and low income households will be fast-tracked.

Responsible Agency: Community Development, Building Services
Time frame for Implementation: As needed
Funding: General Fund (in-kind staff time)
1996-1998 Objective: 42 units

Equal Housing Opportunity

Under present law, a local housing element must make adequate provision for the housing needs of all economic segments. One means of meeting this broad mandate is to promote local housing opportunity. Accordingly, action in the Housing Program must be included which achieve the following:

> "promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color."

Program 15: Fair Housing Program

The City, in cooperation with a contract non-profit fair housing agency, is committed to equal housing opportunities. More specifically, the violation of existing State and Federal non-discrimination laws are identified by the City through the non-profit agency. The Long Beach Fair Housing Foundation provides referral services to those persons who feel they have been discriminated against in terms of obtaining housing. The City of Bell contributes money (through the City's CDBG program) to the Foundation.

Responsible Agency: Community Development, Long Beach Fair Housing Foundation
Time frame for Implementation: Ongoing
Funding: CDBG Funds
1996-1998 Objective: 18 households assisted

Opportunities for New Housing in the City

Population projections prepared by the Southern California Association of Governments (SCAG) forecasts the City's population in the year 2000 to be 37,551 persons and a population of 39,846 persons for the year 2010. Bell's Housing Program, in accordance with State law, contains actions directed at accomplishing the following below:

> "identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income groups..."

Implementation of the Land Use Element and City's Zoning Ordinance helps to assure a variety of housing types. With regard to site availability, the need for new construction will be satisfied in the majority of cases by development on recycled land.

Program 16: Land Assembly Study

To facilitate residential development on underutilized land, the City will encourage the assembly of land to accommodate larger-scale projects. Towards this end, City staff will evaluate the feasibility of the assembly of land during the preliminary consultations with future developers.

Responsible Agency: Development Services
Time frame for Implementation: Ongoing, as needed
Funding: General Fund (in-kind staff time)
1996-1998 Objective: To facilitate land assembly

Program 17: Mixed Use Projects/Redevelopment Projects within the C-3R Zone

The Bell Community Redevelopment Agency (CRA) has established a redevelopment project area over the City's industrial and commercial areas. This includes areas along major roadways and areas which are currently zoned as C-3R. The C-3R zone applies to commercial areas where residential development and mixed residential/commercial uses are permitted. These areas include lots which are currently developed with the new senior housing complex, a number of trailer parks and several single family and multi family developments. Thus, residential and mixed use projects have and will likely occur within the C-3R zone and the redevelopment project area. Also, mixed use projects may be eligible for redevelopment funding and incentives.

The Bell Community Redevelopment Agency has been actively promoting infill development in C-3R zones and other sites in the project area, along with the rehabilitation of existing structures. A senior housing project has been constructed in the C-3R zone and land acquisition and assembly shall continue to be pursued for commercial, residential or mixed use development. Existing vacant land zoned C-3R can accommodate 59 units.

The Agency has approximately $78,000, of which, $41,000 are housing set-aside funds. These set-aside funds have been allocated for housing rehabilitation, the senior housing project, rent subsidies and scattered lot acquisition.

The Bell Community Redevelopment Agency shall conduct a study to identify lots along Gage Avenue and Florence Avenue which can be redeveloped for high density residential projects or mixed use developments. The focus of the study will be on vacant sites, underutilized lots, and sites with abandoned buildings, which may be consolidated to increase the lot size. Once the potential sites have been identified, the Agency shall forward the information to developers involved in the development of affordable housing projects and work with these

developers to promote the development of affordable housing to meet the City's affordable housing needs. The Community Redevelopment Agency shall provide assistance to projects developed in these areas in the form of land assembly, land acquisition or write down, land transfer, development funding or loan, and/or other assistance. The City shall likewise provide incentives in the form of density bonuses, fast track permit processing, reduced fees, etc.

Responsible Agency: Redevelopment Agency, Community Development
Time frame for Implementation: Ongoing, 1997
Funding: CRA Set-aside Funds, General Fund (in-kind staff time)
1996-1998 Objective: 59 units

Program 18: Vacant Land Inventory

As discussed previously, approximately 118 units can be built on vacant lots in the City and another 168 units can be built on underutilized lots. This is approximately 96 units over the City's balance of unmet future housing need of 190 units. Based on historic growth trends, approximately 40 units may be developed in the City within the next 2 years.

The City of Bell has revised the Zoning Code to allow second units on R-1 lots, manufactured homes on R zones and residential development within C-3R zones. These changes have provided greater opportunities for housing development in the City, as well as provided greater flexibility in residential development projects.

Responsible Agency: Community Development
Time frame for Implementation: Ongoing
Funding: General Fund (in-kind staff time)
1996-1998 Objective: 40 units

Program 19: Density Bonus

As required by State law, the City shall revise its Zoning Code to allow for density bonuses of 25% for housing projects that allocate at least 20% of the units for lower income households, 10 percent for very low income households or at least 50% for qualifying residents (seniors). The City shall either grant a 25% density bonus along with one additional regulatory incentive or provide other incentives of equal financial value based upon the land cost per dwelling unit. Additional incentives to affordable housing units may include reduced permit fees, fast-tracking, reduced parking requirements, removal of height limitations, lower open space requirements, and reconsideration of other development standards. The units shall remain affordable for a minimum 30-year period. The City will also promote the use of density bonuses by preparing a brochure to be made available at the public counter.

Responsible Agency: Community Development
Time frame for Implementation: February 1997
Funding: General Fund (in-kind staff time)
1996-1998 Objective: Public awareness of density bonus program

Program 20: Second Unit Program

The City's Zoning Ordinance was amended in 1993 to allow second units on R-1 lots subject to the following conditions:

1) that the floor area of any such dwelling unit shall not be less than four hundred fifty (450) square feet nor larger than six hundred fifty (650) square feet; and

2) that such dwelling unit shall be architecturally consistent with the main dwelling located upon the same lot; and

3) that such dwelling unit shall have separate entrances and exits; and

4) that such dwelling unit shall have separate utility metering devices distinct from those used by the main dwelling unit located upon the same lot.

While the above standards do not represent significant or unusual constraints to the development of second units in the R-1 zone, the second unit program has not been widely used. This may be due in part to the presence of many second and third units on the City's

R-2 and R-3 lots as allowed by existing density standards. However, the City will promote the development of second units in the R-1 zone and on any applicable underutilized lots, as appropriate. There are approximately 168 lots in the City which may accommodate second units.

Information describing the City's second unit program shall be prepared to inform residents where second units are allowed and the permit process for these units. The information shall be made available at the public counter and published in the City newsletter.

Responsible Agency: Community Development
Time frame for Implementation: February 1997
Funding: General Fund (in-kind staff time)
1996-1998 Objective: 15 second units

Program 21: Minimum Density Standards

The City shall review its Zoning Ordinance to determine the feasibility of establishing a minimum density requirement for lots zoned R-3. The minimum density requirement to be considered shall be 2 units per lot or 12 units per acre. The average lot size of R-3 lots is 7,200 square feet and many of these lots currently contain 3 units or more. Thus, the 2 units per lot density would translate to 1 unit per 3,600 square feet or 12 units per acre. The actual minimum density standard will be based on total lot size, number of units per acre, and compliance with required setbacks and open space standards.

Responsible Agency: Community Development
Time frame for Implementation: February 1998
Funding: General Fund (in-kind staff time)
1996-1998 Objective: Public awareness of minimum density standards

Quantified Objectives

Based on the programs identified above, the City's 2-year housing objectives are outlined below and summarized in Table 23:

- To achieve a level of housing maintenance that prevents any additional units from requiring major rehabilitation by the year 1998.
- To rehabilitate or maintain in sound condition the existing housing stock through the rehabilitation of 33 homes. (This is the same rate of rehabilitation for the last 10 years.)
- To remove 22 housing units which are or will be so deteriorated that they cannot be economically rehabilitated.
- To maintain the level of housing assistance to ensure aid to households needing assistance.
- To support the County's continued administration of the Section 8 housing assistance program for the City.
- To construct 190 new housing units to meet the needs of the population. (This rate of construction is the balance of future housing needs and the number of units constructed since 1989.) Also, the vacant land inventory of the City will allow as much as 118 new housing units in the City and 168 second units.)

TABLE 23 - HOUSING OBJECTIVES

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

* assumes that programs with no quantified goals will indirectly lead to the balance of future housing needs in the City

Review of Past Element

While the City of Bell initiated an update of the Housing Element in 1989, that draft Element was not adopted.

While the objectives quantified in the 1986 Element were developed for a five-year period, the review of the past Element compares a 10-year time frame with the five-year objectives (see Table 24). Also, since the State of California has postponed the 1994 update of Housing Element to 1998, the City of Bell is using the earlier objectives as a basis for determining the City's progress in implementing the Housing Element.

Since the 1986 Housing Element was adopted, the City of Bell has constructed, demolished and rehabilitated a number of housing units, as well as implemented its other housing programs. A review of the objectives of the Housing Element, compared to the actual accomplishments of the City is summarized in Table 24.

TABLE 24 - REVIEW OF PAST ELEMENT

Program	Very Low	Low	Moderate	High
New Cons'n				
Objective	45	69	84	117
Accom't	36	36	50	3
Rehabilitation				
Objective	1,000	700		
Accomp't	97	70		
Conservation				
Objective	3,500	3,500		
Accomp't*	200	159		
Demolition				
Objective	435			
Accomp't	117			
Assistance				
Objective				
Accomp't	250	249		
Affordable Housing				
Objective				
Accomp't**	375	38		

* - mobile homes parks
** - Bell Shelter, Transitional Housing, Senior Housing
Source: City of Bell, 1996.

The City's Zoning Code has been revised to allow second units and manufactured homes on R-1 lots. Although, no second units have been processed on R-1 lots to date. A number of manufactured homes are found along Wilcox Avenue, South of Gage Avenue. These code revisions are expected to provide more opportunities for housing development in the City. In addition, the C-3R zone allows multi-family residential

development. This increased housing opportunities in the City and encourages mixed use developments.

New Construction

Only 125 units were built in the City of Bell from 1986-1996. The slow housing growth in the City is reflective of the economic recession in the early 1990's and the nationwide drop in housing demand. California has been specifically hard hit due to the slow recovery of the State, budget cutbacks for the aerospace and defense industries and increasing relocation of large companies to other states and international locations.

Rehabilitation

The City of Bell is a participating city in the Community Development Commission of the County of Los Angeles Home Ownership Program. This program provides loans of up to 20 percent ($15,000) of the initial purchase price, and up to 25 percent ($20,000) in designated census tract areas, whichever is the least. The loans are shared equity loans with no monthly payments, and are payable upon sale, transfer, or refinance of the home.

Through the City's Redevelopment Agency, the City has also entered into two agreements with non-profit developers for the construction of low and moderate income housing in the City. The first agreement involves a transfer of surplus land to a developer for the construction of two owner-occupied housing units for low and moderate income households. The second agreement involves an agency loan for the rehabilitation of 27 rental units which are restricted to occupancy by very-low income persons.

The City's Housing Rehabilitation Grant Program offers grants for housing rehabilitation to low and moderate income households. The Deferred Loan Program provides deferred interest payment for bedroom additions. The City also has a below market rate interest loan for landlords of low and moderate income tenant and a rebate program for residential rehabilitation projects. These programs have led to the rehabilitation of 140 dwelling units from 1985 to 1996.

Conservation

In 1995, the City created a Bell Community Housing Authority through which it purchased three mobile home parks so as to guarantee the continued affordability of rent for the 359 mobile home spaces making up those projects. This has led to the conservation of 359 affordable housing units.

Demolition

Since 1989, approximately 117 units have been removed from the City's housing stock to allow for land recycling, redevelopment or demolition of substandard housing. In addition, 96 units were lost as part of the construction of the Nueva Vista Elementary School.

Housing Assistance

Section 8 vouchers and certificates for 269 households are currently used in the City of Bell. The City is also preparing an ordinance to allow senior housing projects on infill lots and commercial zones.

These programs are funded through the Community Development Block Grant (CDBG) and funds from the Bell Redevelopment Agency. From 1985 to 1990 the CRA has granted 10 deferred loans, 15 rebates, and 78 grants. The CDBG program has provided 36 grants and 1 rebate from 1985 to 1990. Also, approximately 9 households per year are also assisted by the Long Beach Fair Housing Foundation or approximately 90 persons from 1986 to 1996.

Affordable Housing

The Bell Redevelopment Agency has constructed a 72-unit senior citizen housing project on Florence Avenue with its redevelopment 20% set-aside funds and a HUD grant. This project was processed through a fast-tracking of permits (as provided for other affordable housing projects) to facilitate its

development. It also was approved with a density bonus for affordable units.

The CRA has played an active role in the development of affordable housing in Bell. Aside from the senior housing project, the CRA has acquired two lots for construction of single family homes or for consolidation with the adjacent residential lot through the use of its housing set-aside funds.

Homeless shelters are allowed in the City. The Bell Homeless Shelter within the City's Cheli Industrial area currently provides temporary shelter for 300 homeless individuals, as well as 37 persons within its transitional housing component. Another 30 persons can be accommodated within the transitional housing component after current expansion plans are completed. As required by the ADA, new development in the City is required to comply with handicapped access standards.