



DRAFT

**BACKGROUND REPORT
FOR THE CITY OF BELL
2030 GENERAL PLAN**



**CITY OF BELL DEPARTMENT OF COMMUNITY DEVELOPMENT
6330 PINE AVENUE
BELL, CALIFORNIA 90201**

MARCH 4, 2016



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SECTION 1.0 INTRODUCTION TO THE BACKGROUND REPORT

1.1 PLANNING AREA LOCATION

The City of Bell is centrally located within the greater Los Angeles metropolitan area approximately ten miles southeast of downtown Los Angeles in Los Angeles County. The City is bounded on the north by the cities of Huntington Park, Vernon, Maywood, and Commerce; on the south by the cities of Cudahy and Huntington Park; on the east by the cities of Bell Gardens and Commerce; and on the west by the cities of Vernon, Maywood, and Huntington Park.¹ A regional map of the City is provided in Exhibit 1-1.

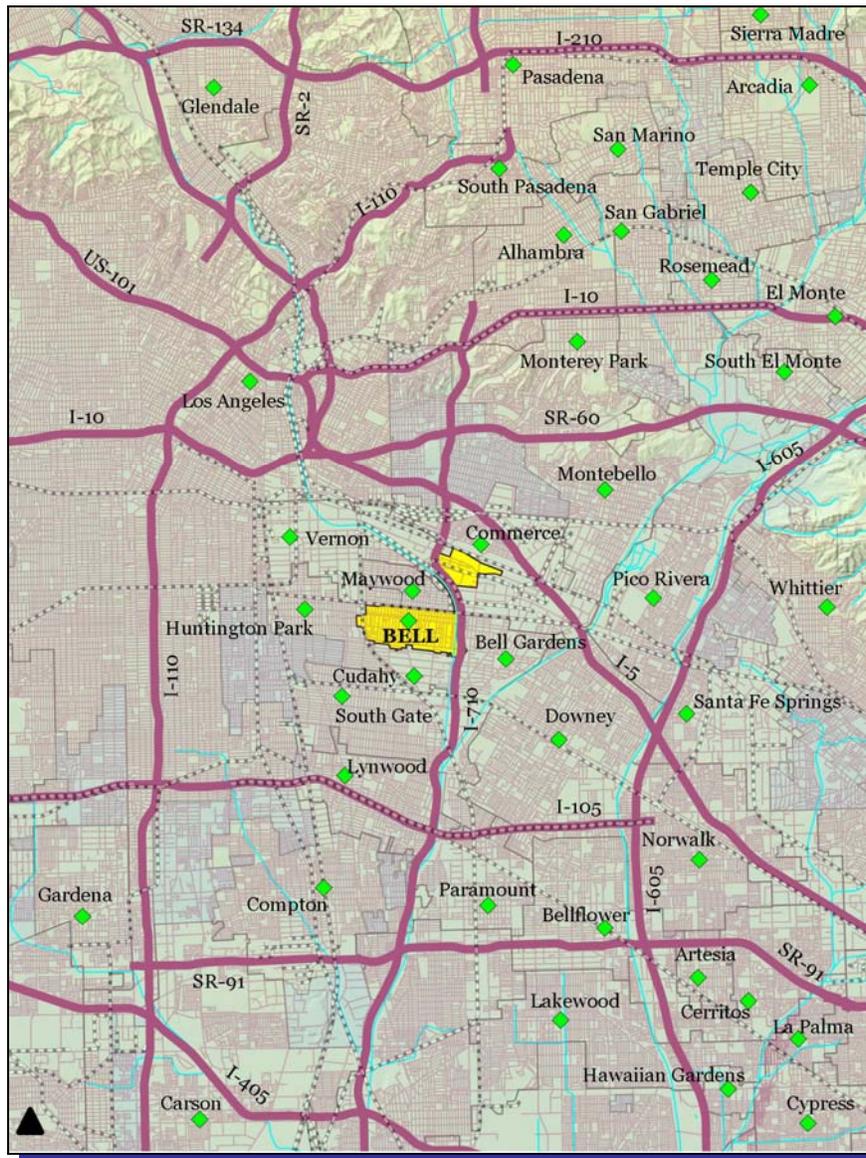


EXHIBIT 1-1. THE CITY OF BELL'S REGIONAL LOCATION

¹ United States Geological Survey. *South Gate 7 ½ Minute Quadrangle*. 1987.



The City of Bell consists of two district geographic areas that are connected by the Los Angeles River and the Long Beach Freeway (I-710). The southerly portion of the City is commonly referred to as the *Central City*, which includes the residential neighborhoods and the local commercial districts. The Central City area is generally bounded by Randolph Street on the north and Florence Avenue on the south. The second portion of the City is located to the north of the Central City area and east of the Los Angeles River and the Long Beach Freeway. This area is largely industrial in character and is referred to as the *Cheli area*. The development found in the Cheli area consists of industrial and warehousing uses. No unincorporated lands are located within the City’s designated sphere of influence.² A map of the City is provided in Exhibit 1-2.

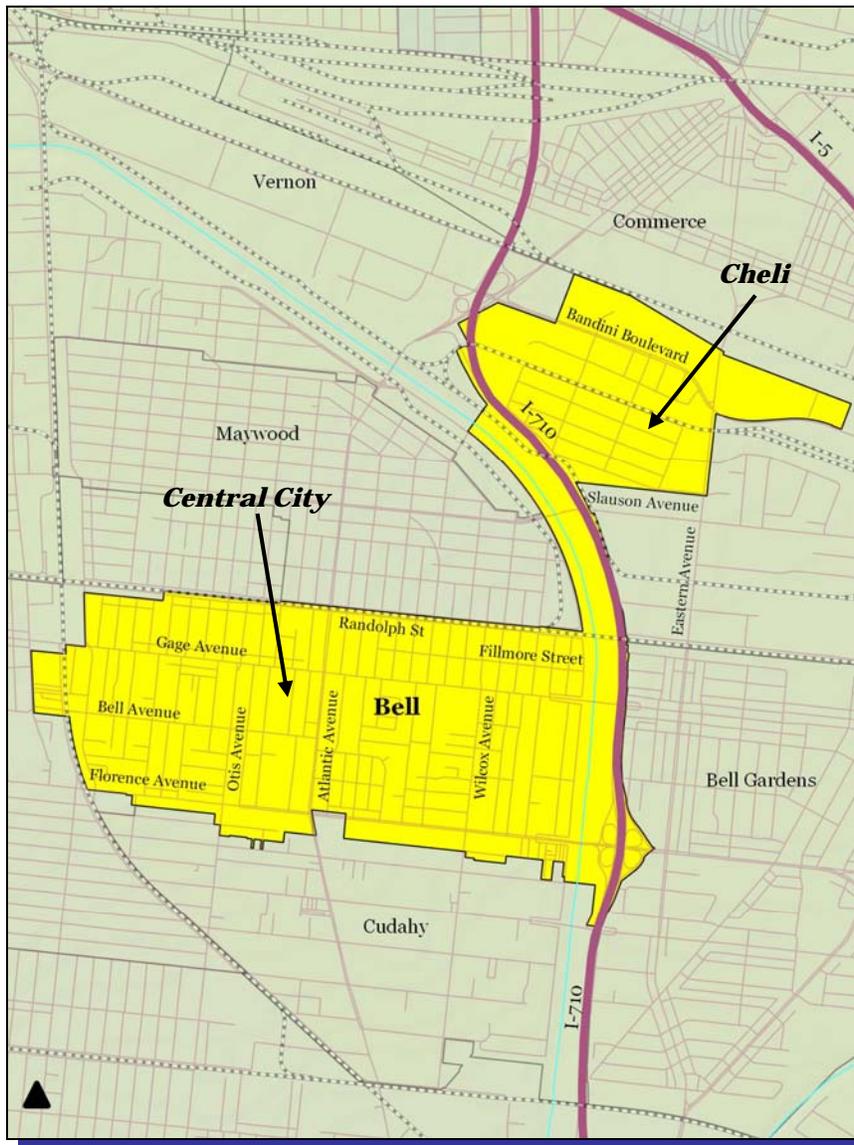


EXHIBIT 1-2. A MAP OF THE CITY OF BELL.

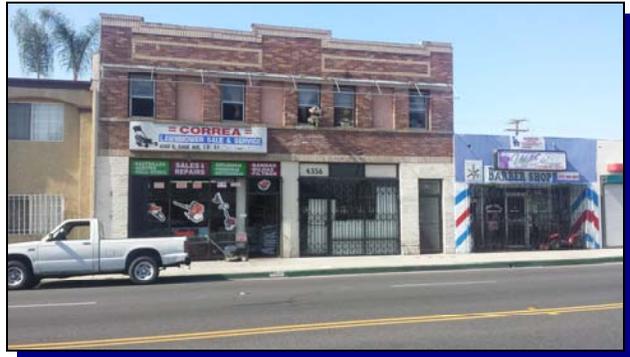
² Blodgett/Baylosis Environmental Planning. City-wide Land Use Survey. September and October 2014.



1.2 OVERVIEW OF THE CITY OF BELL

The majority of the residential neighborhoods are zoned for higher densities and over time, these neighborhoods 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 among single-family homes. There are, however, a number of smaller neighborhoods that remain largely single-family. The most recent State Department of Finance estimates (January 1, 2015), indicate there are 9,217 housing units in Bell.

Commercial development is located along the City's major thoroughfares that include Florence Avenue, Gage Avenue, and Atlantic Avenue. The dominant commercial district and the source of recent development activity extend along the Atlantic Avenue corridor. The City's traditional downtown or *central business district* is located along Gage Avenue between Atlantic Avenue and Otis Avenue. Mixed commercial and residential uses are found along Florence Avenue that is located in the southernmost



portion of the City. A small industrial area is located along Salt Lake Avenue, at the western edge of the Central City. The primary industrial district in the City is located in the Cheli area located east of the I-710 freeway.³ Key development and land uses are summarized below:

The northernmost section of the City is developed exclusively with industrial uses and is referred to as the Cheli Industrial Area. This portion of the City is bounded by East 26th Street on the north, Mansfield Way on the south, 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.⁴ A smaller industrial area is located in the westernmost portion of the City along Salt Lake Avenue. Land devoted to industrial uses account for approximately 390-acres or 21.7 percent of the City's total land area.

The portion of the Los Angeles River located within the City's corporate boundaries is 500 feet wide and accounts for approximately 186 acres. The I-710 Freeway occupies approximately 125.2 acres of land and extends parallel and immediately east of the Los Angeles River channel. Both the river and freeway extend in a north-south direction and provides the geographic link between the Central City to the southwest and the Cheli area to the northeast.

The City of Bell has a total land area of 2.81 square miles. As indicated previously, the City's population, according to the most recent January 2015 State of California Department of Finance estimates was 36,135 persons.

³ Blodgett/Baylosis Environmental Planning. City-wide Land Use Survey. September and October 2014

⁴ This area is occupied by a California National Guard Armory. The Los Angeles Air Base was first occupied the area during World War II.



1.3 OVERVIEW OF THE BACKGROUND REPORT

This Background Report provides a comprehensive description of existing conditions for those individual Elements that comprise the General Plan.⁵ The specific sections included in this General Plan Background Report include the following:

- ❑ The *Land Use Background Report (Section 2)* describes the existing land uses and development in the City. The issues addressed in this section include land use and development, economic development, and urban design and will serve as the appendix to the Land Use Element.
- ❑ The *Mobility and Circulation Background Report (Section 3)* provides an overview of traffic conditions and other transportation related information that will be important in future planning. This section of the General Plan Background Report serves as the technical appendix to the Mobility Element.
- ❑ The *Resource Management Background Report (Section 4)* describes the existing air quality characteristics in the City and long-range planning initiatives that must be considered in future planning. Other issues addressed in this section include sustainable development, urban forestry, water resources, water quality, cultural resources, parks and recreation, other open space, and soils. This section serves as a technical appendix to the Resource Management Element.
- ❑ The *Safety Background Report (Section 5)* includes a description of those existing hazards and safety-related issues that must be address in the development of the General Plan. The issues that will be addressed in this section include seismic risk, the potential for flooding, man-made hazards and the resources that are available for emergency response. This section of the General Plan Background Report will serve as a technical appendix to the Safety Element.
- ❑ The *Noise Background Report (Section 6)* described the existing noise environment in Bell. The issues addressed in this section include a description of ambient noise levels in the City, stationary noise sources, and roadway noise. This section of the General Plan Background Report will serve as a technical appendix to the Noise Element.
- ❑ The *Housing and Population Background Report (Section 7)* includes the demographic, socio-economic, and housing information for the City of Bell. This section of the General Plan Background Report will serve as a technical appendix to the Housing Element.



⁵Section 65302 et seq. of the California Government Code requires that a general plan contain seven elements to address land use, circulation, housing, conservation, open space, noise, and safety. In addition, the General Plan includes a number of optional elements to address parks and preparation and air quality/climate change.



The six elements and corresponding background reports cover a wide range of planning and environmental issues. The issues that are addressed in each of the Elements are indicated in Table 1-1.

TABLE 1-1 GENERAL PLAN ISSUE MATRIX						
<ul style="list-style-type: none"> ■ Issue <i>directly</i> addressed in the Background Report ● Issue <i>indirectly</i> addressed in the Element 	Land Use	Housing	Mobility	Resource Management	Safety	Noise
Air Quality & Climate Change	●			■		
Bicycle Lanes & Trails			■	■		
Circulation (incl. streets & intersections)	●	●	■	●		●
Conservation (energy, water, & waste)		●		■		
Cultural Resources	●			■		
Economic Development	■					
Environmental Justice	●	■	●	●	●	●
Growth Management	■	●	●	●		
Historic Resources	●			■		
Housing	■	■				●
Land Use & Development	■	●	●		●	
Manmade Hazards	●				■	
Natural Hazards	●				■	
Natural Resources (water, soils & air)				■		
Noise (stationary & mobile sources)	●	●	●			■
Parks & Recreation Facilities	●	●		■	■	
Public Transportation			■			
Sustainable Development	●	●	●	■		
Tree Preservation & Landscaping				■	■	
Urban Design	■	●				





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SECTION 2.0 LAND USE BACKGROUND REPORT

2.1 OVERVIEW OF LAND USE & DEVELOPMENT

Unlike many of the other cities in Southern California, Bell is an older community that was largely developed prior to the Second World War. The land area that is included within the corporate boundaries of the City was once part of the James Bell ranch that was first settled in the late 1800's. Portions of the ranch were sold in the early 1900's and soon after, the town-site was recorded and early development began. Bell was incorporated as a general law city in 1927. More recently, the City became a charter city.

Bell consists of two district geographic areas connected by the Los Angeles River and the Long Beach Freeway. The southerly portion of the City is referred to as the Central City and this area includes the residential and supporting commercial areas. The Central City area is generally bounded by Randolph Street on the north and Florence Avenue on the south. The northernmost industrial portion of the City is located to the north of the Central City and east of the Los Angeles River and the Long Beach Freeway. This latter area is referred to as the Cheli area.



EXHIBIT 2-1. AERIAL PHOTOGRAPH OF THE CITY OF BELL.



RESIDENTIAL DEVELOPMENT

The dominant land use in the City of Bell is residential development that accounts for 410-acres of land or approximately 33 percent of the City's total land area. According to the most recent (January 1, 2015) California Department of Finance estimates, there are 9,217 housing units in Bell. Of this total, 4,752 units are single-family detached units, 827 units are single-family attached, 985 units are multiple-family units in structures containing between two to four units, and 2,265 units are



multiple-family units in structures containing five or more units. There are a significant number of mobile home units in the City totaling 388 units.⁶ The majority of the residential neighborhoods are zoned for higher densities and over time, these neighborhoods 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 among single-family homes. There are, however, a number of smaller neighborhoods that remain largely single-family.

COMMERCIAL DEVELOPMENT



Commercial development is found along the major roadways (Atlantic Avenue, Gage Avenue, and Florence Avenue). The Atlantic Avenue corridor functions as the City's major north/south arterial. Other commercial-strip corridors are found along Florence Avenue and Gage Avenue. The original "downtown" commercial district is located along Gage Avenue, west of Atlantic Avenue. Approximately 148 acres (6.2 percent) are commercial.

INDUSTRIAL DEVELOPMENT

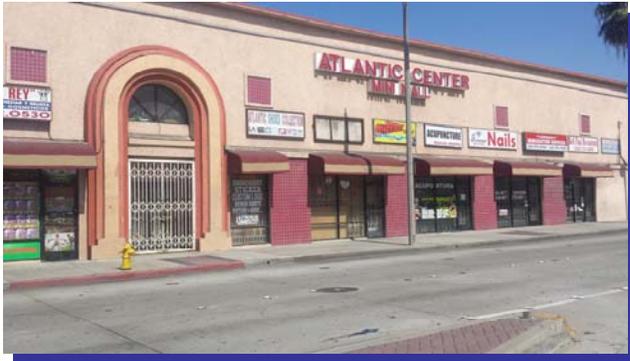
The northernmost section of the City is developed exclusively with industrial uses and is referred to as the Cheli Industrial Area. This portion of the City is bounded by East 26th Street on the north, Mansfield Way on the south, the Los Angeles River and the I-710 on the west and Eastern Avenue on the east. A large portion of this area is owned by the Federal government.⁷ A smaller industrial area is located in the westernmost portion of the City along Salt Lake Avenue. Land devoted to industrial uses account for approximately 390-acres or 21.7 percent of the City's total land area. As indicated previously, the Cheli

⁶ State of California Dept. of Finance. Table 2, E-5 City/County Population and Housing Estimates, Revised January 1, 2015.

⁷ This area is occupied by a California National Guard Armory. The Los Angeles Air Base was first occupied the area during World War II.



district contains a number of larger parcels that are owned by the Federal government. These parcels have a combined area of approximately 151 acres and include properties 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 a munitions depot. Much of the Cheli area has undergone redevelopment in recent years with new business parks. In addition, the Salvation Army operates an emergency housing shelter in the portion of the area that was previously occupied by the Los Angeles Air Base.



The portion of the Los Angeles River located within the City is 500 feet wide and accounts for approximately 186 acres. The I-710 Freeway occupies approximately 125.2 acres of land and extends parallel and immediately east of the Los Angeles River channel. Both the river and freeway extend in a north-south direction and provides the geographic link between the Central City to the southwest and the Cheli area to the northeast. Table 2-1 summarizes the land uses and development in Bell.

Table 2-1 Distribution of Existing Land Uses		
Land Use	Acres	% of City
Single-family	65	3.6%
Multiple-family	545	30.3%
Commercial	148	8.2%
Industrial	390	21.7%
Vacant	48	2.7%
Streets/Freeway	414	23.1%
L.A. River	186	10.4%
Total	1,796	100.0%
Source: Blodgett/Baylosis Environmental Planning, 2015.		

Exhibit 2-2 is a generalized land use map indicating the location and extent of development and land uses in the City.

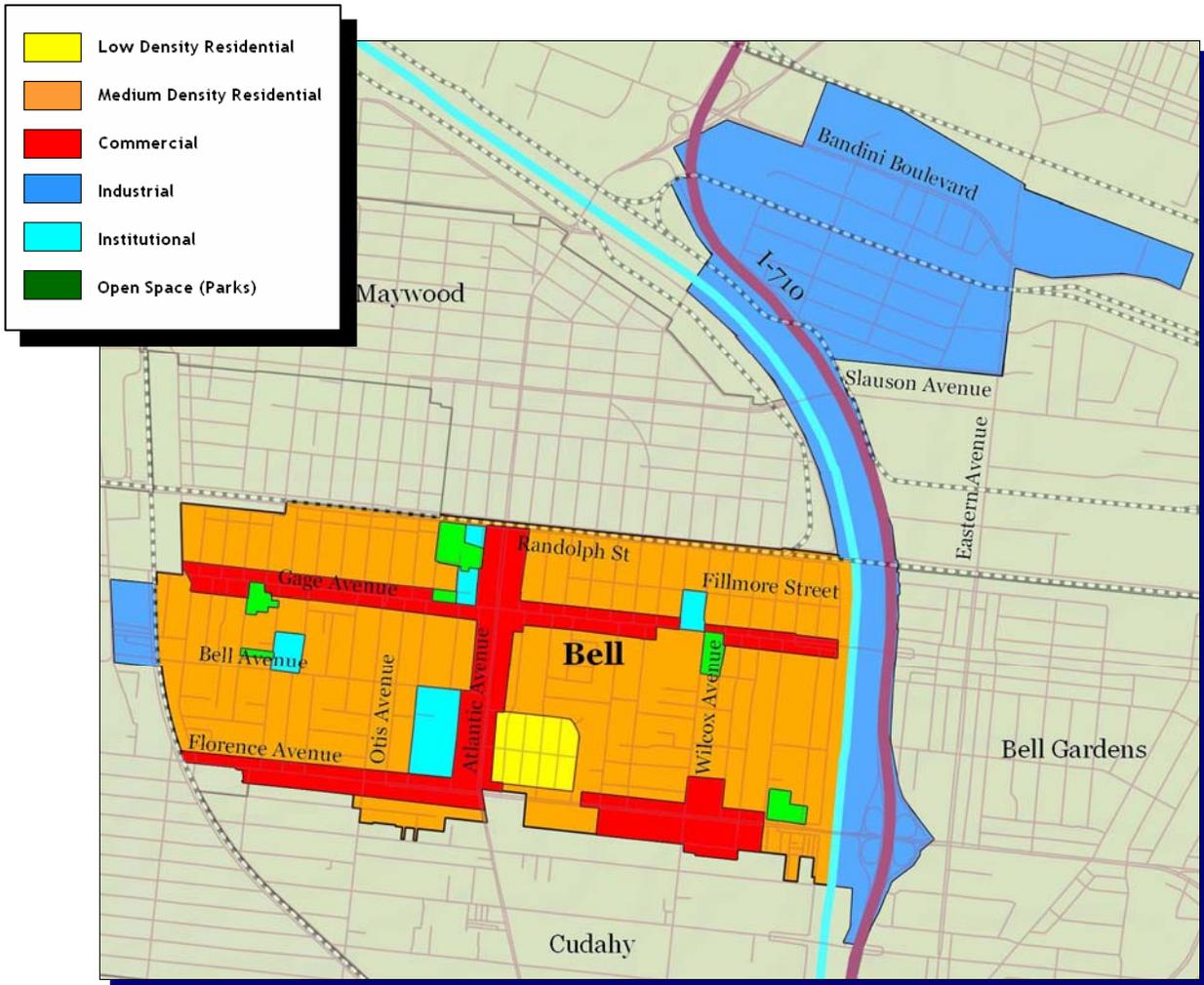


EXHIBIT 2-2. GENERALIZED LAND USE MAP OF THE CITY OF BELL.

2.2 ZONING REGULATIONS

The Bell Zoning Code and Zoning Map are the primary implementation ordinances of the land use element. The zoning map and ordinance identify the land uses allowed in the City and establishes regulations and standards for development. The code consists of ten zone districts that include the following: R-1, R-2, R-3, C-3R, C-3, CM, M, and T. In addition, a planned development overlay zone allows for a relaxation of certain development requirements within the R-3, C-3, C3-R, T, CM, or M zones. A specific plan is also required for development with a land area greater the four acres. 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. The zoning categories are summarized in Table 2-2.



Table 2-2 Existing Land Uses & Development within the City			
Zone	Allowable Uses*	Minimum Lot Area	Max. Height
R-1	Single-family uses	5,000 sq. ft.	28'
R-2	R-1 uses, duplex, condominiums	5,000 sq. ft.	30'
R-3	R-1 and R-2 uses, multiple dwelling units	7,200 sq. ft. 1 unit/2,300 sq. ft.	30'
C-3R	C-1 and C-2 uses, equipment rental and sales, lumber yards, printers, repair shops, auto/trailer sales; residential uses*	5,000 sq. ft.	70'
C-3	C-1 and C-2 uses, equipment rental and sales, lumber yards, printers, repair shops, auto/trailer sales	5,000 sq. ft.	70'
CM	C-1, C-2 and C-3 uses, manufacturing uses, warehouses	5,000 sq. ft.	150'
M	C-3 uses, equipment yard, distributing plants, mills, manufacturing uses, machine shops	5,000 sq. ft.	70'
T	R, C, or M uses	Applies to the Cheli area.	

Source: Bell Zoning Code, 2015

The zoning code also provides for an architectural review board (ARB) that conducts the site plan review for new development or substantial redevelopment. The City's ARB reviews site plans and building plans to ensure that future development is compatible and to ensure compliance with pertinent provisions of the zoning code.

2.3 INFRASTRUCTURE

WATER INFRASTRUCTURE

The City of Bell is located within the Central Basin Municipal Water District (CBMWD) which regulates groundwater pumping rights in the basin. The district charges a fee for water in excess of pumping rights, and water companies may buy or lease additional water from the CBMWD. The district's reclaimed water line extends





through the City of Bell in Otis Avenue. This line was installed in 1994, although the water districts serving the City have not tapped into this lateral as of this time. The City of Bell is served by five water companies and these individual water purveyors are described below and on the following page.

- ❑ The *Golden State Water Company* (formerly the Southern California Water Company) serves the majority of the Central City area and has approximately 3,750 connections in the City. In addition, the Golden State Water Company serves the City of Bell Gardens and a small portion of Cudahy. The distribution system consists of a grid of 4-inch cast iron pipes that connect to a 12-inch main water line in Bell Avenue (west of Otis Avenue). There are also 8-inch lines in both sides of Atlantic Avenue and in Bell Avenue and Gage Avenue. The 12-inch main line on Bell Avenue connects to a water reservoir tank on Bissell Street. Other main water lines are found on major roadways and connect to the water lines in Bell Gardens and Cudahy. The company operates five wells in Bell, six wells in Bell Gardens, and one well in Cudahy. This system also maintains direct connections to the MWD.
- ❑ The *Tri-City City Mutual Water Company (Maywood Mutual Water Company Number 3)* serves approximately 790 Bell customers in the northeastern section of Central City. The Maywood Mutual Water Company's water system consists of 6-inch cast iron water lines on north-south streets and 6-inch, 8-inch and 10-inch lines in east-west streets. Local water supplies come from three wells, with supplemental supply from the MWD through a 12-inch connector. There is an emergency connection to the Golden State Water Company at Atlantic Avenue.
- ❑ The *Tract 349 Mutual Water Company* has approximately 610 customers in Bell and Cudahy, with approximately 75 residential and commercial customers in the southeastern section of Bell (west of Atlantic Avenue). Two wells provide the water supply for the system. Water lines consist of 6-inch cast iron pipes within the grid and 8- to 12-inch lines along major streets. Emergency connections with the Golden State Water Company are also available.
- ❑ The *Tract 180 Mutual Water Company* serves approximately 790 customers in Cudahy and Bell, with 52 customers in the southwestern section (east of Atlantic Avenue) of the City of Bell. The water lines consist of 6- and 8-inch pipes located within easements on both sides of the east-west streets within its service area. In addition, 6- to 14-inch main lines connect to the Florence Avenue plant, which has three wells, three booster pump stations, and six reservoirs. Emergency connections with the Golden State Water Company are also available.
- ❑ The *California Water Service Company*, East Los Angeles District serves the Cheli Industrial area of the City of Bell. The water system within the Federal property in Bell includes 4-inch lines connecting to a 14-inch main line of the California Water Service Company. Water mains, 10- to 14-inches in diameter, are located in the major streets in the area. The land between the I-710 Freeway and the Los Angeles River is also within the California Water Service Company's service boundaries although no development or water lines are found in this area.

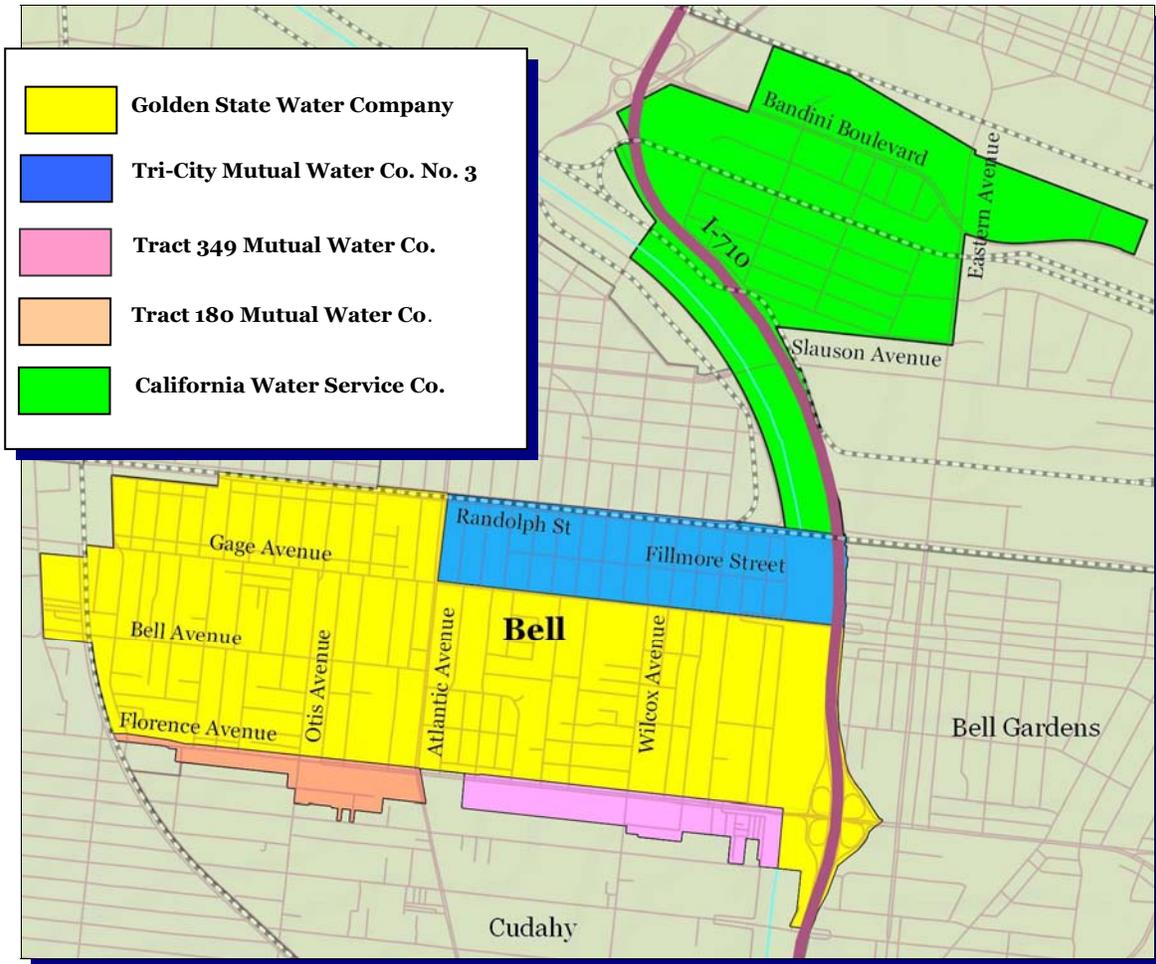


EXHIBIT 2-3. WATER SERVICE PROVIDERS IN THE CITY OF BELL.

SEWER INFRASTRUCTURE

The City of Bell owns the City’s sewer infrastructure, which consists of 37 miles of gravity sewer main with 8,611 lateral connections. Sewage generated by the City is handled by the Los Angeles County Sanitation District (LACSD). The sewer lateral lines are owned and maintained by the city and the three trunk lines located in Bell are maintained by the LACSD. Wastewater collected by the LACSD is conveyed to the Joint Water Pollution Control Plant located at 24501 Figueroa Street in Carson. This treatment plant provides primary and secondary treatment for approximately 280 million gallons per day (mgd) and has a total permitted capacity of 400 mgd. Thus, a remaining capacity of 120 mgd is available for future development in the region. The Central City portion is located within the service area of Sanitation District No. 1. Main sewer trunks serving this area include: the Wilcox Avenue Trunk Sewer (a 15-inch diameter line located in Alamo Street between Gage Avenue and Wilcox Avenue); the Wilcox Avenue Extension Trunk Sewer No. 1 (a 12-inch to 15-inch diameter line in Wilcox Avenue south of Florence); the Wright Road Trunk Sewer (a 24-inch diameter line in Atlantic Avenue); the Vernon Extension Trunk Sewer (a 24-inch diameter line in Salt Lake Avenue; and the Joint Outfall H Trunk Sewer Unit 1F (a 36- to 42-inch diameter line located along in Salt Lake Avenue. The Cheli area is located within the Los Angeles



County Sanitation District No. 2 service area. The sewer lines within the GSA property and along major roadways in the City will need to be upgraded to accommodate more intensive development in the future. The Sanitation District charges a connection fee to development which funds upgrades to the district's facilities.

STORM DRAINAGE INFRASTRUCTURE

There is minimal flood risk in the City of Bell (Zone X), as indicated in the Federal Emergency Management Agency's Flood Insurance Rate Program. The Los Angeles River Channel is a 500-foot wide concrete channel that is designed to handle the storm water runoff from the Los Angeles area. The river extends through the City for a total distance of 16,200 feet and its maintenance is the responsibility of the Los Angeles County Department of Public Works, Flood Control District. Flooding and inundation hazards are described in the Safety Element. The majority of the storm drains in the City are owned and maintained by the Los Angeles County Flood Control District that connect directly to the Los Angeles River to the east. Drainage lines are located on north-south streets and are connected to the Los Angeles River by drainage lines on east-west streets. Storm drains along Bandini Boulevard, east of Atlantic Boulevard, and on Walnut Street, east of Wilcox Avenue, are maintained by the City.

POWER UTILITIES & COMMUNICATIONS

Natural gas service to the City is provided by the SEMPRA (formerly the Southern California Gas Company). Sempra is the regional natural gas provider for the City of Bell. Sempra maintains a network of underground natural gas lines serving residential, commercial, and industrial customers in the City. Electrical power service to the City is provided by Southern California Edison (SCE). SCE maintains a substation at 26th Street and Atlantic Avenue and overhead and underground lines in the City to serve the energy demands of local residents and businesses.

2.4 SCHOOLS & LIBRARY FACILITIES

The Los Angeles Unified School District (LAUSD) serves the residential neighborhoods located in Bell. The City is home to a new primary school (Escutia Primary Center), three elementary schools (Corona Avenue Elementary School, Nueva Vista Elementary School, and Woodlawn Avenue Elementary School), and a high school (Bell High School). The Magnolia Science Academy was established in the fall of 2010. Orchard Academy 2B/2C shares the same site as the Magnolia Science Academy. Bell is also within the service boundaries of the Los Angeles Community College District. Table 2-3 indicates the address of those schools that currently serve Bell residents and Exhibit 2-4 shows their location.





Table 2-3 Schools Located in the City of Bell	
School	Address
Corona Avenue Elementary School	3825 Bell Avenue
Martha Escutia Primary Center	6401 Bear Avenue
Nueva Vista Elementary School	4412 Randolph Street
Magnolia Science Academy/Orchard Academy 2B/2C	6411 Orchard Avenue
Woodlawn Avenue Elementary School	6314 Woodlawn Avenue
Magnolia Science Academy	6411 Orchard Avenue
Bell High School	4328 Bell Avenue
Source: Los Angeles Unified School District	

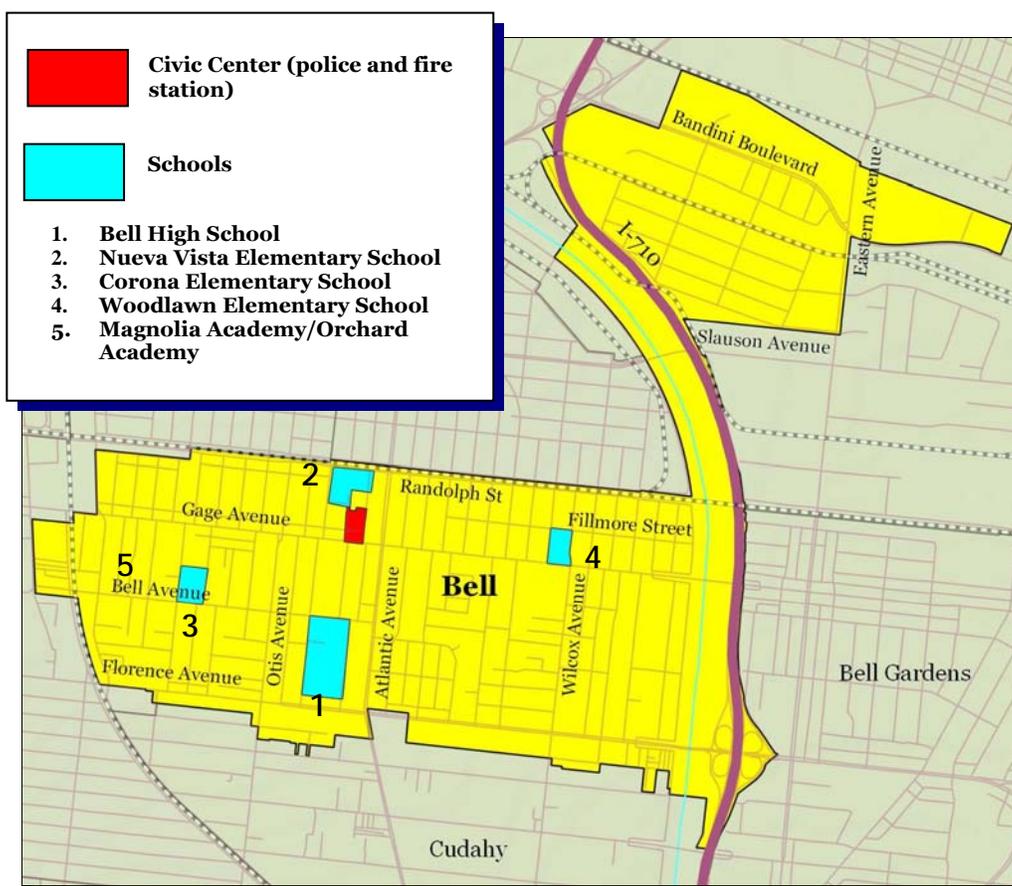
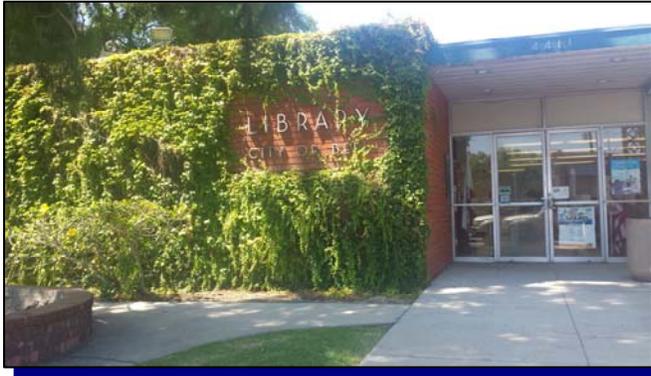


EXHIBIT 2-4. MAJOR PUBLIC FACILITIES IN THE CITY OF BELL.



The Bell Library is located on 4411 East Gage Avenue and is part of the Los Angeles County Library System. The library was first established in 1913 as the 29th branch of the County of Los Angeles Public Library System. After having been relocated several times, a new library was constructed at the present location in 1960. The library building has 4,863 square feet of floor area. Due to the rapid growth of the community, the building

was expanded in 1973. The current collection includes books in Arabic, Spanish, and English. Other resources include computer work stations, free wi-fi, and computers for smaller children.

2.5 ECONOMIC DEVELOPMENT

REGIONAL SETTING

The City of Bell is uniquely positioned for business in almost the exact geographical center of Los Angeles County. The City is accessible by the I-710 Freeway and provides a direct transportation link between the ports and the industrial areas near downtown Los Angeles, Commerce, and Vernon. The Long Beach and Los Angeles ports are less than 30 minutes from Bell, providing easy access to international destinations for customers, suppliers, and leisure travelers. In addition, the Long Beach and Los Angeles airports are less than 30 minutes away. The City's proximity to these transportation infrastructure assets provides it with key attributes attractive to manufacturing and logistics/distribution businesses.



BUSINESS & EMPLOYMENT IN THE CITY

According to employment data from the Employment Development Department (EDD), the unemployment rate for the City as of April 2015 was 9.6%, compared to 7.1% for the County. At that time, there were 1,500 persons in the City actively seeking employment, out of a total labor force of 15,700 persons.⁸ The 2010 U. S. Census includes key indicators of the employment characteristics of Bell residents. According to the 2010 U. S. Census, a total of 13,739 residents were included in the labor force. Table 2-4 summarizes employment characteristics for the Bell residents derived from the 2010 Census.

⁸ California Employment Development Department. *Labor Force Data for Sub-County Areas: 2015 Benchmark*. Site accessed June 2015.



Table 2-4 Employment in Bell –2010		
Business Sector	Employment #	Employment %
Agriculture, forestry, fishing	280	2.0%
Construction	1,260	9.1%
Manufacturing	3,010	21.9%
Wholesale trade	996	7.2%
Retail trade	1,741	12.6%
Transportation and utilities	884	6.4%
Information	91	0.6%
Finance, insurance, real estate	463	3.3%
Professional	959	6.9%
Educational and social services	2,045	14.8%
Arts, entertainment, recreation	854	6.2%
Other services	792	5.7%
Public administration	364	2.6%
Total	13,739	100.0
Source: U.S. Census, 2010.		

The U. S. Census also indicated the number of businesses and the corresponding number of employees in the City. Table 2-5 summarizes statistics derived from the 2012 census. As indicated in 2-5, there are 260 business establishments in the City that provide employment for 4,780 persons.

Table 2-5 Business Establishments in Bell		
Economic Sector	No. of Establishments	No. of Employees
Manufacturing	30	1,711
Wholesale Trade	70	1,564
Retail Trade	51	458
Transportation and Warehousing	26	467
Real Estate, Rental, and Leasing	12	Suppressed data
Administrative, Support, Waste Management, and Remediation Services	17	Suppressed data
Accommodation and Food Services	54	580
Source: U.S. Census, 2012.		



As indicated in 2-5, the great majority of the business establishments and employment in the City is in two sectors: Manufacturing, Wholesale Trade, and Transportation and Warehousing. These businesses are largely located within the Cheli area. Retail, hotel, and food services are largely concentrated in the Central City area. The “suppressed data” refers to information that can not be released by the U.S. census because of the relatively small sample size.

HOUSEHOLD INCOME

The 2010 median household income in Bell was \$35,985. The median household income for the State was \$61,094. According to the 2010 Census, 30.2% of the families living in the City had annual incomes that were below the poverty level. Of this total, 34.3% were under the age of 18 years. Table 2-6 summarizes the annual household income statistics for the City based on the 2010 Census statistics.

Table 2-6 Household Income in 2010		
Income Category	No. of Households	% of Total In the City
Less than \$10,000	416	4.6%
\$10,000 to \$14,999	743	8.2%
\$15,000 to \$24,999	1,599	17.7%
\$25,000 to \$34,999	1,401	15.5%
\$35,000 to \$49,999	1,582	17.5%
\$50,000 to \$74,999	1,743	19.3%
\$75,000 to \$99,999	1,005	11.1%
\$100,000 to \$149,999	413	4.5%
\$150,000 to \$199,999	67	0.7%
\$200,000 or more	31	0.3%
Source: U.S. Census 2010.		

HOUSING COSTS & AFFORDABILITY

Historically, the Census and other service agencies have indicated that the households that pay in excess of 30% of their total income for housing are overpaying. The resulting effect of this overpayment is that these households may not have the finances required for other necessities such as food, clothing, education, medical insurance, transportation, or other basic needs. The continuing escalation of housing costs corresponded to a period of little growth in real wages. This has translated into a significant increase in both the amount of overpayment and the number of affected households. The U.S. Department of Housing and Urban Development (HUD)-formulated a fair market rent schedule as a guideline for households receiving Section 8 assistance. HUD uses the Consumer Price Index and the Census Bureau housing survey data to calculate the fair market rents for each Standard Metropolitan Statistical Area (SMSA). As indicated in Table 2-7, market rents in the City have more than doubled since 1990.



**Table 2-7
HUD Fair Market Rents, Los Angeles-Long
Beach SMSA**

Year	1 Bedrm	2 Bedrm	3 Bedrm	4 Bedrm
1990	\$615	\$715	\$916	\$1,035
1995	\$695	\$855	\$1,154	\$1,416
1996	\$675	\$854	\$1,153	\$1,375
1997	\$583	\$737	\$995	\$1,187
1998	\$592	\$749	\$1,011	\$1,206
1999	\$605	\$766	\$1,033	\$1,233
2000	\$605	\$766	\$1,033	\$1,233
2001	\$618	\$782	\$1,055	\$1,260
2002	\$650	\$823	\$1,110	\$1,325
2003	\$764	\$967	\$1,305	\$1,558
2004	\$807	\$1,021	\$1,378	\$1,646
2005	\$900	\$1,124	\$1,510	\$1,816
2006	\$852	\$1,189	\$1,597	\$1,921
2007	\$1,016	\$1,269	\$1,704	\$2,051
2008	\$1,041	\$1,300	\$1,746	\$2,101
2009	\$1,090	\$1,361	\$1,828	\$2,199
2010	\$1,137	\$1,420	\$1,907	\$2,295
2011	\$1,173	\$1,465	\$1,967	\$2,367
2012	\$1,159	\$1,447	\$1,943	\$2,338
2013	\$1,101	\$1,421	\$1,921	\$2,140
2014	\$1,083	\$1,398	\$1,890	\$2,106
2015	\$1,103	\$1,424	\$1,926	\$2,145
Source: U.S. Department of Housing and Urban Development, 1990 to 2015.				

The State Department of Housing and Community Development (HCD) identify those households that have incomes that are classified as *extremely low-income*. Extremely low-income households are those households that have annual incomes that are 30% of the County median (the Households included in this category typically represent the lowest wage earners in a community with wages corresponding to the current annual minimum wage of \$8.25 per hour as of January 1, 2015). The annual wage figure cited previously assumes full-time employment. The income thresholds shown in Table 2-8 indicate the income limits for various household sizes (between one-person households up to 8-person households).



Table 2-8 Household Lower Income Limits (in dollars)						
Household	2000 Census Data			2012 (HUD MFI) in dollars		
Size	30% of Median	Very Low	Low	30% of Median	Very Low	Low
1	10,950	18,250	29,200	\$17,750	\$29,550	\$47,250
2	12,500	20,850	33,350	\$20,250	\$33,750	\$54,000
3	14,050	23,450	37,500	\$22,800	\$37,950	\$60,750
4	15,650	26,050	41,700	\$25,300	\$42,150	\$67,450
5	16,900	28,150	45,000	\$27,350	\$45,550	\$72,850
6	18,150	30,200	48,350	\$29,350	\$48,900	\$78,250
7	19,400	32,300	51,700	\$31,400	\$52,300	\$83,650
8	20,650	34,400	55,000	\$33,400	\$55,650	\$89,050

Source: U.S. Dept. of Housing and Urban Development.

According to the HUD, households that pay in excess of 30% of their monthly income for housing (either a mortgage or a rent/lease) may be overpaying. Table 2-9 indicates the number of owner-occupied and renter-occupied households that are overpaying for housing.

Table 2-9 Overpayment for Housing - 2010		
Percent of Overpayment	Owner-Occupied	Rental Units
Less than 20%	254 (14.2%)	485 (78.1%)
20%-24.9%	156 (8.7%)	6 (1.0%)
25%-29.9%	216 (12.1%)	18 (2.9 %)
30%-34.9%	256 (14.3%)	36 (5.8%)
35% and more	906 (50.7%)	76 (12.2%)

Source: U.S. Bureau of the Census, 2010.

The Comprehensive Housing Affordability Strategy (CHAS) data are used by HOME and CDBG jurisdictions to prepare their consolidated plans. Data showing housing problems and the availability of affordable housing are available through the CHAS website for all counties, places, and CDBG/HOME jurisdictions. Note, the 2010 special tabulation data and median family incomes are based on metropolitan area definitions at the time of the 2010 Census. The CHAS data concerning overpayment for housing in Bell is summarized in Table 2-10. The table indicates the overpayment for extremely low-income households (<30% of the County median), very low-income households (30% to 50% of the County median), low-income households (50% to 80% of the County median), and all of the households in the City. The households that are overpaying for housing are further identified by tenure (owner-



occupied and renter households). Finally, the Table indicates senior households and large-family households that are overpaying for housing.

Table 2-10 Overpayment For Housing in Bell									
Household by Type, Income, & Overpayment	Renters				Owners				Total House Holds
	Senior	Large Family	All other	Total Renters	Senior	Large Family	All Other	Total Owners	
HH Income <=30%	180	380	140	1,260	52	10	0	116	1,376
% Cost Burden >30%	47.2	85.5	67.9	77.4	61.5	100	N/A	82.8	77.8
% Cost Burden >50%	36.1	73.7	67.9	67.5	53.8	100	N/A	66.4	67.4
HH Income >30% - <=50%	143	589	95	1,492	89	85	10	313	1,805
% Cost Burden >30%	65	75.4	68.4	79.2	33.7	76.5	0	63.6	76.5
% Cost Burden >50%	27.3	14.4	42.1	23.4	16.9	52.9	0	51.1	28.2
HH Income >50 - <= 80%	70	550	140	1,655	150	289	25	648	2,303
Cost Burden >30%	50	21.8	35.7	28.4	30	65.7	60	60	37.3
Cost Burden >50%	0	0	10.7	0.9	10	31.1	60	32.4	9.8
HH Income >80%	94	605	145	1,763	170	849	75	1,664	3,427
% Cost Burden >30%	4.3	1.7	0	1	5.9	31.1	13.3	27.6	13.9
% Cost Burden >50%	0	0	0	0	0	6.9	0	6.9	3.3
Total Households	487	2,124	520	6,170	461	1,233	110	2,741	8,911
% Cost Burden >30%	44.6	42.3	40.4	42.9	25.4	42.9	22.7	41.7	42.5
% Cost Burden >50%	21.4	17.2	28.8	19.7	12.6	16.5	13.6	20.5	19.9

Source: CHAS Data Book 2010 (for Bell, California).

The Census data indicated that for owner-occupied housing units, median mortgage, and selected monthly service costs in 2010 were \$1,778. In 2010, owner-occupied households (48.9%) expended more than 35% of their income for housing. These housing expenditures reflected the sum of mortgages, real estate taxes, insurance, association fees, and utilities. Monthly payments for homeowners more than quadrupled in the 30-years years between 1980 and 2010, and the percentage of households paying 30% or more for housing nearly doubled during this same period. For renters, the median gross rent per month increased from \$211 in 1980 to \$950 in 2010. According to the most recent Census, a total of 3,555 renter-occupied households (55.3%) paid in excess of 30% of their monthly incomes for housing.





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SECTION 3.0 MOBILITY & CIRCULATION BACKGROUND REPORT

3.1. MAJOR ROADWAYS

The major roadway system in the City and surrounding area was designed to accommodate commuter traffic in Bell and the surrounding communities. 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 (on the southwest) from the Cheli area (to the northeast). The



California Department of Transportation (Caltrans) compiled a list of traffic counts for all major highways for the year 2013. Traffic counts were recorded for two major freeway interchanges along the I-710 freeway in Bell.

The two closet freeway interchanges that serve the City include the I-710 interchange at Atlantic Boulevard and the I-710 interchange at Florence Avenue. According to Caltrans, the Average Annual Daily Trips (AADT) for southbound traffic at the Atlantic Boulevard interchange was estimated to be 187,000 trips per day. The AADT for northbound traffic at the Atlantic Boulevard interchange was estimated to be 210,000 trips per day. Additional traffic counts were taken at the Florence Avenue and I-710 interchange. The counts were estimated to be 198,000 AADT for traffic travelling southbound and 187,000 for traffic travelling northbound. Peak hour trips for both interchanges were estimated to be between 14,000 and 15,200 peak hour trips.⁹ Other freeways in the area include the Santa Ana Freeway (I-5) located to the northeast of Bell and the Century Freeway (SR-105) located to the south of the city.

Major streets in the City of Bell include Florence Avenue and Gage Avenue which are east-west arterials, and Atlantic Avenue, a north-south arterial. Local collector streets in the city extend in a north to south direction with offsets at intersections with arterial roadways. This street configuration reduces through traffic within the local streets which are primarily lined with residential uses. The major roadways in the City are described below and on the following pages.

- ❑ *Atlantic Avenue* traverses Bell in a north to south direction and provides regional through access to the City. This roadway has a curb-to-curb width of 90 feet with two travel lanes provided in each direction and left-turn pockets at major intersections. Parking is permitted on both sides of the street. Atlantic Avenue has on- and off-ramps to the I-710 Freeway at the western edge of the Cheli area. The current traffic volumes are approximately 31,200 vehicles per day at the Central City and 63,600 vehicles at the Cheli area.

⁹ California Department of Transportation. Freeway Traffic Volumes, 2015.



- ❑ *Florence Avenue* is an east-west arterial roadway with two lanes in each direction. This roadway extends along the City’s southerly side. The average daily traffic volumes for that segment of Florence Avenue located west of Atlantic Avenue is 34,000 vehicles average daily traffic increases to 59,400 vehicles per day where the roadway connects with the I-710 Freeway. On- and off-ramps from Florence Avenue to the I-710 Freeway are located at the southeastern corner of the City of Bell.
- ❑ *Gage Avenue* is a four-lane east-to-west arterial roadway located in the Central City area. Commercial land uses front Gage Avenue along its length and parking is permitted on both sides of the street. Gage Avenue carries approximately 23,400 to 27,600 vehicles per day.
- ❑ *Salt Lake Avenue* is a two-lane collector roadway that extends along the western city boundary in a northwest-to-southeast direction. Salt Lake Avenue is located parallel the Union Pacific Railroad tracks. The traffic volumes for Salt Lake Avenue vary from approximately 10,300 to 24,000 vehicles per day.

Collector streets are designed to serve a group of neighborhoods and generally handle limited through traffic. Collector streets that serve the area are identified below.



- ❑ *Alamo Avenue* is designated as a collector roadway with two travel lanes in each direction. This north-south roadway is located in the northeastern portion of the Central City area extending from Bell Avenue northward to Randolph Street. This roadway currently handles approximately 2,900 vehicles per day.
- ❑ *Bell Avenue* is designated as a collector roadway with two travel lanes in each direction. This roadway consists of a number of individual segments that extend through the Central City area in an east to west orientation. The portion of Bell Avenue that serves as a collector street extends from Salt Lake Avenue on the west to Atlantic Avenue. This roadway currently handles approximately 4,373 to 5,996 vehicles per day.
- ❑ *California Avenue/Maywood Avenue* is designated as a collector roadway with two travel lanes in each direction. This roadway is located in the western portion of the City in a north to south orientation. California Avenue/Maywood Avenue currently handles approximately 4,917 vehicles per day.
- ❑ *Eastern Avenue* extends along the eastern boundary of the Cheli industrial area. Eastern Avenue is a four-lane arterial with a raised center median and continuous left turn lanes. Eastern Avenue has daily traffic volumes of approximately 23,968 vehicles.



- ❑ *Otis Avenue* is designated as a collector roadway with two travel lanes in each direction. This roadway is located in the western portion of the Central City area in a north to south orientation. This roadway currently handles approximately 5,342 vehicles per day.
- ❑ *Randolph Street* is designated as a collector roadway with two travel lanes in each direction. Randolph Street extends along the City’s northernmost border with Maywood. This roadway currently handles between 4,219 and 6,253 vehicles per day.
- ❑ *Wilcox Avenue* is designated as a collector roadway with two travel lanes in each direction. Wilcox Avenue is located in the eastern portion of the Central City area, between Florence Avenue (on the south) and Randolph Street (on the north). This roadway handles approximately 10,675 vehicles per day.

The remaining roadways in the City are local streets, providing one travel lane in each direction. Table 3-1 compares the daily traffic counts for the major streets that service the City between 1995 and 2012. Exhibit 3-1 illustrates the roadway system that serves the City of Bell.

Table 3-1 City of Bell, 24-Hour Traffic Counts				
No.	Street	Roadway Segment Between		2012 ADT
		Street A	Street B	
1	Bandini Blvd.	26 th St.	Yeager Way	31,451
2	Bandini Blvd.	Wiley Post Rd.	Eastern Ave.	29,330
3	Lindbergh Ln.	Yeager Way	Amelia Earheart Way	1,236
4	Randolph St. (S)	Pine Ave.	Clarkson Ave.	6,253
5	Randolph St. (S)	Heliotrope Ave.	Palm Ave.	4,217
6	Fillmore St.	Wilcox Ave.	Alamo Ave.	1,180
7	Gage Ave.	Gifford Ave.	Otis Ave.	26,255
8	Gage Ave.	Pine Ave.	Clarson Ave.	24,223
9	Gage Ave.	Woodward Ave. (N)	Woodward Ave. (S)	28,486
10	Gage Ave.	Wilcox Ave.	Alamo Ave.	27,689
11	Bell Ave.	Bear Ave.	San Luis Ave.	4,373
12	Bell Ave.	Otis Ave.	Fishburn Ave.	5,390
13	Bell Ave.	Flora Ave.	Pine Ave.	5,996
14	Florence Ave.	Corona Ave.	Otis Ave.	31,579
15	Florence Ave.	Pine Ave.	Atlantic Ave.	35,993
16	Florence Ave.	Woodward Ave.	King Ave.	38,603
17	Florence Ave.	Heliotrope Ave.	Wilcox Ave.	39,851
18	Florence Ave.	Walker Ave.	I-710	54,216



Table 3-1 City of Bell, 24-Hour Traffic Counts (continued)				
No.	Street	Roadway Segment Between		2012 ADT
		Street A	Street B	
19	Salt Lake Ave.	Bell Ave.	Florence Ave.	11,024
20	California Ave.	Bell Ave.	Smith St.	4,917
21	Maywood Ave.	Randolph Pl.	Federal Ave.	9,569
22	Otis Ave.	Bell Ave.	Brompton Ave.	5,342
23	Atlantic Ave.	I-710	Los Angeles River	55,011
24	Atlantic Ave.	Randolph St.	Federal Ave.	27,688
25	Atlantic Ave.	Gage Ave.	Bell Pl.	27,325
26	Atlantic Ave.	Beck Ave.	Florence Ave.	27,621
27	Wilcox Ave.	Brompton Ave.	Beck Ave.	10,675
28	Eastern Ave.	Commerce Way	Bandini Blvd.	23,968

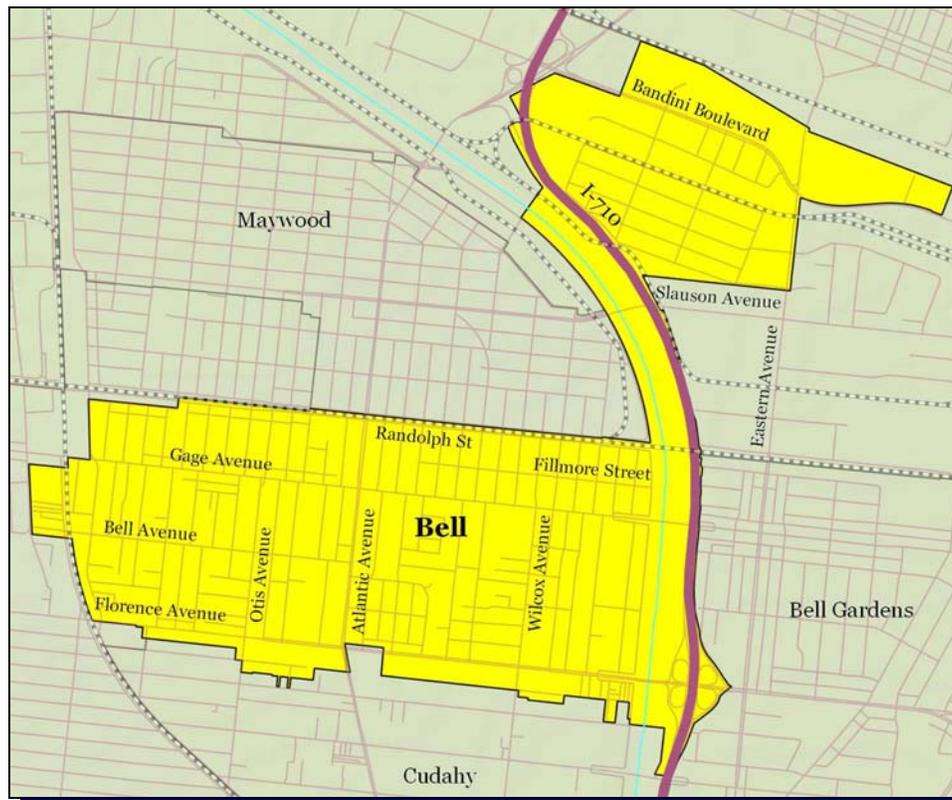


EXHIBIT 3-1. CITY OF BELL ROADWAY SYSTEM



3.2 INTERSECTION OPERATING CONDITIONS

As a means to better understand how a roadway or intersection is able to accommodate its traffic demand, a level of service concept has been devised. This approach first considers the design capacity of the roadway or intersection. Levels of service are calculated using the peak hour counts in combination with the geometric lane configuration of each intersection location. The technique used to assess the operation of an intersection is known as *intersection capacity utilization* (ICU). A *level of service* (LOS) scale is used to evaluate intersection performance based on ICU values.

The levels of service range from "A" to "F", with LOS "A" representing free flow conditions and LOS "F" representing severe traffic congestion. A description of traffic flow qualities characterizing the different levels of service and corresponding intersection capacity utilization (ICU) ranges is summarized in Table 3-2. Exhibit 3-2, provided on the following page, illustrates the operating levels of service according to the aforementioned level of service definitions.



Table 3-2
Level of Service Definitions

LOS	ICU Ratio	Definition
A	0.00-0.60	Free flow traffic conditions
B	0.61-0.70	Stable flow, some restrictions
C	0.71-0.80	Satisfactory operating speeds
D	0.81-0.90	Unstable conditions beginning - considered to be the maximum acceptable operating condition
E	0.91-1.00	Significant delays - considered to represent the threshold of unacceptable traffic condition
F	1.01	Severe congestion - considered to represent the threshold of unacceptable traffic condition

The City of Bell has established LOS "D" as a target LOS standard, and LOS "E" as a threshold standard. The City recognizes that not all intersections within Bell can meet the target LOS D. In these instances, the City Council must find that the improvements necessary to meet the target LOS D 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.



Table 3-3 indicates the existing intersection levels of service (LOS) and ICU figures for the major intersections in the City. As indicated in the Table, the majority of the local intersections have an acceptable level of service (LOS D or better).

Table 3-3 Intersection Levels of Service					
Intersection	ICU	LOS	Intersection	ICU	LOS
Florence/Atlantic	0.88	D	Atlantic/Bell	0.60	B
Florence/Bear	0.57	A	Atlantic/Gage*	0.79	C
Florence/California	0.74	C	Atlantic/Randolph	0.79	C
Florence/Otis	0.80	C	Gage/California	0.75	C
Florence/Vinevale	0.63	B	Gage/Otis	0.57	A
Florence/Walker*	0.79	C	Gage/Walker	0.71	C
Florence/Wilcox*	0.87	D	Gage/Wilcox	0.66	B
Atlantic/Bandini	1.10	F	Bandini/Eastern	0.81	D

Source: City of Bell

3.3 TRUCK ROUTES

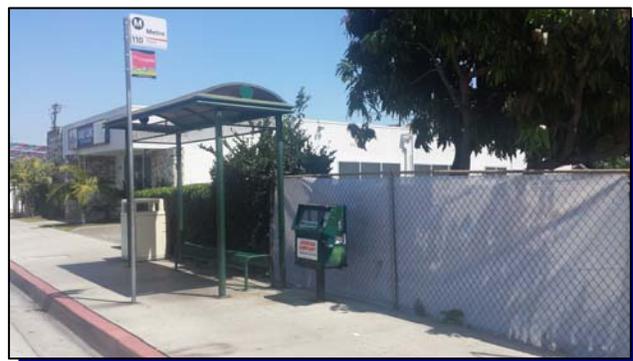
The City of Bell has restricted trucks to major roadways in the Central City area. These include Atlantic Avenue, Gage Avenue, Florence Avenue, and Salt Lake Avenue. Three axle trucks are permitted on Randolph Street, Otis Avenue, Walker Avenue, and Bell Avenue. Trucks are prohibited on residential streets except for emergencies or local deliveries.

3.4 BIKEWAYS

A Class I shared-use path (trail dedicated exclusively for the use of people walking and bicycling) extends 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. A Class I shared-use path along the Rio Hondo River meets the Los Angeles River Trail where the two rivers connect, south of the City of Bell. Currently, there are no existing on-street bicycling facilities in the City of Bell.

3.5 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.



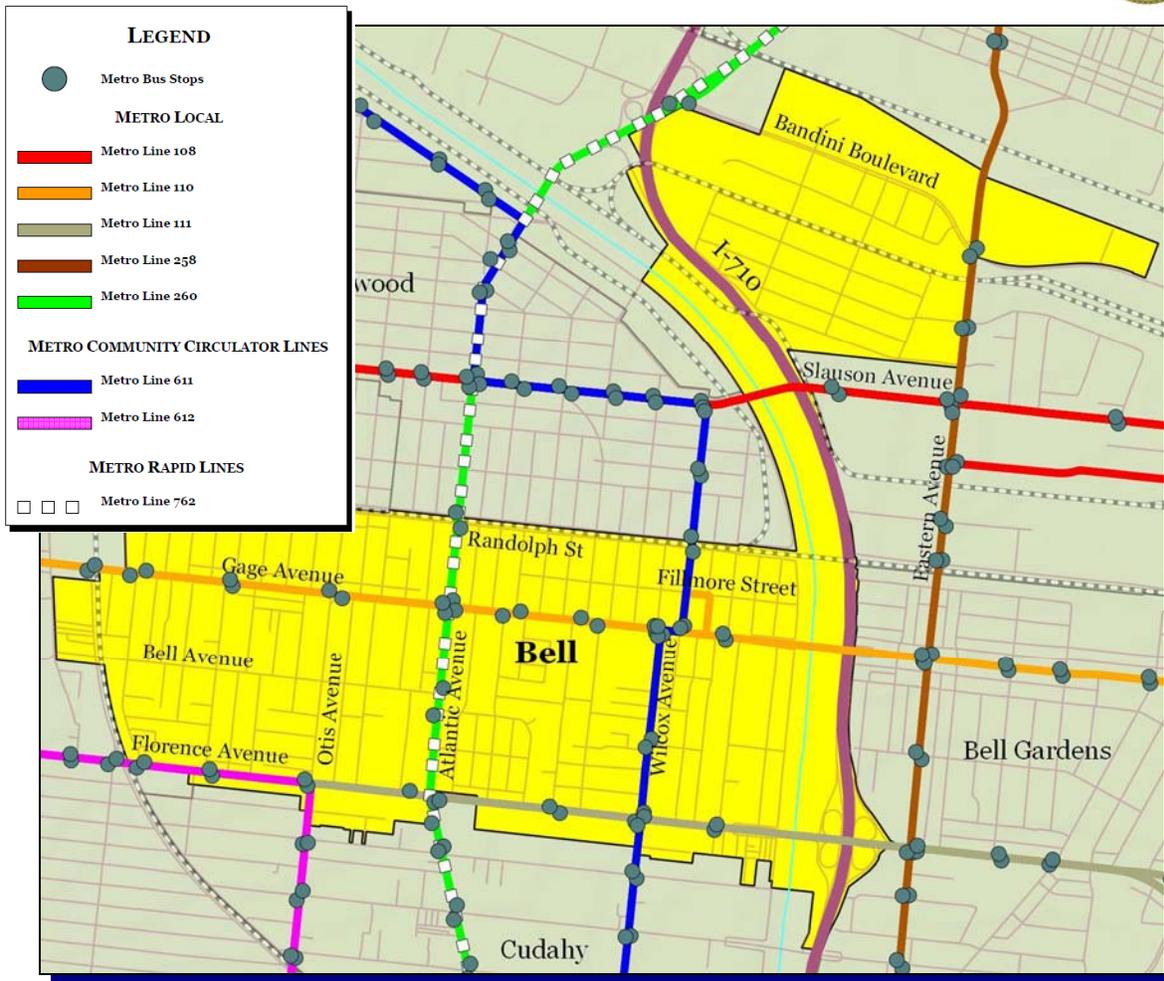


EXHIBIT 3-2. PUBLIC TRANSIT SERVING THE CITY OF BELL

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 MTA Bus Lines 111 and 112 stop at the Florence Avenue station of the Metro Blue Line.

3.6 AIRPORTS

The Los Angeles International Airport (LAX) is approximately 13 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 11 miles south of the City and provides additional air transportation services for local businesses and industries. The Compton Airport, located approximately 6.77 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.

3.7 HARBORS, PORTS & RAIL TRANSIT

The nearest 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. Amtrak operates trains daily 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.





SECTION 4.0 RESOURCE MANAGEMENT BACKGROUND REPORT

4.1 NATURAL SETTING

The City of Bell is centrally located within the coastal plain of the Los Angeles basin. The Los Angeles Basin is bounded by mountainous areas on three sides: the San Gabriel Mountains to the east, the Santa Monica Mountains to the north, and the Santa Ana Mountains to the south. The basin is also traversed by three major river systems including the Los Angeles River, the San Gabriel River, and the Rio Hondo River.¹⁰ The area’s geomorphology is illustrated Exhibit 4-1. The topography of the Los Angeles basin is a result of long periods of deformation associated with faulting and uplift, the deposition of river-borne sediments, the periodic changes in sea levels, and erosion. Prior to 1825 and between 1867 and 1868, the Los Angeles River flowed westerly from the Los Angeles Narrows (between the Elysian and Repetto Hills) through the Ballona gap.

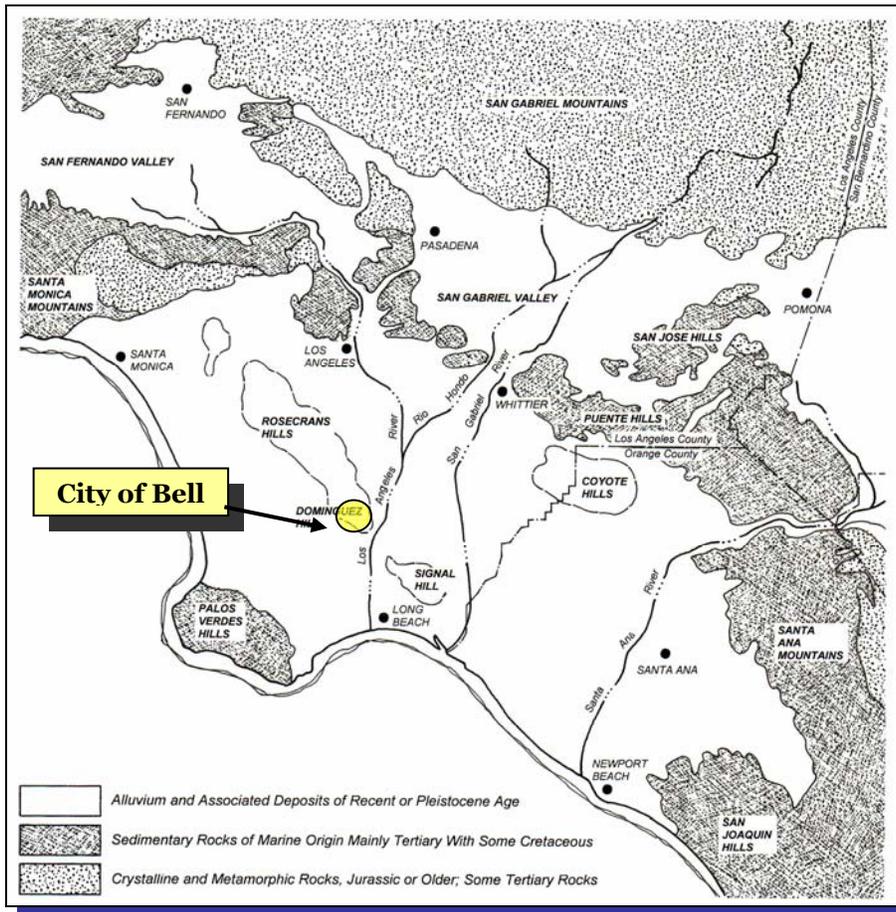


EXHIBIT 4-1. REGIONAL GEOMORPHOLOGY

¹⁰ California Department of Conservation, Division of Mines and Geology. *Seismic Hazard Zone Report for the South Gate 7.5-Minute Quadrangle, Los Angeles County California*. 1998.



4.2 SOIL RESOURCES

The soils in the area are typical of the sediments that were deposited in the broad alluvial plain on which Bell and the surrounding communities are located. These alluvial materials are Holocene (recent age, 15,000 years ago). Underneath the alluvium is the Lakewood Formation, which features stream type alluvium and floodplain fine-grained sediments on the upper layer (consisting of 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 (one to three million years ago).¹¹

A generalized soils map for Los Angeles County that was prepared by the United States Department of Agriculture, Soil Conservation Service identifies the surface soils in the County. The General Soil Map for Los Angeles County indicates that soils in the City of Bell consist of the Tujunga-Soboba, Hanford, and Yolo associations, as shown in Exhibit 4-2. The Hanford association underlies the western section of the Central City. 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. Each soil association is described below.

- ❑ 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, 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. 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 four to five 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 three inches thick, with pale brown and light brownish-gray very cobbly loamy coarse sand subsoils. Soboba soils may be calcareous in the lower layers. Water holding capacity is only two to four 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, ten percent Yolo soils and five 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. These soils are over 60 inches deep, well drained and slightly acid to mildly alkaline. Hanford soils have

¹¹ U.S. Geological Survey, Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360, 1985.



moderately rapid subsoil permeability and moderate inherent fertility. They have a water holding capacity of 5.0 to 7.5 inches for 60 inches of soil depth and possess a slight erosion hazard and slow runoff capability.

- ❑ The Yolo soil association consists of 90 percent Yolo soils, five percent Chino soils, and five percent Hanford soils. 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 area are well-drained and have moderate soil permeability. Yolo soils have high inherent fertility and are used extensively for agricultural production. There are no lands in agricultural cultivation or production found within 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 five feet of the surface). Both the Tujunga-Soboba and Hanford associations have slight septic tank limitations. The Yolo association has a moderate septic tank limitation due to its soils permeability. The Tujunga and Soboba soils 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.

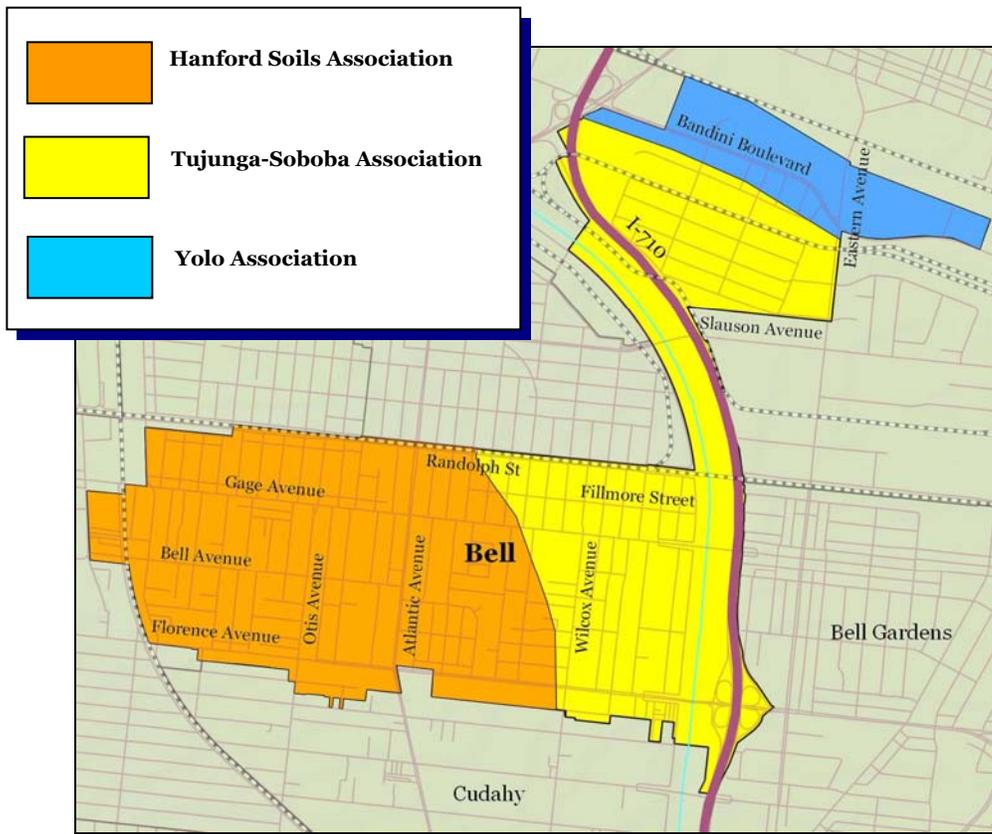


EXHIBIT 4-2. GENERALIZED SOILS MAP FOR THE CITY OF BELL



4.3 MINERAL RESOURCES

Under the Surface Mining and Reclamation Act (SMARA), the California Division of Oil, Gas, and Geothermal 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 indicate the City of Bell is in an area where no significant mineral deposits are present and there is little likelihood for their presence.¹² The Tujunga-Soboba association, found on the eastern section of the Central City along the Los Angeles River, is a good source of sand though the Los Angeles River has been completely channelized and sand mining activity is no longer possible.

A portion of the Bandini oil field underlies the Cheli industrial area of the City of Bell. Records concerning oil production indicate there are 14 wells located in the Bandini oil field with an annual production of 45,600 barrels. The remaining reserves in the Bandini oil field are estimated at 100 million barrels. The wells tapping the Bandini oil field are not located within the City of Bell though they are located 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.

4.4 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 found beneath the Downey plain include unconsolidated and semi-consolidated marine and non-marine alluvial sediments that 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. Groundwater basins are recharged by surface and subsurface flows from the bordering hills and mountains; by downward percolation of waters from major streams; and 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.

¹² California Department of Conservation Division of Mines and Geology Mineral Resources Program SMARA Mineral Land Classification Project. *Publications of the SMARA Mineral Land Classification Project Dealing with Mineral Resources in California*. May 14, 2001.



Water-bearing deposits are unconsolidated and semi-consolidated alluvial sediments that 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. 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 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 located 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 in an area located to the 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 14 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.



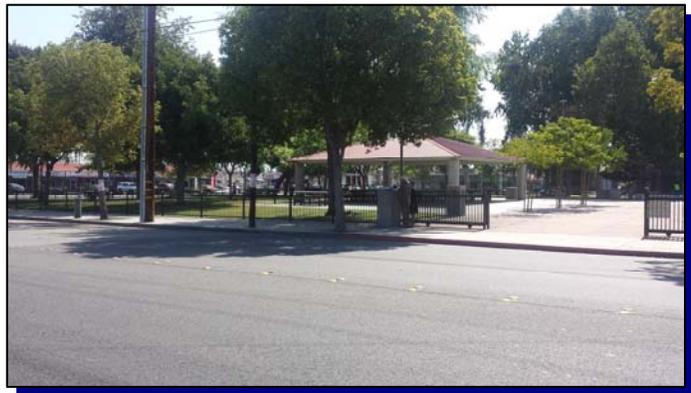
- ❑ The *Silverado Aquifer* consists of yellow to brown coarse to fine sands and gravel interbedded with yellow to brown silts and clays. This aquifer is 500 feet thick and can be found at a maximum depth of 1,200 feet below mean sea level. It has also been considerably offset by all faults in the Los 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.

4.5 PLANT & ANIMAL LIFE

The City of Bell is completely urban and no longer supports any natural habitats including those that are considered to be ecologically sensitive. 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 as well as plants used for landscaping purposes. The channelization of the Los Angeles River has also resulted 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 plants or animals. A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer for the South Gate Quadrangle indicated that there are five threatened or endangered species located within the aforementioned Quadrangle (the City of Bell is located within the South Gate Quadrangle).¹³ These species include:



- ❑ The *Coastal California Gnatcatcher* is not likely to be found within City boundaries due to the existing development and the lack of habitat suitable for the California Gnatcatcher. The absence of coastal sage scrub, the California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.¹⁴

¹³ California Department of Fish and Wildlife. Bios Viewer. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

¹⁴ Audubon. *California Gnatcatcher*. <http://birds.audubon.org/species/calgna>

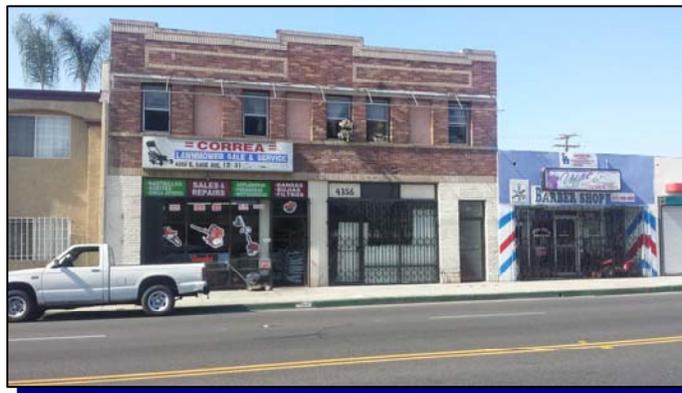


- ❑ The *least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County.¹⁵ As a result, it is not likely that any least Bell's vireos will be encountered in the City due to the lack of riparian habitat.
- ❑ The *southwestern willow flycatcher's* habitat consists of relatively dense riparian tree and shrub communities associated with rivers, swamps, and other wetlands including lakes and reservoirs. Historically the southwestern willow flycatcher nested in native vegetation including willows, seepwillow, boxelder, buttonbush, and cottonwood.¹⁶ These birds are often found near streams and rivers and are not likely to be found on-site due to the lack of marsh and natural hydrologic features.
- ❑ The *western yellow-billed cuckoo* is an insect eating bird found in riparian woodland habitats. The likelihood of encountering a western yellow-billed cuckoo is slim due to the level of development present within the City of Bell. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of western yellow-billed cuckoos.¹⁷
- ❑ *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego counties.¹⁸ As indicated previously, the entire City is urbanized and the area's native habitat has been altered to accommodate the existing development. Furthermore, there are no vernal pools located in the City of Bell.

4.6 CULTURAL RESOURCES

PREHISTORY OF THE AREA

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. The greater Los Angeles Basin



was previously inhabited by the Gabrielino-Tongva people, named after the San Gabriel Mission.¹⁹ The Gabrielino-Tongva tribe has lived in this region for around 7,000 years.²⁰ Prior to Spanish contact,

¹⁵ California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo*. http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm

¹⁶ U.S. Fish and Wildlife Service. *Southwestern Willow flycatcher*. http://www.fws.gov/nevada/protected_species/birds/species/swwf.html

¹⁷ U.S. Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm

¹⁸ Center for Plant Conservation. *Orcuttia Californica*. http://www.centerforplantconservation.org/collection/cpc_viewprofile.asp?CPCNum=3038

¹⁹ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html

²⁰ Ibid.



approximately 5,000 Gabrielino-Tongva people lived in villages throughout the Los Angeles Basin.²¹ Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. 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.

HISTORIC RESOURCES

The Spaniards established missions on the area in the 1770's and the Gabrielino 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 prior to 1896. During that time, the Los Angeles River was not channelized and a few scattered single family homes were found in the area. 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.

The City was named after James George Bell. James George Bell came to California in 1875 where he purchased land and constructed the Bell Ranch, where he raised cattle and farmed his land. In 1902, the first five-acre parcels were put on the market. James Bell became the town's postmaster and led efforts to develop water resources, get a railroad into the area, and build school churches and other development. He also assisted in founding Occidental College. The Office of Historic Preservation's California Historic Landmarks does not include any structure or site within the City of Bell. Potential historic resources in the City are identified in Table 4-1.

Table 4-1 Historic Structures					
Structure	Address	Features	Structure	Address	Features
James Bell	6500 Lucille Ave.	1887 California Block Farm	Commercial	4111 Gage Ave.	Decorative brick
Commercial	3550 Gage Ave.	Decorative brick	Commercial	4121 Gage Ave.	Decorative masonry
Commercial	3618 Gage Ave.	Masonry pedestals	Commercial	4356 Gage Ave.	Decorative brick
Commercial	3923 Gage Ave.	Decorative masonry and tile	Commercial	4381 Gage Ave.	Decorative brick
Commercial	4000 Gage Ave.	Decorative tile, stained glass	Commercial	4419 Gage Ave.	Decorative brick, peaked roofline
Commercial	4035 Gage Ave.	Decorative vertical masonry	Commercial	4429 Gage Ave.	Façade design
Commercial	4053 Gage Ave.	Decorative vertical masonry, shields	Commercial	4400 Gage Ave.	Decorative brick, masonry and glass
Commercial	4054 Gage Ave.	Decorative brick	Commercial	4501 Gage Ave.	Decorative brick
Commercial	406 Gage Ave.	Decorative vertical and curved masonry	Commercial	4612 Gage Ave.	Oasis brick service station
Commercial	4069 Gage Ave.	Decorative vertical masonry	Commercial	4714 Gage Ave.	California bungalow residence
Commercial	4071 Gage Ave.	Decorative vertical, spiked masonry	Commercial	4722 Gage Ave.	Decorative masonry, facade
Source: City of Bell					

²¹ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>



The James George Bell Home is listed on the National Register of Historic Places. This structure was constructed in 1887 on Gage Avenue near Salt Lake Avenue. This home was constructed 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. This historic residence was relocated to 6500 Lucille Avenue in 1912 and was again relocated to the Civic Center in the early 1990's. A number of older potentially historically significant structures are found along Gage Avenue, between Atlantic Avenue and Salt Lake Avenue. These structures feature decorative masonry, shields, crowns, stained glass, vertical spires, bricks, and tiles.

4.7 AIR QUALITY

The City of Bell is located in the central portion of the South Coast Air Basin of California (SCAB). 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 South Coast Air 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 South Coast Air 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 South Coast Air 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 often reaching 100°F during the summer months. Annual rainfall in Bell is ten inches and occurs almost exclusively from late October to early April.

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. Ozone levels are the greatest during the summer and early fall, when abundant sunshine exists.



Ozone and other contaminants from urban areas in the region move eastward in the South Coast Air Basin through the 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 (CO) and nitrogen oxide concentrations are highest during these times. CO 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.

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 that traps cool air near the ground with warm air from the ocean. These inversions hamper dispersion by trapping air pollutants in a limited atmospheric volume near the ground.

Air quality in the Southern California region is generally poor 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.

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. 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 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. 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 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.



4.8 PARKS & RECREATION

Because of the developed character of the city, open space land is very limited. Virtually all of the parcels in the City have been developed and the remaining vacant parcels are limited to infill properties that are likely to be developed in the near term. A large number of vacant parcels in the westerly portion of the City have been cleared to accommodate the construction of a new school. Other open space areas have been set aside as easements for utilities, landscaped yard areas, and for flood control.

CITY PARK FACILITIES

The City of Bell Department of Parks and Recreation maintains and operates nine parks totaling 14.5 acres. In addition to the six developed parks, a new sports complex is proposed for Pritchard Field. This new facility will consist of a gymnasium and stadium for local use.



The National Recreation and Parks Association (NRPA) have developed a generic classification system for park facilities as well as corresponding standards applicable to the various types of parks. This classification system is designed to apply to a broad range of communities and requires some modification to make the park standards applicable to Bell. The NRPA standards classify parks according to their size, service area, and function.

However, there may be some difficulty in making a direct link between the NRPA standards and activities that are presently available to Bell residents. For example, the acreage of a particular park may correspond with the recommended NRPA standards for a neighborhood park, though its actual function (as characterized by its facilities and use) may correspond more closely with that of a community park. In these instances, it is more appropriate to place the park in a category that better describes its park's actual function. The park classifications include the following:

- ❑ *Mini-Parks* are smaller parks that are typically between 2,500 square feet to under one-acre in area. Mini-parks typically have a service area radius of ¼ mile or less. These facilities typically include a small picnic area and tot-lot. A small green area located on the northeast corner of Gage Avenue and Atlantic Avenue has been included in this category.
- ❑ *Neighborhood Parks* are the basic type of park facility as they typically serve individual neighborhoods. According to NRPA standards, these facilities are ½-acre to 5 acres in area. Neighborhood parks have a service area radius of between ¼ mile to ½ mile. The facilities typically provided by neighborhood parks may include game courts, athletic fields, picnic areas, and playgrounds. The majority of the City's parks fall into this category.
- ❑ *Community Parks* are larger parks that serve multiple neighborhoods. These parks typically have 5 acres or more in area and include a variety of facilities that may include game courts, athletic fields, picnic areas, playgrounds, and community facilities. These parks have a service area radius of between ½ mile to three miles. Veterans Park is the City's only community park.



- ❑ *Sport Complex* is a specialized facility included in the NRPA classification scheme. The new sports complex proposed for Pritchard Park will fall into this classification. These facilities may serve an entire community depending on the facilities provided. According to current plans, the facility will include an indoor gymnasium (soccer and basketball) and a stadium that will house a baseball field.
- ❑ *Special Facilities* includes specialized facilities that may serve a single purpose (game court, swimming pool, etc.) that cannot be readily classified. The City’s new skate park, the technology center, and the Bell Community Center Hall fall into this category.

The existing park facilities in the city are listed in Table 4-2 and are shown in Exhibit 4-3.

Table 4-2 Existing Parks		
Name & Address	Park Type & Area	Facilities
Bell Community Center. 6250 Pine Avenue.	Special Facilities.	Computer Room, City of Bell Community Services Department, 160 person capacity community room.
Biancini Park. 4501 Gage Avenue.	Pocket Park < 1/2 acre	Open space near bus stop.
Camp Little Bear Park. 6704 Orchard Avenue.	Neighborhood Park 1.7 acres	Miniature golf course, outdoor amphitheater, synthetic soccer field, water play apparatus, basketball court, climbing boulders, and picnic shelters with barbeque grills.
Ernest Debs Park. 3700 Gage Avenue.	Neighborhood Park 2.3 acres	Picnic area, synthetic soccer field, covered fitness zone, and basketball courts.
Nueva Vista Elementary School Synthetic Soccer Field. 4412 Randolph Street.	Neighborhood Park 2.1 acres	Synthetic soccer field.
Skate Park. Northwest corner of Gage and Pine Avenue.	Special Facilities 0.57-acres	Skate park and outdoor lighting.
Technology Center. 4357 East Gage Avenue.	Special Facilities.	Computer lab.
Treder Park. 6300 Pine Avenue.	Neighborhood Park 1.6 acres	Picnic tables, gazebo, and a pavilion with barbeque grills.
Veteran’s Memorial Park. 6500 Wilcox Avenue.	Community Park 3.5 acres	Veterans monument, clubhouse, basketball courts, baseball field and stadium seating, water play apparatus, barbeque grills and picnic tables, batting cages, playground for children, and two large park pavilions.
Pritchard Field. 7100 Walker Avenue.	Neighborhood Park 2.7 acres	Softball field, snack bar. Construction has yet to begin.
Source: City of Bell. 2015		



A number of new park facilities have been added to the City’s inventory since the last general plan update more than ten years ago. At the time of the last update, the new community center at Adolph Treder Park just opened. Since that time, Veterans Park underwent an extensive renovation that included a new picnic area and game field improvements. The skate park was constructed on the northwest corner of Gage Avenue and Pine Street. The Little Bear Park underwent extensive renovation that includes a new wading pool, playground area, picnic area, and a small game court. Finally, the City is currently planning the development of a new and expanded Pritchard Park. As indicated previously, the new sports complex will include a new gymnasium building and a stadium. The parks and recreational facilities located in the City are shown below in Exhibit 4-3.

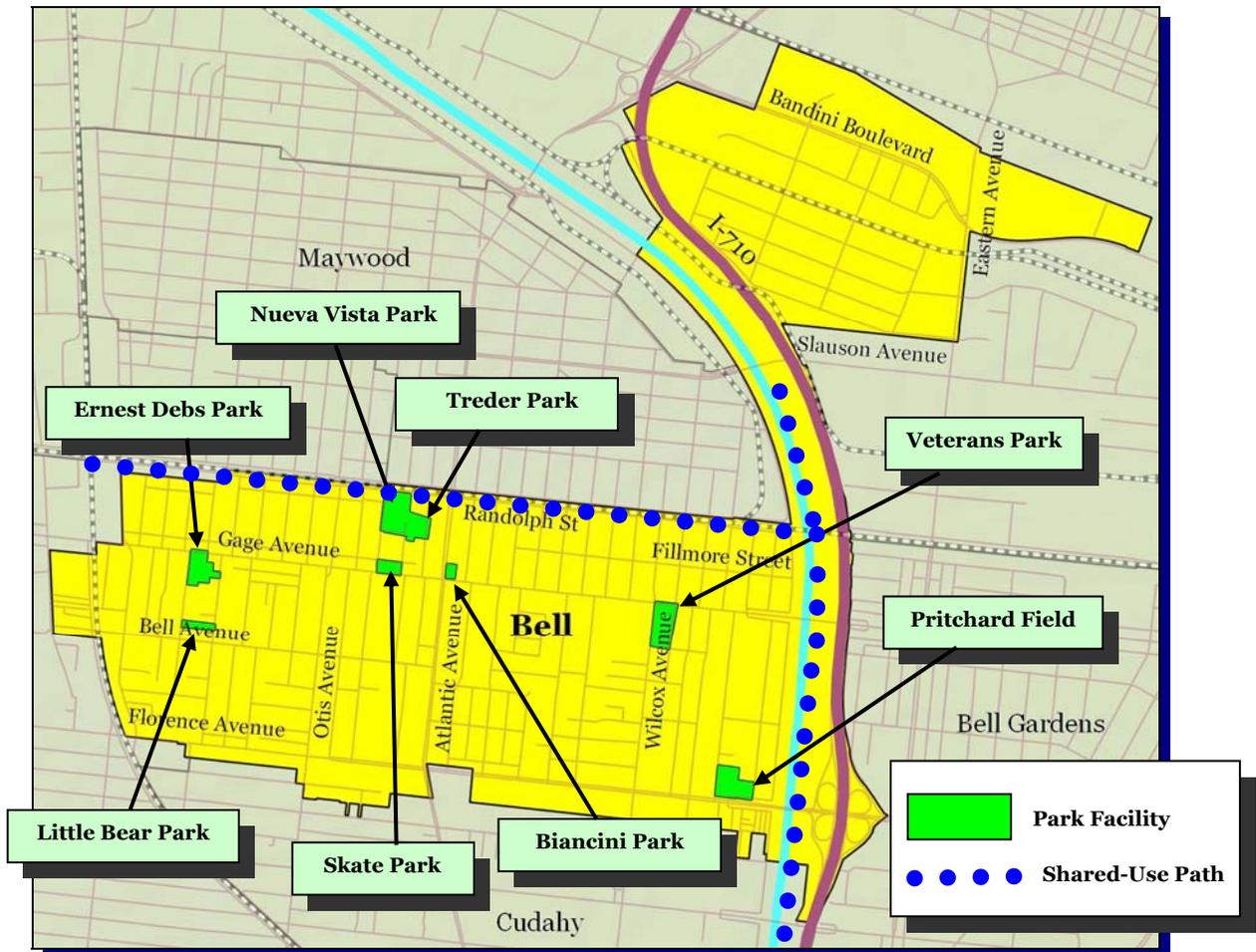


EXHIBIT 4-3. CITY OF BELL’S PARKS AND RECREATIONAL FACILITIES



JOINT USE SCHOOL FACILITIES

The City of Bell and the Los Angeles Unified School District (LAUSD) is currently implementing an *Inter-agency Coordination Program* that provides for the joint-use of various school facilities for recreational use when the school facilities are not being used for educational purposes.



Currently, the City and the LAUSD are involved in two joint-use programs. The first was established for the shared use of parking and the playground at Nueva Vista Elementary School. This agreement is renewed every five years with an expiration date of 2023. A second agreement involves the installation of lighting at athletic fields located at Bell High School. As part of the joint-use agreement, the City paid 1/2 the cost for the installation of the new lighting.²² The use of Bell High School facilities by City residents is permitted through an agreement with the LAUSD. During the year, the City is permitted to use the facilities for basketball, football, and baseball games and for other sports groups. The LAUSD makes available the lit 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.

OTHER OPEN SPACE RESOURCES

To achieve a "sense of natural openness", the City has instituted a number of very successful programs. These include a parkway landscaping program along Atlantic Avenue and street tree program. Street trees have been planted along Gage Avenue and Florence Avenue. In addition, Atlantic Avenue has fully landscaped medians and parkways that include street trees and monument signs.

There are also a number of smaller passive open space and rest areas including one located on the northeast corner of Otis Avenue and Gage Avenue. A smaller picnic rest area is also provided adjacent to the library where the Bell Mansion is located. The railroad right-of-way along Randolph Street has been landscaped with flowering bushes. All of the residential neighborhoods have abundant tree plantings with a variety of mature shade trees.

The most significant potential open space resource in the city is related to the "greening" of the Los Angeles River. The Los Angeles River extends along the east side of the Central City area and the west side of the Cheli area. This segment of the Los Angeles River has served as a flood control channel with little consideration given as to its open space/recreational potential. With the exception of a bikeway along both sides of the channel, the concrete lined river's sole function has been to efficiently convey flood run-off to the ocean.

The Santa Monica Mountains Conservancy and the Mountains Recreation and Conservation Authority are actively involved in creating new parks along the Los Angeles River and its tributaries. For that segment of the river channel in Bell, the county proposed the development of a greenway within an easement along

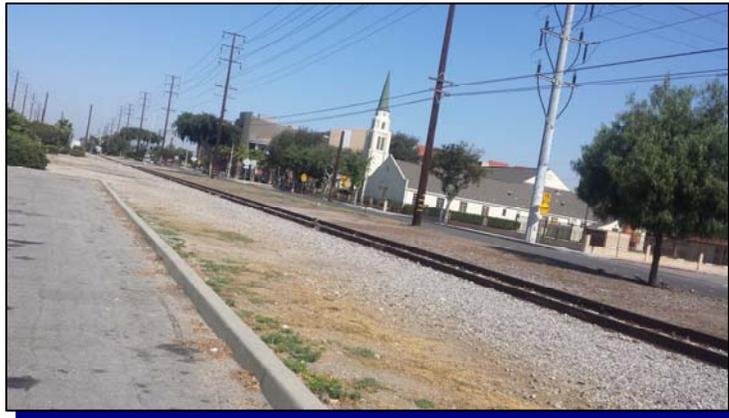
²² Guillermo Aguilar, Joint Use Subcommittee Chair Los Angeles Unified School District. School Construction Bond Citizens' Oversight Committee.



the river's west side. Specific proposed improvements included new access to the future greenway areas, parking areas on Florence Avenue, a bikeway and pedestrian connection between the river and City parks located along Gage Avenue, the joint development of a *rail-to-trail* project along Randolph Street, the widening of River Drive to facilitate the development of a walking trail along the west side of the river, and the installation of reclaimed water lines for irrigation.²³ The successful implementation of the County's Master Plan for the Los Angeles River would result in a significant addition in useable open space to the City's current inventory.

BIKE PATHS

There are currently no designated on-street bicycling facilities in the City of Bell. While an on-street bikeway along Randolph Street was proposed in the previous General Plan, a bicycling facility has not yet been installed. Other major east-to-west oriented roadways in the City include Florence Avenue and Gage Avenue. These roadways carry large volumes of automobile traffic during the morning and evening peak hours and, as a result, any recommended bicycling facilities along these roadways should be designed with physical separation between people on bicycles and moving automobile traffic.



A Class I shared-use path (trail dedicated exclusively for the use of people walking and bicycling) extends along the banks of the Los Angeles River channel. This bikeway begins at Atlantic Boulevard, near the northern end of the City and continues southerly towards Long Beach, ultimately connecting to the Shoreline Trail. The completed Los Angeles River Trail will eventually extend 52 miles from Canoga Park in the San Fernando Valley to Long Beach.²⁴

PARK SERVICE NEEDS

According to most conventional park and open space standards, between 2.5-acres and 5.0 acres of park land for every 1,000 persons is considered to be optimal. Assuming a standard of 2.5-acres of open space land per 1,000 persons, the City would need to provide more than 95-acres of open space to meet this standard. The City's total land area is 1,796-acres and the 95-acres standard would represent approximately 5% of the total land area of Bell. As a result, this standard's application to the City is not feasible. A significant portion of the City's land area consists of the Los Angeles River (186-acres) and the Cheli area (approximately 400-acres which is developed entirely industrial and has little need for parks).

²³ Los Angeles County Department of Public Works. [Department of] Los Angeles County Watershed Management. Los Angeles River Master Plan. Section V, Mapping. Adopted by the Los Angeles County Board of Supervisors 1996.

²⁴ The section of the Los Angeles River Trail immediately north of Downtown Los Angeles now extends from Riverside Drive at the SR-134/I-5 interchange in Griffith Park to Riverside Drive at the SR-110/I-5 interchange in the Elysian Park area. The trail picks up again in Vernon along the west bank of the Los Angeles River for a 4-mile stretch to South Gate. In South Gate, the path becomes part of the Lario Trail system and runs along the river's east bank downstream to Long Beach. The California Coastal Conservancy, North East Trees, the Los Angeles County Bicycle Coalition, and other organizations are collectively exploring alternative routes that would complete the 7-mile gap in the trail between the Arroyo Seco (in Northeast Los Angeles) and Vernon.



The Central City portion of Bell that contains all of the residential neighborhoods has an approximate land area of 1,200-acres.

Bell is not typical of many communities in that all of its 38,000 residents live within the Central City area that has an east-to-west distance of approximately 1.85 miles and a north-to-south distance of approximately ¾ mile. This compact configuration enables the City to more efficiently utilize its existing facilities to meet the recreation and open space needs of local residents. This is borne out by Exhibit 4-4 that indicates the theoretical service areas of the local parks. The light green circles represent a park service radius of ½ mile. In other words, the areas that are adequately served by the existing facilities are located within the green-shaded circles.

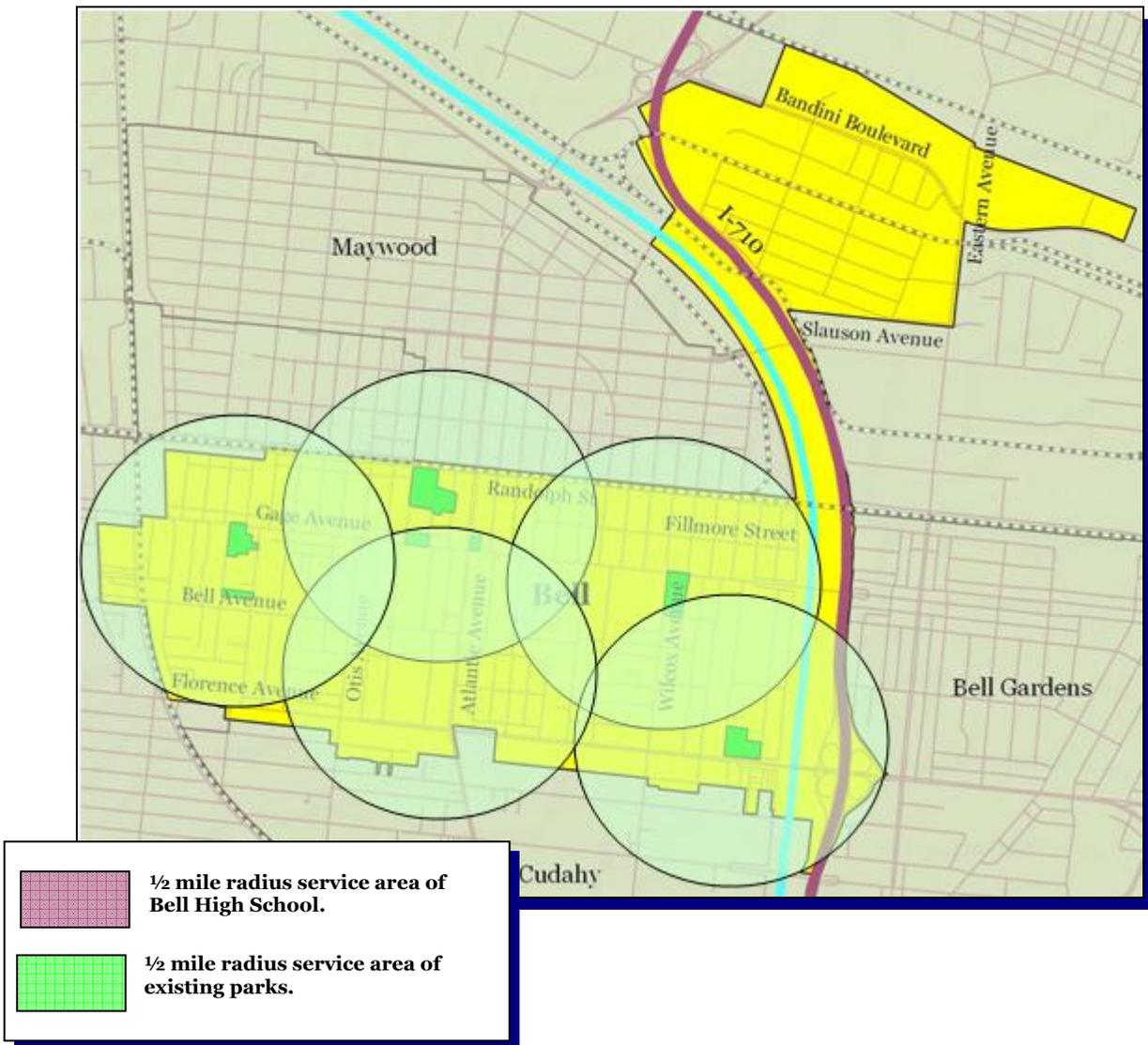


EXHIBIT 4-4. LOCAL SERVICE AREAS OF THE EXISTING PARKS



As indicated in Exhibit 4-4, there are two areas that are geographically underserved by parks. The first area is the Cheli area that is developed as industrial. No residential neighborhoods are found within this area and, as a result, no park facilities are required. A second area is located in the south central portion of the Central City area roughly bounded by Gage Avenue on the north, Florence Avenue on the south, Otis Avenue on the west, and Heliotrope Avenue on the east. It is significant that the Bell High School campus is centrally located within this underserved area. As indicated in a preceding section, a joint use agreement has been initiated between the LAUSD and the City to use certain campus facilities for community recreation. When the Bell High School is identified as having a ½ service area, virtually all of the City's neighborhoods are located within a ½ mile distance of a park. More significantly, all of the City neighborhoods are located within a maximum 15 minute walking distance of a park.

4.9 STREET TREES & LANDSCAPING

To achieve a "sense of natural openness", the City has instituted a number of very successful programs involving street trees and landscaped railroad rights-of-way. 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. Finally, the City has been able to place utilities along Atlantic Avenue underground that further enhances the appearance of the corridor. 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.





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SECTION 5.0 SAFETY BACKGROUND REPORT

5.1 SEISMIC HAZARDS

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. 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 (MM) 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. 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. 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.

SIGNIFICANT FAULTS IN THE AREA

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

- Active faults* exhibit proven displacement of the ground surface within the last 11,000 years (Holocene);



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

There are no active or potentially active earthquake faults known to traverse the City of Bell, thus, no ground rupture hazards are expected in the City. The City is, however, located within a seismically active region and is subject to ground shaking hazards associated with earthquake events in the region. Seismicity, in the Los Angeles area historically has been defined by earthquake events along the Newport Inglewood, San Fernando, San Jacinto, and San Andreas faults. Other faults of concern in the area include the Whittier fault, the Elysian Park Thrust, and the Santa Monica-Hollywood fault, as shown in Exhibit 5-1.

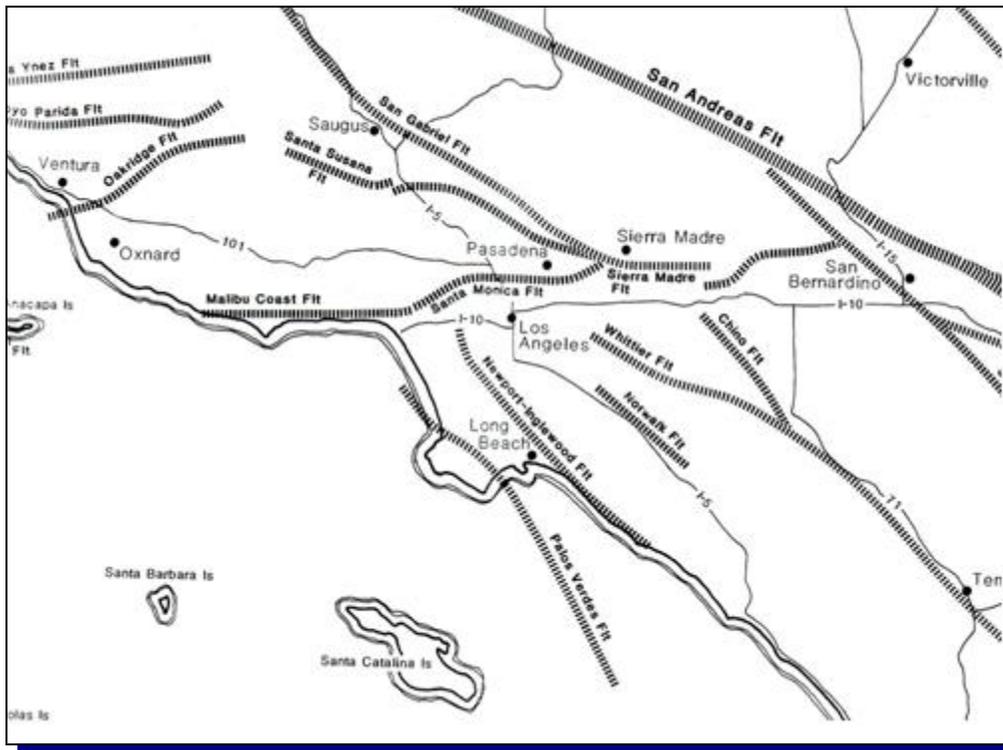


EXHIBIT 5-1. SIGNIFICANT FAULTS IN THE LOS ANGELES REGION

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. The major faults in the Southern California region are described below.

- ❑ 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 in the area. Ground-shaking could last approximately 22 seconds, with seismic Mercalli intensity values of VII to VIII. This type of earthquake would be particularly damaging to older low-rise structures located within the City.

- ❑ The *Palos Verdes Hills Fault*, located 20 miles to the southwest of the City and is considered to be an active fault 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 seismic intensities in the IX to X range. The Palos Verdes fault extends for a distance of approximately 60 miles from San Pedro Bay to the Santa Monica Bay. The Palos Verdes fault could result in greater damage than that anticipated from an earthquake on the San Andreas fault due to its proximity to the City.
- ❑ The *Sierra Madre Fault Zone* is located approximately 15 miles northeast of the City at the base of the San Gabriel Mountains and forms a prominent 50-mile long east-west structural zone on the south side of the San Gabriel Mountains. The Sierra Madre fault system was responsible for the uplift of the San Gabriel Mountains by faulting in response to tectonic compression.
- ❑ The *Whittier-Elsinore Fault Zone* is located along the southern base of the Puente Hills approximately nine miles east of the City of Bell. This northwest-trending fault extends from the Whittier Narrows area continuing southeast across the Santa Ana River, past Lake Elsinore, into western Imperial County and then continuing on 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 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 based on displaced soils. This displacement was estimated to have occurred about five thousand years ago.
- ❑ The *San Andreas Fault Zone* is located approximately 37 miles to the north and northeast of the City at its nearest point. This fault zone extends from the Gulf of California continuing 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. This fault has been active during historic times including the 1906 (estimated Magnitude 8.0) earthquake in San Francisco and the 1857 Fort Tejon earthquake (estimated Magnitude 7.9) 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.
- ❑ The *San Jacinto Fault Zone*, located approximately 44 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. Strong ground shaking from this earthquake would last about 25 seconds, with MM intensity values in the VIII-IX range.

- ❑ The *Elysian Park Blind Thrust Fault* is exposed for approximately two 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.) The Elysian Blind Thrust is located approximately five miles from the City of Bell at its nearest point. The Elysian Park Fault was the source of the magnitude 5.9 earthquake near Whittier in 1987. This fault is thought to be capable of generating earthquakes of magnitude 7.2 to 7.6 and would result in intense ground-shaking in the entire Los Angeles basin.
- ❑ The *Torrance-Wilmington Fault* is a newly postulated, blind thrust fault and fold system located under the Palos Verdes Peninsula. 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.

Table 5-1 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 5-1.

Table 5-1 Major Faults		
Fault	Distance	Max. Mag.
Whittier	9 miles E	7
Santa Monica-Hollywood	10 miles NW	7
Raymond Hill	10 miles NE	6.5
Sierra Madre	15 miles NE	6.5
San Fernando	25 miles NW	6.5
Elysian Park	5 miles N	7.6
San Jacinio	44 miles NE	7.5
Palos Verdes	20 miles SW	7
San Andreas	37 miles NE	8.25
Malibu Coast	22 miles W	7
Source: Los Angeles County Safety Element, 1990.		

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. Finally, the most recent major earthquake, the Northridge earthquake, occurred on the Oakridge fault in the San Fernando Valley in January 1994.

LIQUEFACTION RISK

Liquefaction may occur when loose, unconsolidated, saturated fine-to-medium-grained sandy soils are subjected to ground vibrations during an earthquake. Liquefaction related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures, or slumping. Structures constructed 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 5-2) are susceptible to liquefaction hazards during seismic shaking. The California Geological Survey identifies the liquefiable areas of the City and these areas are noted in Exhibit 5-2.

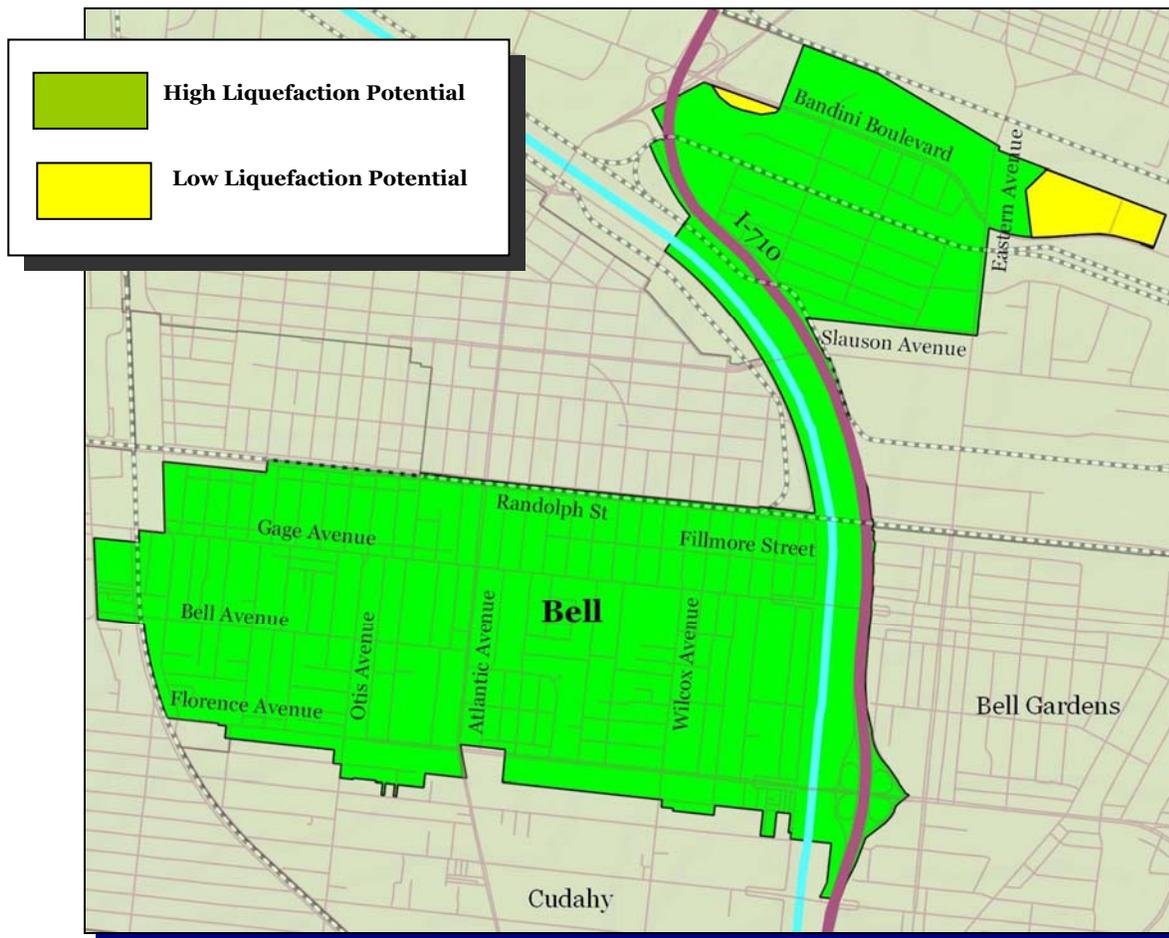


EXHIBIT 5-2. AREAS IN THE CITY OF BELL SUBJECT TO POTENTIAL LIQUEFACTION



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.

POTENTIAL FOR SEISMIC-RELATED DAMAGE

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 plans. Earthquake intensities of VIII in the Mercalli Scale may cause torsional racking of the foundation and wall elements of irregular structures. The anticipated damage for various types of structures is outlined below:

- ❑ Single-family residences built before the 1952 Building Code was implemented are more likely to slip off their foundations as a result of strong ground motion associated with nearby earthquakes. Mobile homes are also susceptible to slipping off their foundation.
- ❑ Commercial and industrial buildings using tilt-up concrete walls are found in the newer commercial developments along Bandini Boulevard in the Cheli industrial area. Roof collapse has been observed in some pre-1971 commercial buildings using this type of construction. Concrete and steel-framed buildings are more earthquake resistant 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.
- ❑ 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, schools, and communication centers are also considered to be 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 Conservation, Oil, Gas, and Geothermal Division 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.

5.2 FLOODING & INUNDATION HAZARDS

There is no potential for seiche or tsunami in Bell since no large surface water bodies (lakes, reservoirs, etc.) are located nearby. In addition, the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program designates the City of Bell within Zone X. The Zone X flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.²⁵



The City of Bell is located within the inundation paths of the Hansen and Sepulveda Dams. The Hansen Dam is located on the northern edge of the San Fernando Valley, approximately four miles west of Sunland. The inundation areas within Bell from these regional dams are summarized below:

- ❑ 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 one foot approximately 21 hours after failure (see Exhibit 5-3).
- ❑ 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, and Bell Gardens. The flood waters are anticipated to reach the City approximately ten hours after failure. A maximum flood elevation of two feet is expected approximately 12 hours after failure (see Exhibit 5-3).
- ❑ The Cheli Industrial Area is within the inundation area of the Garvey Reservoir in Monterey Park, as shown in Exhibit 5-3. The Garvey Reservoir is located two 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, Bell, and Bell Gardens. Floodwaters are estimated to reach the Cheli area within 30 minutes of failure. Emergency response and evacuation plans for

²⁵ FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>



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 area.

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.

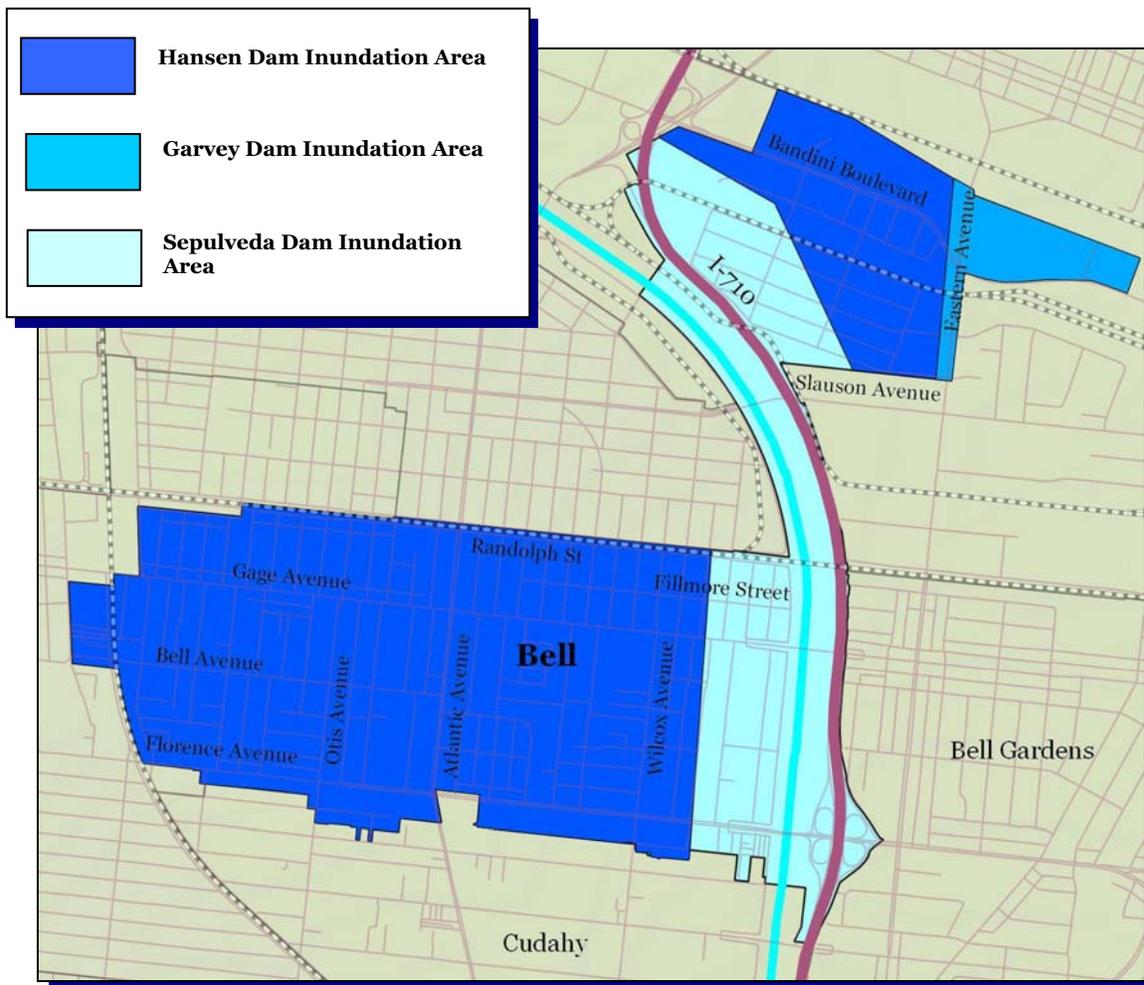


EXHIBIT 5-3. POTENTIAL DAM INUNDATION AREAS IN THE CITY OF BELL



5.3 FIRE HAZARDS

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

Furthermore, 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.

5.4 HAZARDOUS MATERIALS

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 of 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 27 sites are listed in the U.S. Environmental Protection Agency's (EPA's) *Environfacts Database* as being handlers and/or users of hazardous materials. In addition, 13 sites are identified as undergoing cleanup and remediation in the EPA's *Environstar Database*. Finally, there are two "superfund sites located in the City that are included on the State's *Cortese Sites* listing.

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. Releases of hazardous materials may also 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 when subjected 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.

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 and eastern side of the Central 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 on the local freeways along with Caltrans.

A Chevron high pressure crude oil pipeline extends along River Drive in the City. This line transports crude oil from Montebello to El Segundo. Transmission lines also extend 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 also extend along the UPRR tracks on the western end of the City.

5.5 EMERGENCY SERVICES

LAW ENFORCEMENT & 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 next ten-to-twenty year planning period governed by this General Plan, the greatest perceived risk to health and safety is related to crime. Police protection and law enforcement services are provided by the City of Bell Police Department. The Department's authorized strength is 31 officers. This translates into a per capita ratio of 0.0.85 officers per 1,000 residents.



Crime statistics obtained for the City of Bell also indicates a decrease 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. Table 5-2 shows crime incidence in 1995 and 2013.



Table 5-2 Crime Statistics for Bell for Reporting Periods: 1995 to 2013				
Type of Crime	1995	2000	2005	2013
Violent Crimes				
Homicide	3	4	5	0
Rape	5	8	7	10
Robbery	158	80	65	81
Aggravated Assault	139	167	89	117
Subtotal	305	259	166	208
Property Crimes				
Burglary	225	235	132	124
Motor-Vehicle Theft	382	230	193	77
Larceny-Theft	297	167	133	334
Arson	9	3	0	0
Subtotal	904	632	458	535
Source: City Data.com				

HEALTH CARE SERVICES & 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 5-3.

Table 5-3 Emergency Shelters & Facilities		
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 Occupancy		5431
Source: California Office of Emergency Services, 2012		



FIRE PROTECTION

The City of Bell contracts with the Los Angeles County Fire Department (LACFD) 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 LACFD 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. 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 Bell serves the Cheli industrial area. There are also a number of other fire stations in the surrounding area that may also serve the City of Bell when needed. Response time county-wide is under five minutes.

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-resistance, 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 two to five hours is needed at residential and commercial uses, with hydrants every 300 to 600 feet, based on the type of occupancy. The fire standards outlined above are subject to the following conditions:

- ❑ Fire flow increases with building size (square feet) and/or lot coverage. Twenty pounds per square inch (psi) and 600 feet hydrant spacing is required for single family dwelling. Twenty psi and 300 feet hydrant spacing is required for all other occupancies.
- ❑ Road width increases where parallel parking allowances, hydrant requirements, serial fire suppression requirements, or aerial fire suppression requirements indicate the need.
- ❑ A 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 5-4 summarizes the minimum fire flow and access standards for development projects in Bell.

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 fire flow requirements. Generally, peak day supply is twice the average day demand and total fire flow requirements are estimated by the population of the area. 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.





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SECTION 6.0 NOISE BACKGROUND REPORT

6.1 CHARACTERISTICS OF NOISE

Community noise levels are typically measured in terms of the A-weighted decibel (dBA). A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Representative noise sources and sound levels are shown in Exhibit 6-1.

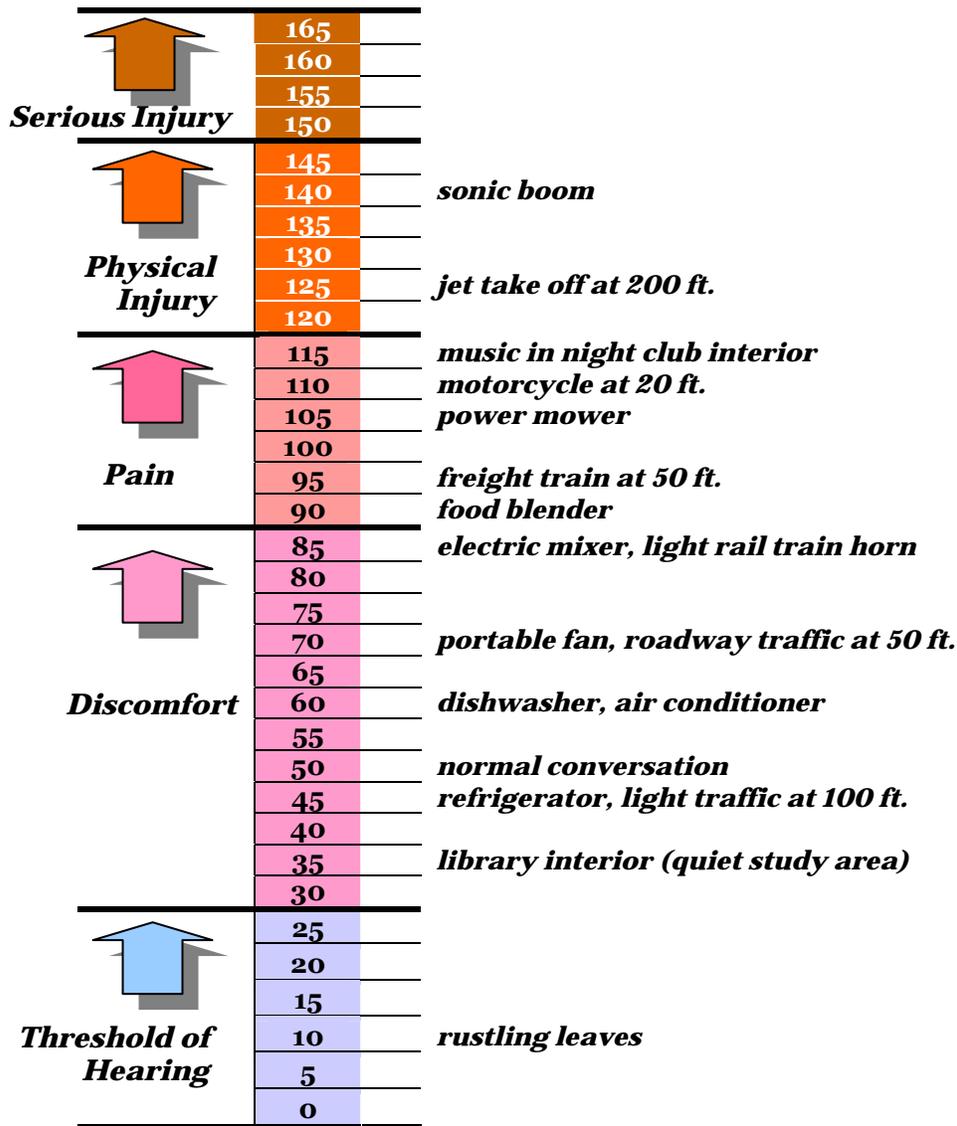


EXHIBIT 6-1. CHARACTERISTICS OF NOISE



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 L10 noise level represents the noise level that is exceeded 10% of the time. The L50 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 L90 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 PM to 10:00 PM) in addition to the 10 dB adjustment to sounds occurring in the late evening and early morning hours (between 10:00 PM and 7:00 AM).

6.2 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 along the eastern side of the Central City 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, bells, maintenance, and outdoor games.

6.3 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. Noise sensitive receptors are shown in Exhibit 6-2.

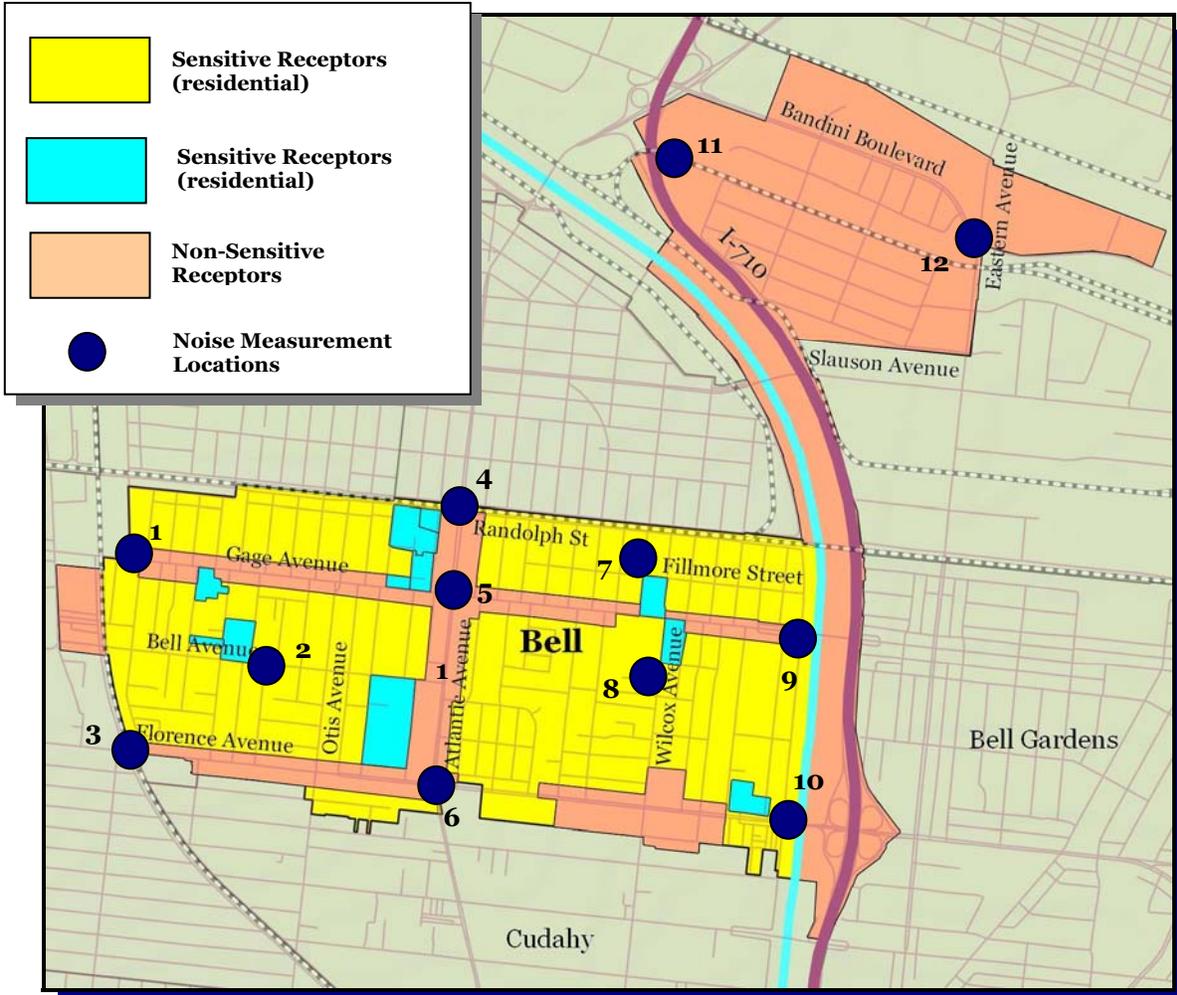


EXHIBIT 6-2. NOISE SENSITIVE RECEPTORS IN THE CITY OF BELL

6.4 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. A summary of the noise measurements taken during an average weekday afternoon are shown in Table 6-1. Table 6-1 indicates the noise levels that were recorded 99% (L99) of the measurement period, 75% of the measurement periods (L75), 50% (L50), and 10% (L10) of the measurement period. Exhibit 6-2 shows the 12 study locations.



Location	L10	L50	L75	L99
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 5-2.
Source: Blodgett/Baylosis Environmental Planning,
2015

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 6-2.

As indicated in Table 6-2, 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 6-3. 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.

Table 6-2 Existing Traffic Noise Contours				
Roadway Segment	Distance to Noise Contours (in feet)			
	70 CNEL	65 CNEL	60 CNEL	dBA Q 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. east of Atlantic	0.0	120	357	66.4
Florence Ave. west of 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
Wilcoz Ave.	0.0	0.0	83	60.6
1-710	330	1026	3240	75.4

° Does not consider any obstructions to the noise path. " 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 Environmental Planning, 2015

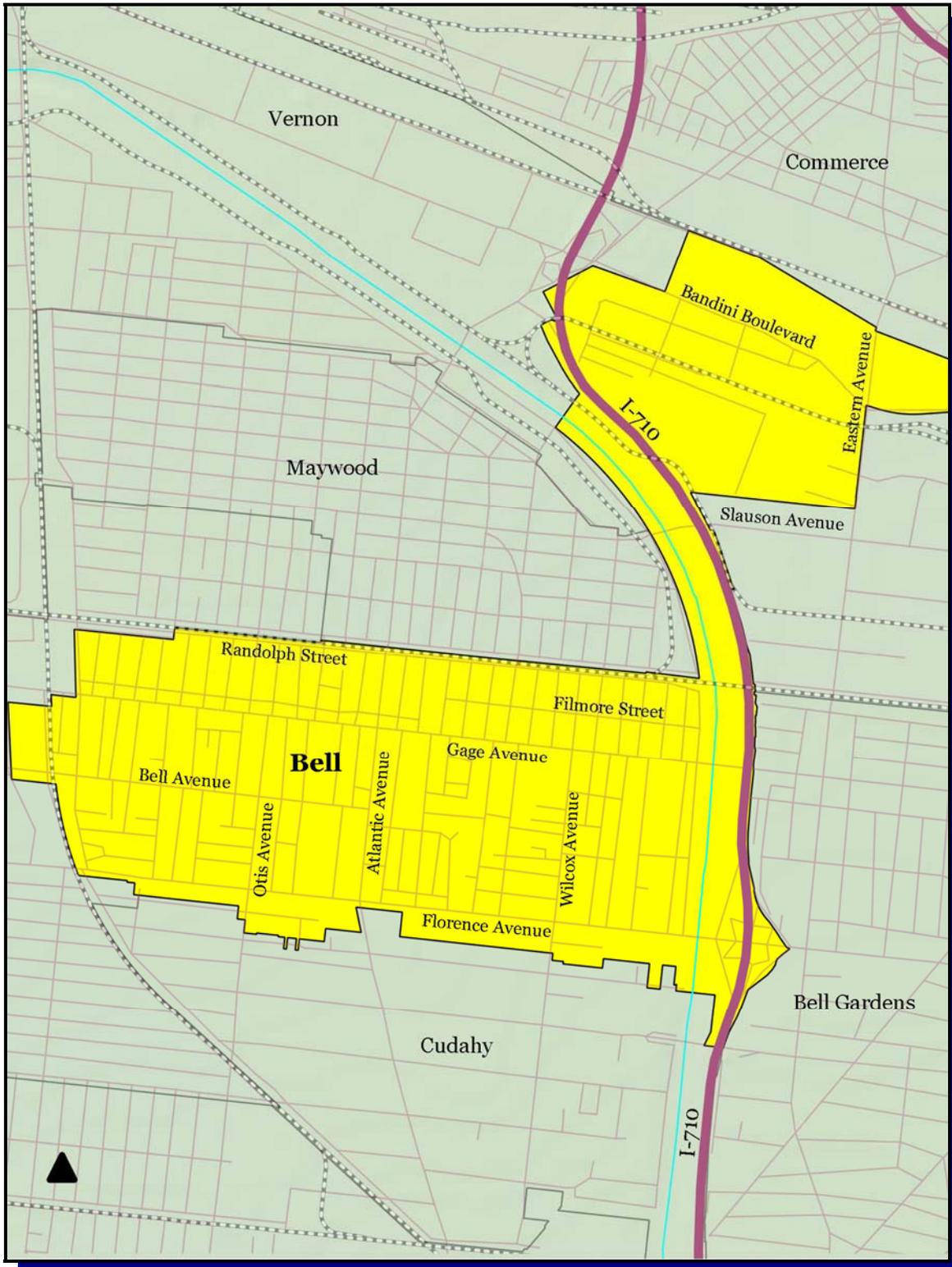


EXHIBIT 6-3. TRAFFIC NOISE CONTOURS IN THE CITY OF BELL



6.5 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.

- ❑ 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 eight 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 seven trains daily, with the majority of train trips occurring between 7 AM and 7 PM.

6.6 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. Over flights from these airports are sources of aircraft noise in the City of Bell.





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SECTION 7.0 POPULATION & HOUSING BACKGROUND REPORT

7.1 INTRODUCTION TO THE BACKGROUND REPORT

This section provides an overview of the demographic, housing, and socioeconomic characteristics of the City of Bell. The primary source of information used in the compilation of demographic, housing, and socio-economic information provided in this section included data collected by the U.S. Bureau of the Census. These statistics are collected every ten years as part of the national census though more frequent updates are provided as part of the American Community Survey (ACS). The most recent census was completed in 2010. The State Department of Finance (DOF) Demographic Research Unit was also a source of population and housing information. The DOF publishes population and housing estimates for California cities and counties on an annual basis.

7.2 POPULATION CHARACTERISTICS

According to the 1960 Census, taken three years after Bell’s incorporation in August of 1957, the City’s population was 19,450 persons. By the year 2013, the City’s population was estimated to be 35,948 persons. Between the 1960 and 1970 Census, the City’s population increased by 2,386 persons, a 12% increase in the total population. According to the 1980 Census, the City’s population had increased further by an additional 3,614 persons, a 17% increase over the 1970 figures. The most recent 2010 Census indicated the City’s population was 35,477 persons at the time the Census was taken. The 2015 California State Department of Finance (DOF) estimates place the City’s current population at 36,135 persons. Between 1960 and 2013, the City’s population grew by 15,954 persons or 87%. In recent years since the 2000 Census, the City’s population growth has experienced a slight decline. The City’s population trend is shown in Table 2-1 and is illustrated in Exhibit 7-1.

Table 7-1 Population Trends: 1960-2013			
Year	Population	Change - #	Change - %
1960 ¹	19,450	--	--
1970 ¹	21,836	2,386	12.3%
1980 ¹	25,450	3,614	16.6%
1990 ¹	34,365	8,915	35.0%
2000 ¹	36,404	1,769	5.1%
2010 ¹	35,820	-584	-1.6%
2015 ²	36,135	315	0.01%
Change Δ	--	16,333	83.9%
Source: 1. U.S. Bureau of the Census 1960-2010; 2. California DOF 2015.			



The overall increase in the City’s population since the 1970s was due to both an increase in the average household size and new residential construction. Table 7-2 compares the trends in the average household size for Los Angeles County with those of the City for the years 1990 through 2013. As indicated in Table 7-2, the average household size for the City is significantly higher compared to Los Angeles County as a whole. In Bell, the average household size between 1990 and 2013 increased from 3.78 to 3.97 persons per unit.

Table 7-2 Household Size (Persons/Unit)		
Year	County	Bell
1990	2.40	3.78
2000	2.98	4.05
2010 ¹	2.91	3.90
2013 ²	3.00	3.97
Change	0.60	0.19

Source: 1. U.S. Bureau of the Census 1980-2010; 2. California DOF 2013.

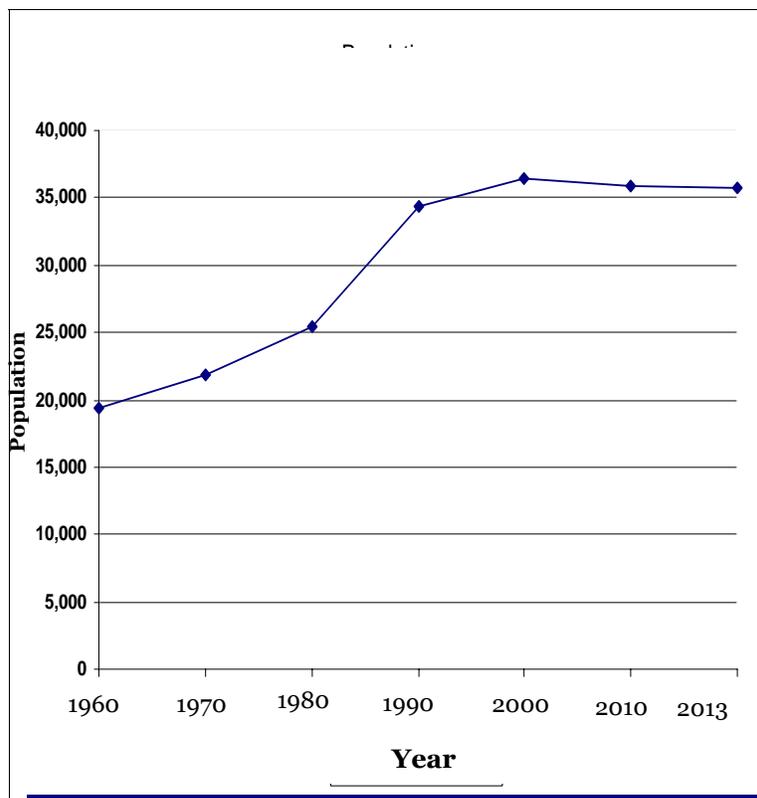


EXHIBIT 7-1. POPULATION GROWTH TRENDS IN THE CITY OF BELL



7.3 POPULATION AGE CHARACTERISTICS

In 1980, the median age of the City’s population was 27 years. In 2000, the median age of the City’s population increased to 28.5 years. According to the most recent 2010 Census, the City’s median age was 28.9 years of age. Corresponding statistics for Los Angeles County were 30.8 years of age and 31.7 years of age for 1980 and 2010, respectively. The City’s population is younger overall, compared to the age of the County’s population.



Census data was reformatted in Table 7-3 to depict the age statistics arranged according to specific age categories (preschool-aged, school-aged, young adults, etc). Table 7-3 charts the age characteristics of the City’s population for the years of 1980 and 2010. As is evident from the examination of Table 7-3, the age cohorts that experienced the greatest rates of growth consisted of the school-aged children (5 to 19 years of age) and the working adults (25 to 54 years of age). The age characteristics for the City’s population are shown in Exhibit 7-2.

Table 7-3 Age Characteristics: 1980-2010				
Age	1980	2010	Change - #	Change - %
under 5	2,737	3,122	385	14.1%
5-19	6,434	9,514	3,080	47.9%
20-24	2,639	2,851	212	8.0%
24-54	8,880	14,874	5,994	67.5%
55-64	2,166	2,720	554	25.6%
65-74	1,587	1,384	-203	-12.8%
75+	1,007	1,012	5	0.5%
Total	25,450	35,477	10,027	150.8%
Source: U.S. Bureau of the Census, 1980 and 2010.				

7.4 RACE & ETHNICITY

The U.S. Census also includes an enumeration of race and ethnicity. Race refers to the racial composition of a population such as Asian or African-Americans. As indicated in Table 7-4, there are few racial minorities living in the City. Approximately 53.8% of the City’s population was classified as white while 0.9% was classified as African-American, 0.7% as Asian, 0.9% as American Native or Alaskan, and 4.4% consisting of two or more races. Hispanics are considered an ethnic group rather than a racial group.



Hispanics may include persons from a variety of races including Caucasians, African-Americans, and even Asians. Hispanics accounted for 93.1% of the City’s total population.



EXHIBIT 7-2. POPULATION IN THE CITY OF BELL, 1980 & 2010

Table 7-4 Race & Ethnicity: 2010		
Race/Ethnicity	Persons - #	Persons - %
White	19,098	53.8%
African-American	337	0.9%
Asian	259	0.7%
American Indian	315	0.9%
Two or more Races	1,561	4.4%
Total	35,477	100.0%
Hispanic	33,028	93.1%
Source: U. S. Bureau of the Census, 2010.		

7.5 HOUSING UNIT CHARACTERISTICS

According to the 1990 Census, there were 9,401 housing units in the City. The most recent Department of Finance population and housing estimates identified 9,217 housing units in the City as of January 1, 2015. Table 7-5 summarizes housing types derived from the 1990 U.S. Census statistics and the 2015 State Department of Finance Housing estimates for the City of Bell. The housing unit types are also illustrated



in Exhibit 7-3. As is evident from the examination of Table 3-5, there has been a substantial reduction in the number of housing units over the past two decades (since 1990). This reduction in the number of housing units is due to the significant school construction that has occurred during the past two decades. In addition, a new park and water reservoir complex that is yet to be constructed, involved the demolition of additional rental housing units.

Table 7-5 Housing Characteristics: 1990 - 2015						
Unit Type	1990¹		2015²		Change-Δ	
	#	%	#	%	#	%
1 unit detached	3,573	38.1%	4,752	51.6%	1,179	33.0%
1 unit attached	1,077	11.5%	827	9.0%	-250	-23.2%
2 -4 units	1,739	18.5%	985	10.7%	-754	-43.4%
5 or more units	2,583	27.5%	2,265	24.6%	-318	-12.3%
Mobile Homes	429	4.6%	388	4.2%	-41	-10.0%
Total	9,401	100.0%	9,217	100.0	-184	-2.0%

Sources: 1. 2000 U. S. Census. 2. State Department of Finance 2015.

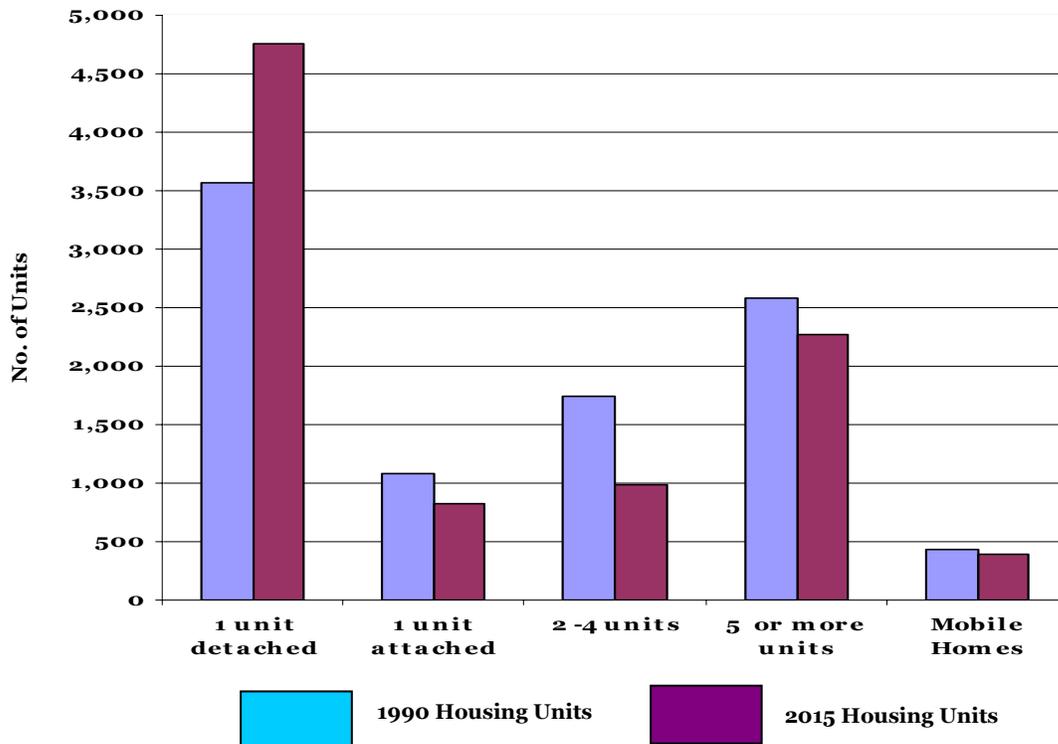


EXHIBIT 7-3. HOUSING UNIT TYPES, 1990 & 2015



7.6 HOUSING TENURE

Table 7-6 indicates housing tenure statistics for 2000 and 2010. The percentage of owner-occupied units in Bell has declined slightly since 2000, when approximately 30.99% of the housing units were classified as owner-occupied. Approximately 29.0% of the units in Bell were owner-occupied according to the most recent (2010) U.S. Census.

Table 7-6 Housing Tenure in Bell: 2000 - 2010				
Year	Owner Occupied		Renter Occupied	
	Units - #	Units - %	Units - #	Units - %
2000	2,758	30.9%	6,160	69.1%
2010	2,570	29.0%	6,300	71.0%
Change-Δ	-188	-1.9%	140	1. %9
Sources: 2000 and 2010 U.S. Census.				

7.7 HOUSING AGE, CONDITION & OVERCROWDING CHARACTERISTICS

The U.S. Census data is an important source that may be referred to in interpolating housing condition in the City. The most widely referred to variable is related to the age of the housing unit. The use of this information is based on the premise that the older the units, the more likely they are to require some form of repair or maintenance. This is not always the case since many older units have undergone extensive renovation and/or remodeling. As a result, the housing unit age data should not be exclusively used to determine the overall condition of housing in the City. Table 7-7 depicts the 2010 U.S. Census statistics indicating the age of the housing units within the City.

Table 7-7 Age of Housing Stock in 2010		
Year Unit Constructed	Units - #	Units - %
2005 or later	40	0.4%
2000-2004	123	1.2%
1990-1999	540	5.6%
1980-1989	376	3.9%
1970-1979	849	8.8%
1960-1969	1,298	13.5%
1950-1959	1,916	20.0%
1940-1949	2,154	22.49%
1939 or earlier	2,280	23.80%
Total	9,576	--
Source: U.S. Bureau of the Census, ACS 2010.		



Housing units that were constructed prior to 1960 are generally considered to be potential candidates for rehabilitation since the structures are approaching fifty years in age. As indicated in Table 7-7, a total of 6,350 units were constructed prior to 1960. This represents 66.3% of the total housing units in the City. There are a number of other Census indicators that are useful in identifying potential dilapidated units. These indicators include units without heating, units lacking conventional plumbing, or units lacking complete kitchen facilities. The latter variable may also be an indicator of bootleg units constructed illegally or legal second units.



According to the most 2010 ACS Survey, 149 units (1.5%) lacked plumbing and 335 units (3.5%) lacked kitchen facilities. Overcrowding may also be a contributor to the deterioration of housing units. A household is considered to be overcrowded if the number of persons residing in the unit exceed 1.01 persons per room. A household is severely overcrowded if the number of persons residing in the unit exceed

1.51 persons per room. Table 7-8 provides a breakdown in the number of overcrowded units that were identified in the most recent 2010 ACS, broken down by housing tenure. Of the 9,000 occupied housing units identified in the 2010 Census, 1,603 units were identified as being overcrowded (17.8% of the City's total number of occupied units) and 647 units (7.1% of the total occupied units in the City) were identified as being severely overcrowded.

Table 7-8 Large Family & Overcrowded Housing Units in Bell: 2010	
Category	Total Units
Overcrowded - #	1,603
Overcrowded - % ¹	17.8%
Severely Overcrowded #	647
Severely Overcrowded % ¹	7.1%
Source: U.S. Bureau of the Census, 2010 ACS.	



7.8 SPECIAL NEEDS GROUPS FOR HOUSING

ELDERLY HOUSING & SERVICES

The most recent 2010 Census indicated that there are a total of 1,139 senior households in Bell representing 12.6% of the total households in the City. Senior-headed households living in rental units accounted for 10% of the total rental households in the City. Senior-headed owner-occupied housing units accounted for 19.9% of the total occupied units in the City. According to the Census, there were an estimated 3,360 residents in the City that had a disability (this figure represents approximately 9.4% of the City's total population). Of this total, 179 persons with a disability were 17 years of age or younger. Working aged persons (18 years to 64 years in age) with a disability totaled 1,881 persons. Finally, seniors (65 years or older) with a disability totaled 1,290 persons.



The Los Angeles County Department of Health Services (LACDHS) is the major provider of health care for more than two million residents in the County without health insurance. The LACDHS provides hospital and outpatient care, programs and clinics, emergency medical services, and rehabilitative services. Through its university affiliates (UCLA and USC), the County hospitals conduct postgraduate medical education for interns, residents, and fellows. The Department operates four acute care hospitals, a rehabilitation hospital, a multi-specialty ambulatory care center, six comprehensive health centers, and nine health centers. Additionally, the LACDHS operates two trauma centers, two pediatric trauma centers, four emergency rooms, and a state-of-the art burn center.

The City of Bell is located within the service area of the South Central Los Angeles Regional Center for Persons with Developmental Disabilities, Inc. (SCLARC), which is a private, non-profit, community based organization. The SCLARC contracts with the State Department of Developmental Services (DDS) to coordinate services for individuals with developmental disabilities and their families. According to the SCLARC, there are currently 310 consumers being served by the regional center. Key services offered by the SCLARC include the following:

- ❑ *Adult Day Program.* The Adult Development Center (ADC) includes various community programs for adults that are in the process of acquiring self-help skills. These programs focus on the development and maintenance of functional skills required for self-advocacy, community integration, employment, and self-care.
- ❑ *Sheltered Workshops.* Participants may also participate in a sheltered, five-day per week workshop and perform as if they are working at a regular job for which they receive monetary compensation.



- ❑ *Behavior Management Day Programs.* These programs serve adults with severe behavior disorder and/or dual diagnosis who, because of their behavior problems, are not appropriate for any other community-based day program.
- ❑ *Residential Placement.* Residential direct support professionals provide services to children and adults who are unable to reside in the family home. Temporary placements are utilized in unusual circumstances that may occur in emergencies or whenever appropriate placements are not available. There are also intermediate care facilities for the developmentally disabled and skilled nursing care on an extended basis. Most SCLARC consumers placed in residential facilities are eligible for SSI/SSA benefits, as well as Medi-Cal.
- ❑ *Supported Living.* Adults with developmental disabilities, regardless of the degree of the disability, have the right to live in homes of their choice as long as they are provided with services that will ensure and enhance their success with integration into mainstream society. Supported living services consist of services to adults with developmental disabilities that choose to live in homes they themselves own or lease in the community.
- ❑ *Independent Living Training.* Independent living services is a six month service available to persons 18 years of age and older who are not enrolled in school and have demonstrated potential for living on their own with a minimal amount of supervision. Training is provided in all areas of home management (budgeting, housekeeping, cooking, etc.) and should not be confused with the activities of daily living (bathing, grooming, toileting, etc.).
- ❑ *Supported Employment.* Supported employment programs provide support to adults who are interested in competitive employment. Supported employment programs are funded by the Department of Rehabilitation.

ACCESSIBLE HOUSING

The City of Bell requires that all new residential developments comply with California building standards (Title 24 of the California Code of Regulations) and Federal requirements for accessibility. Other City efforts designed to promote reasonable accommodation include the following:

- ❑ *Procedures for Ensuring Reasonable Accommodations.* Minor building improvements, such as ramps, rails, and wheelchair lifts, may be handled through an administrative review process to evaluate such development requirements applicable to housing for persons with disabilities.
- ❑ *Efforts to Remove Regulatory Constraints for Persons with Disabilities.* The State has removed any City discretion for review of small group homes for persons with disabilities (six or fewer residents). The City of Bell does not impose additional zoning, building code, or permitting procedures other than those allowed by State law. There are no constraints on housing for persons with disabilities caused or controlled by the City.
- ❑ *Retrofitting Requirements.* The City also allows residential retrofitting to increase the suitability of homes for persons with disabilities in compliance with accessibility requirements. In addition,



the City works with applicants who need special accommodations in their homes to ensure that application of building code requirements does not create a constraint.

- ❑ *Information Regarding Accommodation for Zoning, Permit Processing, and Building Codes.* The City implements and enforces the current California Building Code (2012). The City provides information to all interested parties regarding accommodations in zoning, permit processes, and application of building codes for housing for persons with disabilities.

The Housing Element will include a new program that includes the provision of a new Reasonable Accommodation Program. Under this program, the City will adopt a *reasonable accommodation ordinance* to provide exception in zoning and land-use regulations for housing for persons with disabilities. Currently, the City's Zoning Ordinance contains no such provisions. The procedures related to the program's implementation will be ministerial in nature with minimal or no



processing fee. Improvements may be approved by the Community Development Director as long as a number of findings may be made. First, the request for reasonable accommodation must be used by an individual with a disability protected under fair housing laws. Second, the requested accommodation is necessary to make housing available to an individual with a disability protected under fair housing laws. Third, the requested accommodation would not impose an undue financial or administrative burden on the City. Finally, the requested accommodation would not require a fundamental alteration in the nature of the City's General Plan and Zoning Ordinance.

LARGE FAMILIES

According to the HCD's definition, the term "large family" refers to a family containing five or more persons. According to the 2010 Census, a total of 1,132 large family households lived in owner-occupied units. The same Census figures also indicated that 1,955 large family households lived in rental units. This overcrowding is exacerbated by the large number of renter households in the City as well as the age of the City's housing stock.

FEMALE HEAD OF HOUSEHOLDS

In 2010, there were 2,171 female-headed households, representing 24.1% of the total number of households in Bell. Of this total, 1,489 or 16.5% of the total female headed households in the City included minors, 18 years of age or less. This number bears importance in relation to social service needs, such as child care, recreation programs, and health care, which are of special concern to these households. For purposes of comparison, approximately 15.2% of the total households in Los Angeles County were female-headed households.



7.9 PERSONS IN NEED OF EMERGENCY SHELTER

There are two categories of need that should be considered in discussing the homeless: 1) transient housing providing shelter, and usually on a nightly basis; and, 2) short-term housing, usually including a more comprehensive array of social services to enable families to re-integrate themselves into a stable housing environment. The issue of homelessness emerged as a major issue in the 1990's during the severe economic recession that Southern California was undergoing at that time. Homelessness was further exacerbated by the closing of mental institutions and the recent housing dislocation associated with the great recession that began in 2008. While the Southern California economy is improving, housing costs are once again rising in response to the growing demand. As a result, homelessness within the larger Southern California region continues to be a problem. Data provided by the Shelter Partnership estimated that there were 236,400 homeless persons in Los Angeles County over the course of a year. On any given night in Los Angeles County, there are more than 84,000 homeless persons. Various circumstances that may lead to homelessness include the following:

- Single adult transients passing through the City on the way to some other destination;
- Seasonal and/or migrant homeless individuals seeking seasonal employment in the City;
- The chronically homeless, single adults, including non-institutionalized, mentally disabled individuals, alcohol and drug abusers, elderly individuals with insufficient incomes, and others who voluntarily, or are forced, due to financial circumstances, to live on the streets.
- Minors who have run away from home;
- Low-income families that are temporarily homeless due to financial circumstances or are in the process of searching for a home (single-parent families, mostly female-headed, are especially prevalent in this group); and,
- Women (with or without children) that are escaping domestic violence.

The City of Bell Police Department acts as a referral resource to shelters in the area and sometimes transports those persons who cannot reference a permanent address to sub-regional facilities. The major shelter facility that serves the City is located in the Cheli area of Bell. The Salvation Army Bell Shelter opened in January 1988. The shelter is located in a converted 40,000 square-foot hangar formerly used as a U.S. Army Air Corp depot. The facility, the only one of its kind in the State, is designed to fulfill the objectives of the 1987 Stewart B. McKinney Homeless Assistance Act, which encouraged the use of vacant Federal facilities as homeless shelters.

The Shelter, now the largest homeless shelter west of the Mississippi, operates a comprehensive program that offers transitional care for up to 350 homeless men and women. Services provided at the shelter include emergency housing, transitional housing, substance abuse rehabilitation, case management, counseling, on-site health care and medical referrals, HIV/AIDS education, ESL classes, computer training, vocational assistance, job referrals, and life skills classes. The Salvation Army Bell Shelter, in collaboration with the Los Angeles County Department of Mental Health and ENKI Health and Research



Systems, Inc., developed a program to provide on-site assessment and treatment for homeless clients who are mentally ill or dual diagnosed with mental illness and substance abuse. Key elements of this comprehensive program include the following:

- Case Management in which all client's visit a case manager on a weekly basis;
- Supportive and transitional housing services to assist with a client's reintegration into society;
- Individual and group counseling including psychological services provided through a collaboration with ENKI mental health services;
- The operation of a licensed, 128 bed, drug and alcohol program where clients receive treatment in a recovery center;
- The operation of a *Back on Track* program where clients are able to address the emotional and psychological barriers that often prevent them from escaping homelessness;
- Working with the legal system where alternate sentencing for non-violent offenders may be considered;
- Job search assistance to help homeless clients secure meaningful employment;
- The *Homeless Veterans Reintegration Program* provides employment assistance for homeless veterans;
- On-site adult education classes, offered through the Los Angeles Unified School District, to lead to a General Education Diploma (GED), computer competency, HIV/AIDS awareness, and/or a security guard certificate; and,
- Mobile medical services are provided to all clients at the Bell Shelter, three or four times per week.

A Citywide housing condition survey was during the late spring of 2015. This survey involved a windshield survey of every street in the City of Bell. During this survey, the location and extent of homeless persons were also noted. The surveys identified between three and ten homeless individuals on each day the survey was conducted. Statistical methods were also used to forecast the balance of the County's homeless population. The survey considered the following:

- Unsheltered homeless people, including those found on streets, in vehicles, in makeshift shelters (such as tents), and encampments;
- Sheltered homeless people occupying emergency shelters, transitional housing, domestic violence shelters, and those using vouchers to stay in hotels or motels; and,
- A count of homeless people occupying short-stay institutions such as hospitals, residential rehabilitation facilities, and jails was completed.



The City of Bell was included in East Los Angeles County (SPA 7). The 2013 survey identified 2,430 homeless persons which was a significant decline from the 2011 number of 4,759 homeless persons. This decline in observed homeless persons was 2,329 or 48.9%.

7.10 FARM WORKER HOUSING

Because of the extensive amount of agricultural activity in the State, the Housing Element law requires the consideration of farm worker housing needs. Currently, there are no farm worker households residing in Bell.

7.11 LAND USE CONTROLS & REGULATIONS FOR RESIDENTIAL USES

The Land Use Element of the City of Bell contains two residential land use categories and a single category each for commercial, industrial, open space, and institutional. In addition to the base land use designations, two overlay designations are also provided that permits an expanded range of land use types for selected areas of the City. The individual land use categories, related to residential development are described below.

- ❑ *Residential, Low-Density.* This land use designation contemplates lower density residential development, including single-family homes, within those properties that are so designated. 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 corresponding zone district is designated R-1.
- ❑ *Residential, Medium-Density.* This land use designation permits higher density residential development that includes multiple-family development (town homes, condominiums, and apartments). The maximum development density is 19 units per acre. The corresponding zone districts include R-1, R-2, R-3, and C-3R zones.

The Bell Zoning Code and Zoning Map are the primary implementation ordinances of the land use element. The zoning map and ordinance identify the specific land uses allowed in the City and establishes regulations and standards for use and development. The code consists of ten zone districts that include the following: R-1, R-2, R-3, C-3R, C-3, CM, M, and T.

In addition, a planned development overlay zone is a reasonably flexible development vehicle which will provide development for the properties within the C-3, C-3R, CM, M and T zones in a manner that is consistent with the City's General Plan. A specific plan is also required for development with a land area greater than four acres. 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. The zoning categories are summarized in Table 7-9.



Table 7-9 Existing City of Bell Zone Districts			
Zone	Allowable Uses*	Minimum Lot Area	Max. Height
R-1	Single-family uses	5,000 sq. ft.	28'
R-2	R-1 uses, duplex, condominiums	5,000 sq. ft.	30'
R-3	R-1 and R-2 uses, multiple-family dwelling units	7,200 sq. ft. 1 unit/2,300 sq. ft.	30'
C-3R	C-1 and C-2 uses, equipment rental and sales, lumber yards, printers, repair shops, auto/trailer sales, residential uses	5,000 sq. ft.	70'
C-3	C-1 and C-2 uses, equipment rental and sales, lumber yards, printers, repair shops, auto/trailer sales	5,000 sq. ft.	70'
CM	C-1, C-2 and C-3 uses, manufacturing uses, warehouses	5,000 sq. ft.	150'
M	C-3 uses, equipment yard, distributing plants, mills, manufacturing uses, machine shops	5,000 sq. ft.	70'
T	R, C, or M uses	Applies to Cheli area.	
Source: Bell Zoning Code, 2015.			

The development intensity corresponds to the number of units permitted under the corresponding residential zone districts. *The population density* for the residential land use designations is then derived by multiplying the average household size by the maximum number of permitted units. Table 7-10 describes the housing types by permitted uses.

Table 7-10 Housing Types Permitted Under the Zone Districts				
	R-1	R-2	R-3	C-3R
Single-Family	P	P	P	C
2-4 DU	X	P	P	C
5+ DU	X	P	P	C
Residential Care <6	P	P	P	C
Residential Care >6	C	C	C	C
Emergency Shelter	Emergency shelters are permitted in the Cheli area.			
Single-Room Occupancy	X	X	X	C
Manufactured Homes	P	P	P	X
Transitional/Supportive Housing	Transitional and supportive housing uses are not identified as a permitted use.			
Second Units	P	P	P	C
P = Permitted C = Conditionally Permitted X = Prohibited 1. SRO's will be permitted in the C-3R zone.				

Specific zoning requirements for SRO development will be identified as part of a future zoning ordinance revision. The processing requirements for supportive and transitional housing will correspond to those required for single-family units. Standards for SRO developments will be identified in the C-3R zone



districts. Pursuant to State law, *manufactured* housing is permitted by right in all of the residential zones. The standards applied to such housing are the same as those governing conventional “stick built” housing. Residential development standards in the residential zone districts are summarized below in Table 7-11.

Table 7-11 Residential Development Standards						
R-1 District	Front/Side/Rear Setbacks (1-story)	Front/Side/Rear Setbacks (2-story)	Maximum FAR (1-story)	Maximum FAR (2-story)	Maximum Building Height	Maximum 2nd Floor/1st Floor
R-1	25'/5'/10'	25'/7'/10'	.50 FAR or 2,800 sq. ft.	0.50 FAR or 2,800 sq. ft.	28'	80%
R-2	25'/5'/10'	25'/7'/10'	.50 FAR or 2,800 sq. ft.	0.50 FAR or 2,800 sq. ft.	28'	80%
R-3 < 8,000 sq. ft.	25'/5'/10'	25'/7'/20'	.28 FAR or 2,800 sq. ft.	0.28 FAR or 2,800 sq. ft.	30'	80%
R-3, C-3R > 8,000 sq. ft. size lots	25'/5'/10'	30'/10'/20'	.28 FAR or 2,800 sq. ft.	0.28 FAR or 2,800 sq. ft.	30'	80%

Source: City of Bell, 2013.





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