



DRAFT

CITY OF BELL 2030 GENERAL PLAN



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

OCTOBER 27, 2016



ACKNOWLEDGEMENTS

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SECTION 1 INTRODUCTION TO THE 2030 BELL COMPREHENSIVE GENERAL PLAN

1.1 OVERVIEW OF THE GENERAL PLAN

This City of Bell General Plan is a long range comprehensive plan that will control and regulate land uses and development in the City. The individual Elements of this General Plan contain policies and programs that will guide future development in the City. Section 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.

State law requires every city and county to prepare and adopt a comprehensive general plan to serve as a guide for land uses and development.¹ Planning case law has placed the general plan atop the hierarchy of local government laws that regulate land use and development. Consequently, California requires consistency between the general plan and all other regulations and ordinances. The City of Bell's zoning ordinance and map, specific plans, and future development proposals must all be consistent with the policies, plans, and standards contained in this General Plan. In recent years, the City has experienced difficulties related to the severe economic downturn and the resulting local unemployment rate that mirrored those of the Great Depression of the 1930's. The City's economic difficulties were further compounded by the extraordinary level of corruption of the City's previous administrators. Local Bell residents were the catalyst of change that has now resulted in economic reform, greater levels of public scrutiny, increased public participation, and a renewed confidence in the future.

This General Plan will serve as a master long-range plan that will chart the City's direction for decades to come. The existing land uses and development in Bell were largely established prior to the City's incorporation. This General Plan update will provide a blueprint to follow well into the 21st Century. Key issues that may be considered as part of this update include the following:

- ❑ ***Environmental Justice and Public Participation.*** Environmental justice is a concept that calls for the impacts of plans, initiatives, and developments that are so critical to the economic wellbeing of the region to be shared by all. For example, freeways, rail yards, the concentration of industry, and certain types of less desirable but necessary uses (such as prisons) are too often located in lower income or minority communities. The new Bell General Plan adheres to an open, transparent, and collaborative process that will promote the full participation of the residents, business owners, and the property owners into the planning process.
- ❑ ***Housing Maintenance and Rehabilitation.*** The condition of the City's housing has shown improvement since the early 1990's though the recent economic downturn did result in a number of foreclosures or deferred housing maintenance by the property owners. The City's financial

¹ The Bell General Plan has been prepared pursuant to California Government Code Section 65300, et. seq., which requires the City to adopt a comprehensive, long-range general plan to guide the physical development of the community.



problems and the elimination of the Redevelopment Agency has also lead to a shortage in financial resources that could otherwise be used for housing rehabilitation. Regardless, the General Plan will support ongoing and future efforts that promote housing rehabilitation.

- ❑ ***Neighborhood Preservation.*** The diversity and stability of the residential neighborhoods are positive factors though in recent years, new school construction has displaced large numbers of housing units. These new schools are deficient in parking and parking spill over has impacted the surrounding neighborhoods. Nevertheless, the City is rich in the diversity of housing types and styles, unlike newer suburban communities that have employed a “cookie cutter” or “one-style-fits-all” approach to new housing development. This General Plan establishes clear policies regarding neighborhood preservation that will be the foundation for future zoning regulations and development standards.
- ❑ ***Infill Opportunities for New Residential Development.*** The diversity and stability of the City’s residential neighborhoods are important issues that have already been identified. Opportunities for new housing must also be identified if the City is to meet future housing demand and conform with State housing regulations. This General Plan explores the opportunities for new housing. Because of the parking constraints, infrastructure deficiencies, and land use compatibility, future residential development sites are likely to be found along the major arterial roadways. Finally, the General Plan indicates infill opportunities for mixed-use development as a means to both revitalize the commercial corridors and provide new housing opportunities.
- ❑ ***Commercial Revitalization.*** Bell is among the most densely populated cities in California. Some 36,716 persons live within the City’s 2.6 square-mile land area. This compact population could re-energize the local retail and service market. This General Plan will ensure that sufficient land area is available to accommodate new and revitalized commercial development along the Atlantic Boulevard and Gage Avenue corridors.
- ❑ ***Rebirth of Downtown Bell.*** One of the major factors that led to the decline of the Gage Avenue “downtown” was the way Gage Avenue has undergone change in past decades. The street is no longer inviting to pedestrians and local shoppers. The new General Plan will examine ways the Gage Avenue corridor may once again attract local shoppers. These measures may include the introduction of traffic calming measures, the possible reintroduction of angled on-street parking, investigating opportunities for public and/or shared parking, improving sidewalks, street furniture, and landscaping.
- ❑ ***Industrial and Distribution.*** The Cheli district (located to the east of the Los Angeles River) is the major area of the City that contains industrial uses. This area historically was not developed in uses that would be a benefit to the City in terms of revenue and employment. The area was occupied by the former Cheli Air Force Base that was most recently used for the storage of school supplies and bus parking, a National Guard center, and a major Post Office facility. In the past decade, new business park development has occurred in the area.



- ❑ **Public Infrastructure and Facilities.** The City’s infrastructure is aging and the majority of the water and sewer lines were designed to serve much lower development densities. Future land use decisions must take into account the availability of infrastructure. This General Plan considers opportunities for new infrastructure and other public facilities that are designed to meet the needs of the existing residents. This General Plan also identifies innovative ways to provide new recreational opportunities through the increased sharing (joint-use) of school facilities and the adaptive reuse of existing facilities.
- ❑ **Transportation.** Bell and the adjacent communities of Cudahy, Maywood, and Bell Gardens, are among the most densely populated communities in California. Other than bus transit service, the area has been left out of the regional mass transit initiatives. The General Plan sets the stage for how the City may be connected to the regional mass transit system such as “EcoRapid-Transit.”
- ❑ **Goods Movement.** This General Plan also considers the many opportunities that present themselves in planning for future development and land uses in the City. Bell is located in the geographic center of the second largest economic and population center in the United States. The City’s proximity to the industrial center of Los Angeles and its midpoint location between the Los Angeles-Long Beach port area and downtown Los Angeles makes the City an ideal location to live and work.

1.2 FORMAT & CONTENT OF THE BELL GENERAL PLAN

The City of Bell General Plan is comprised of the following Elements in accordance with the State of California Planning, Zoning, and Development laws:

- ❑ The **Land Use and Sustainability Element** indicates the general location and distribution of the existing and permitted land uses in the City. This Element also includes standards for population density and development intensity for each category of land use. The Land Use and Sustainability Element also considers issues related to urban design and economic development.
- ❑ The **Resource Management Element** meets the State-mandated requirements for the conservation and open space elements. The Resource Management Element provides for the conservation, development, and use of natural resources. This Element also addresses air quality, water quality, and parks and recreation.
- ❑ The **Health and Health and Safety Element** provides for the protection of the community from a variety of man-made and natural hazards. Other related issues addressed in the Health and Health and Safety Element include environmental hazards and noise.
- ❑ The **Mobility and Mobility and Circulation** indicates the general location and the extent of existing and proposed roadway improvements and infrastructure. This Element also provides standards for roadway design and level of service standards.



- ❑ The **Housing Element** evaluates the existing and projected housing needs of the City and establishes policies and programs that will be effective in the preservation, improvement, and development of housing that will accommodate the City’s future housing need.

State law requires every city and county to prepare and adopt a comprehensive general plan that consists of seven mandatory elements: land use, housing, circulation, safety, conservation, open space, and noise.² Table 1-1 outlines the format of the Bell General Plan Elements and the seven mandatory elements required under State planning law.

Table 1-1 Relationship of Bell General Plan Elements & the State Mandated General Plan Elements							
City of Bell General Plan Elements	State Mandated Elements						
	Land Use Element	Housing Element	Mobility and Circulation	Open Space Element	Conservation Element	Health and Safety Element	Noise Element
Land Use and Sustainability Element	<input type="checkbox"/>						
Mobility and Mobility and Circulation			<input type="checkbox"/>				
Housing Element		<input type="checkbox"/>					
Resource Management Element				<input type="checkbox"/>	<input type="checkbox"/>		
Health and Health and Safety Element						<input type="checkbox"/>	<input type="checkbox"/>

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

- ❑ The **Introduction to the Element** describes the purpose, scope, and statutory authority of the Element.
- ❑ The **Planning Background** includes a discussion of the existing conditions as they relate to the element being considered.
- ❑ The **Planning Vision** section includes the policy statements that are relevant to the particular element in which they are located along with the identification of implementing programs.
- ❑ Finally, each of the elements contain a **Planning Implementation** section that includes guidelines, standards, or implementing programs relevant to the particular element.

² California Government Code Section 65300, et. seq.



1.3 BELL GENERAL PLAN POLICY FRAMEWORK

The scope and content of a general plan prepared by a local government, as well as the process that must be followed in its adoption and amendment, is governed by the State of California planning laws.³ In addition, the courts have further refined the interpretation of the legislature’s intent over the past decades. Presently, the Bell General Plan represents the cornerstone in the long-range planning for land use and development. The importance of the General Plan is clearly stated in the government code which indicates the Plan is designed to “serve as the constitution of the local government for which it has been prepared.”

As indicated previously (Section 1.2), each element contains a section that includes a listing of General Plan policies that are related to that particular element. The *Planning Vision* section includes the policy statements that are relevant to the particular element in which they are located along with the identification of implementing programs. The foundation of the United States Constitution rests on the Bill of Rights and its 26 Amendments. As with the United States Constitution, the Bell General Plan’s foundation rests on the policies contained within it. With regard to policies, the State of California General Plan Guidelines indicates the following:

“The General Plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principals, standards, and plan proposals. A development policy is a general plan statement that guides action. Development policies include goals, objectives, principals, plan proposals, and standards. Therefore, with regard to general plans, “policy” has both a specific and general meaning.”⁴

The aforementioned General Plan Guidelines prepared by the State provide some valuable guidance when formulating and reviewing policies by indicating the following:

- ❑ A policy is a specific statement that guides decision-making. It indicates a clear commitment of the local legislative body. A policy is based on a general plan’s goals and objectives as well as the analysis of data.
- ❑ A policy is effectuated by implementation measures. Consequently, a realistic policy is one that is adopted by local legislators who are mindful of the general plan’s implementation.
- ❑ For a policy to be useful as a guide to the decision-makers, it must be clear and unambiguous. The practice of adopting broadly drawn and vague policies is unacceptable. Clear policies are particularly important when it comes to judging whether or not zoning decisions, subdivisions, public works projects, etc., are consistent with a general plan.

³ California, State of. Government Code §65302.

⁴ California, State of. General Plan Guidelines – 1990. Chapter 1: The Nature, Content, and Format of the General Plan. Page 14. 1990.



- ❑ When writing policies, local officials need to be aware of the difference between “shall” and “should.” “Shall” indicates an unequivocal directive. “Should” signifies a less rigid directive, to be honored in the absence of compelling or contravening considerations. Use of the word “should,” to give the impression of more commitment than actually intended, is a common though unacceptable practice. It is better to adopt no policy than to adopt a policy with no backbone.
- ❑ Solid policy is based on solid information. The analysis of data collected as part of a general plan’s development should provide local officials with a knowledge of trends, existing conditions, and projections they need to formulate policy. If projected community conditions are not in line with a general plan’s goals and objectives, local legislative bodies may adopt policies that will help bring about a more desirable future.⁵

1.4 AMENDING & ONGOING REVIEW OF THE GENERAL PLAN

California Government Code Section 65400 requires the City to annually review the General Plan. An annual report should be prepared for review and approval by the Planning Commission/City Council and forwarded to the State Office of Planning and Research and the State Housing and Community Development office on or before October 1 of each year.⁶

The annual review report is intended to provide information on how the General Plan is being implemented; any necessary course adjustments or modifications to the General Plan needed to improve implementation; the correlation between land use decisions made and existing objectives, policies, and tools; the progress made in meeting the City’s share of regional housing needs pursuant to California Government Code Section 65584; and the City’s efforts to remove constraints to the maintenance, improvement, and development of housing. As a “living document,” the General Plan is reviewed and periodically amended to reflect changes in the housing market, the economy, etc. Should individual elements require amendment, these amendments can be adopted up to four times per year after noticed public hearings.

1.5 OVERVIEW OF THE PLANNING AREA

The City of Bell is centrally located within the greater Los Angeles metropolitan area approximately ten miles southeast of downtown Los Angeles. The City of Bell 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.⁷ A regional map of the City is provided in Exhibit 1-1.

⁵ California, State of. General Plan Guidelines – 1990. Chapter 1: The Nature, Content, and Format of the General Plan. Page 17. 1990

⁶ Information and suggestions for preparing the annual review report may be found in the State of California General Plan Guidelines.

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

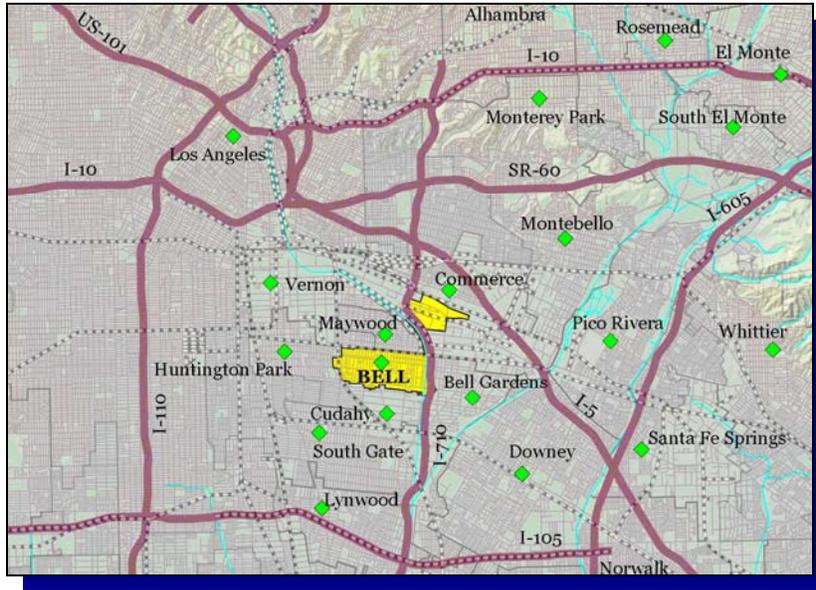


EXHIBIT 1-1. THE CITY OF BELL’S REGIONAL

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*. A map of the City is provided in Exhibit 1-2.

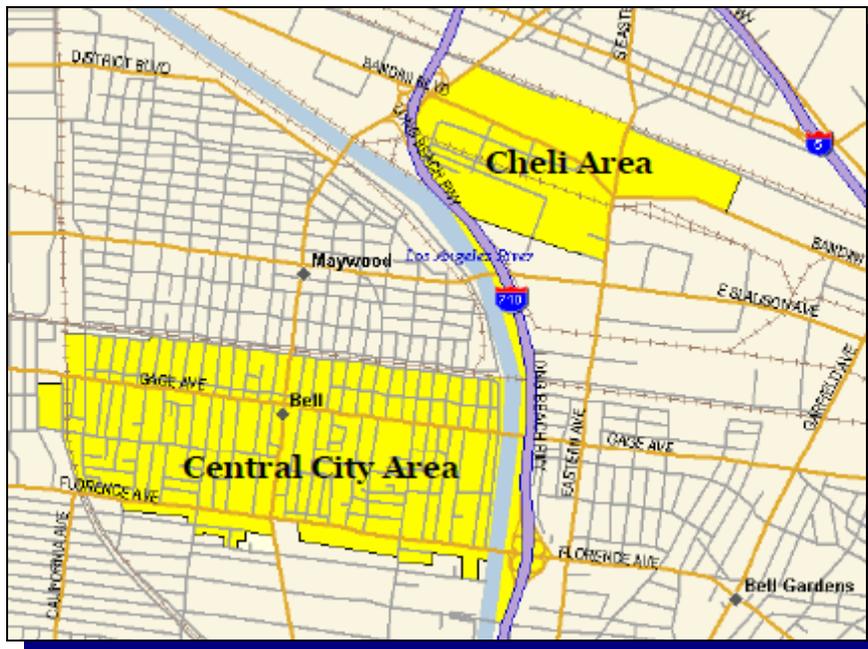


EXHIBIT 1-2. A MAP OF THE CITY OF BELL



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 2016 State of California Department of Finance estimates is 36,716 persons. 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, 2016) indicate there are 9,213 housing units in Bell.

Commercial development is concentrated 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* extends 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 area in the City is located in the *Cheli* area located east of the I-710 freeway.⁸ A large portion of this area is owned by the Federal government.⁹ 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.



⁸ Blodgett Baylosis Environmental Planning. Citywide Land Use Survey. September and October 2014

⁹ This area is occupied by a California National Guard Armory. The Los Angeles Air Base was first occupied the area during World War II.



SECTION 2 LAND USE & SUSTAINABILITY ELEMENT

2.1 INTRODUCTION TO THE LAND USE & SUSTAINABILITY ELEMENT

The Land Use and Sustainability Element serves as a long range guide for development and planning in the City of Bell and indicates the location and extent of existing and future development throughout the City. Most importantly, this Element identifies those areas where existing and future land uses will be permitted. According to the State planning law, this Element must.

- ❑ Designate the distribution, location, and extent of land uses for housing, business, industry, open space, recreation, and public facilities;
- ❑ Establish standards of population density and building intensity for each land use category covered by the General Plan; and,
- ❑ Identify land uses in those areas subject to development constraints, such as flooding.

The primary objective of the Land Use and Sustainability Element is to assist in the management of future growth, to improve the City's physical appearance, and to minimize land use conflicts. Additionally, the State General Plan Guidelines indicate this Element must seek to accomplish the following.

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

This Element also emphasizes sustainable development by coordinating growth and new development in a comprehensive manner so as to avoid incremental and uncoordinated decision making that lacks vision. Growth is targeted to those areas of the City where growth may be accommodated while maintaining the integrity of the residential neighborhoods and ensuring quality development.

RELATIONSHIP TO THE GENERAL PLAN

This Element addresses a wide range of issues regarding existing and future development, land use compatibility, the availability of public services and infrastructure, public safety, and the conservation of resources of concern to the community. The scope and content of this Land Use Element is governed by State law (Section 65302(a) of the Government Code). According to State law the policies included in this Element must reflect the policies contained within the other General Plan Elements.

- ❑ The Housing Element contains policies for residential development that are considered in the Land Use Element.



- ❑ The Mobility and Circulation provides for the development of a transportation framework that will support the ultimate land uses and development anticipated under the Land Use Plan.
- ❑ The Health and Safety Element identifies hazards that need to be considered in future land use planning. This Element is also used as a guide to establish noise mitigation.

2.2 PLANNING BACKGROUND FOR LAND USE & SUSTAINABILITY

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.

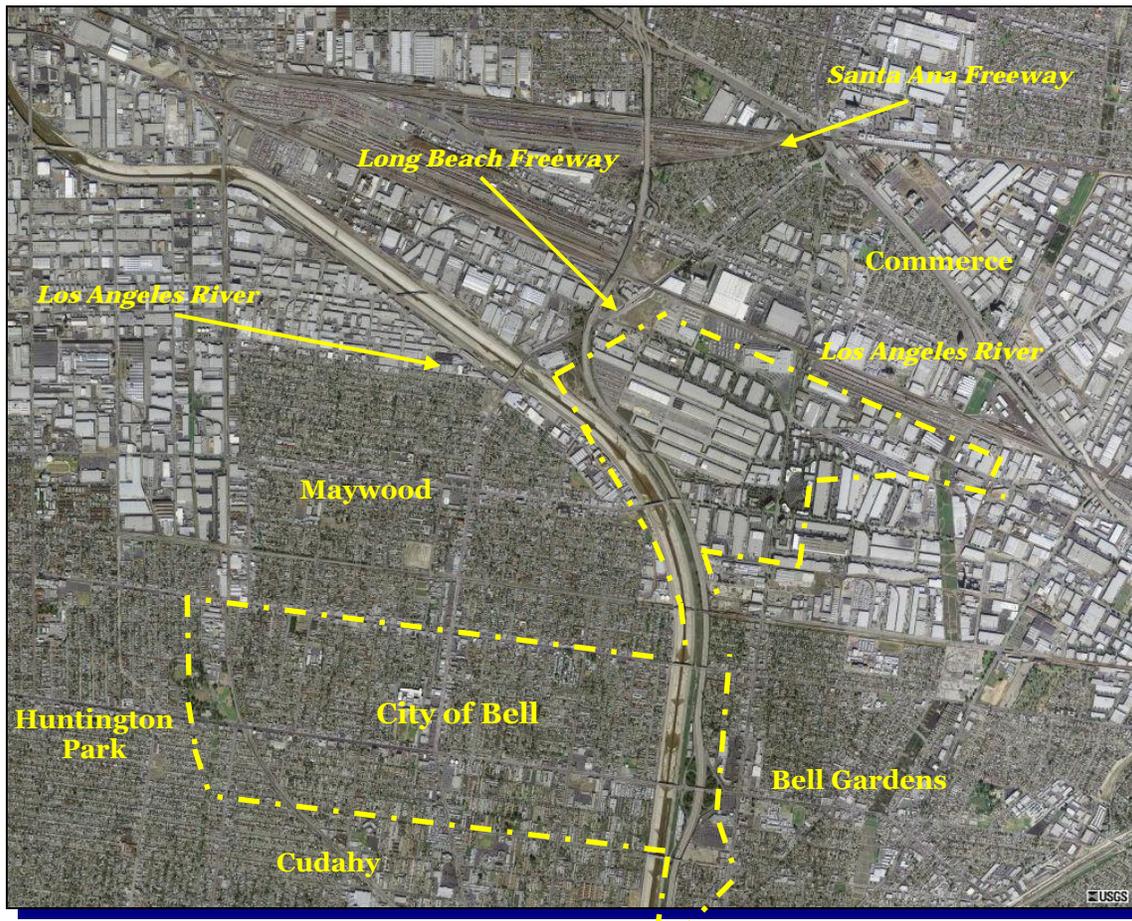


EXHIBIT 2-1. AERIAL PHOTOGRAPH OF THE CITY OF BELL



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, 2016) California Department of Finance estimates, there are 9,213 housing units in Bell. Of this total, 4,748 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.¹⁰ 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 located 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 government-related uses.¹¹ 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. These parcels have a combined area of approximately 151 acres and include properties located adjacent to the I-710 freeway and north and

¹⁰ State of California Dept. of Finance. Table 2, E-5 City/County Population and Housing Estimates, Revised January 1, 2016.

¹¹ This area is occupied by a California National Guard Armory. The Los Angeles Air Base was first occupied the area during World War II.



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, 2016.		

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

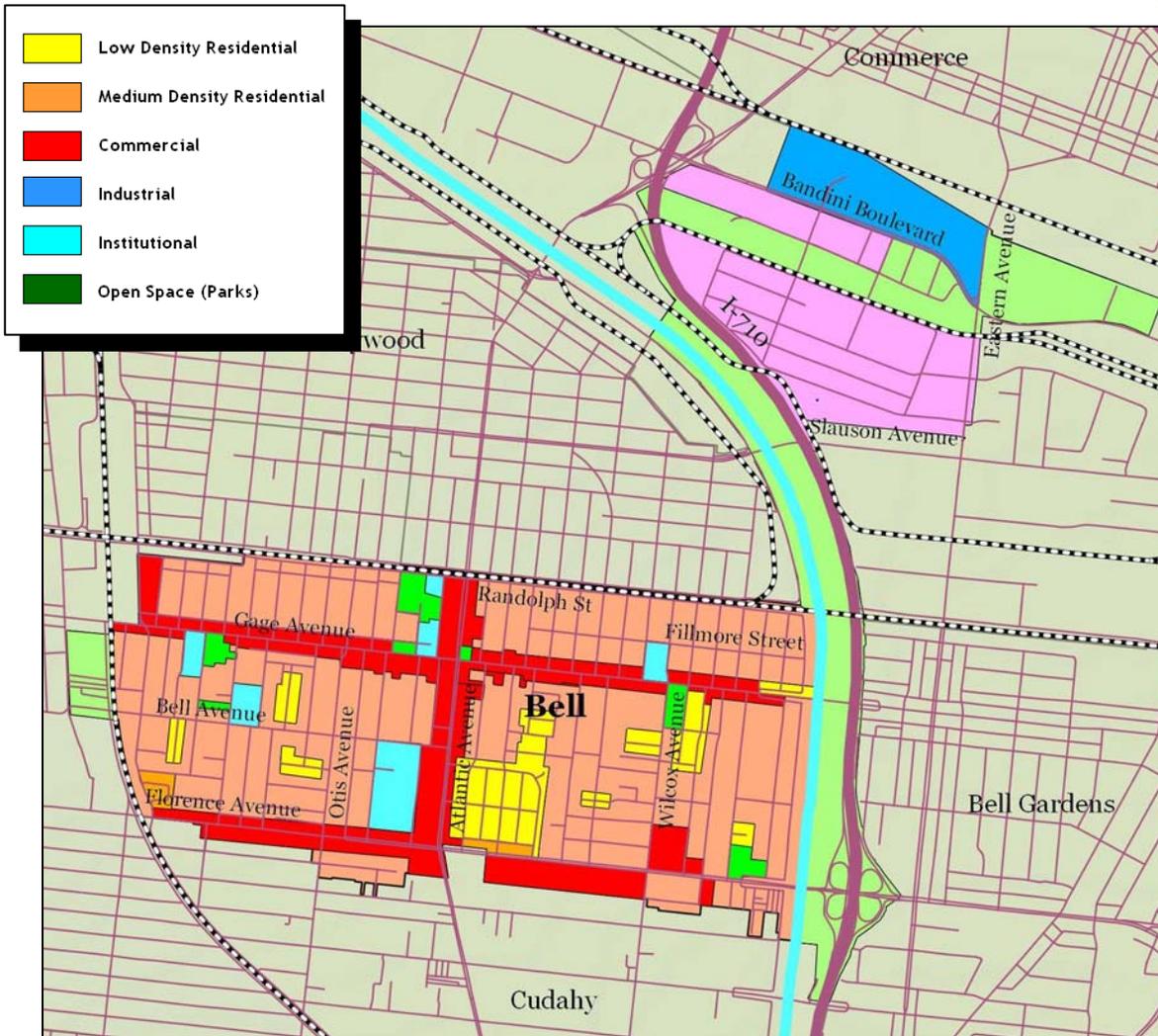


EXHIBIT 2-2. GENERALIZED EXISTING LAND USE MAP OF THE CITY OF BELL

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	General commercial uses, equipment rental and sales, lumber yards, printers, repair shops, auto/trailer sales; residential uses*	5,000 sq. ft.	70'
C-3	General commercial uses, equipment rental and sales, lumber yards, printers, repair shops, auto/trailer sales	5,000 sq. ft.	70'
CM	C3 uses, general commercial 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, 2016			

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.

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.



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, 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-inch 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.

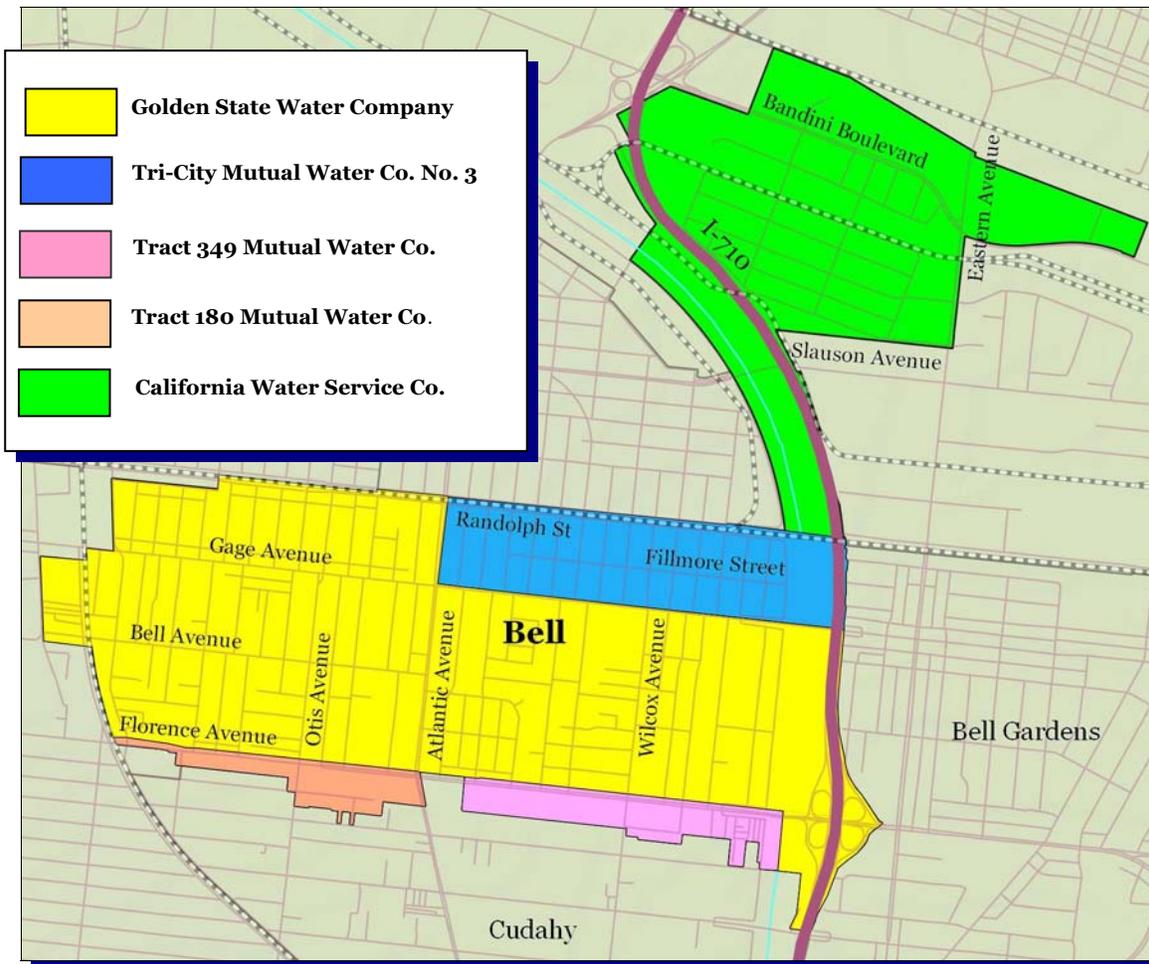


EXHIBIT 2-3. WATER SERVICE PROVIDERS IN THE CITY OF BELL

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



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 Health and 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.

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
Bell High School	4328 Bell Avenue
Source: Los Angeles Unified School District	

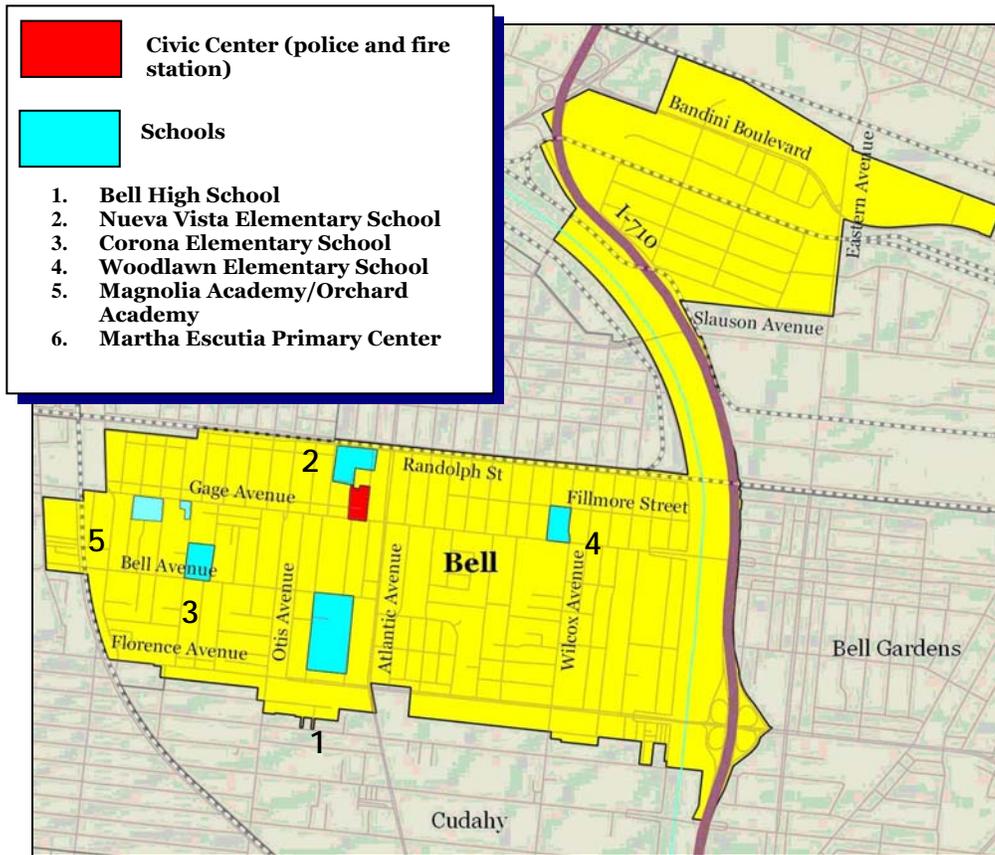


EXHIBIT 2-4. MAJOR PUBLIC FACILITIES IN THE CITY OF BELL



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.

ECONOMIC DEVELOPMENT

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.



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.¹² 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.

¹² 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 Table 2-5, the great majority of the business establishments and employment in the City is in three 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.

2.3 PLANNING VISION FOR LAND USE & SUSTAINABILITY

LAND USE & SUSTAINABILITY POLICIES

The City of Bell, with the implementation of this Land Use and Sustainability Element, seeks to promote an orderly pattern of quality future development to achieve a complete and controlled balance of growth among land uses. The following objectives will be realized through the implementation of the policies and programs contained in the Land Use and Sustainability Element:

- To promote orderly development within the City while, at the same time, ensuring that sustainability is the cornerstone of this future development.
- To promote quality design in new and rehabilitated development throughout the City.
- To promote sustainability in the planning, design, and construction of new and rehabilitated development throughout the City.
- To ensure that the future needs for infrastructure and public services are addressed.
- To maintain and conserve the existing residential neighborhoods in the community while providing for a variety of housing opportunities for all residents.
- To increase employment opportunities in the City.
- To ensure a strong industrial and commercial tax base to finance public improvements and services.
- To promote the development of a wide range of land uses and development to meet the needs of the local and regional marketplace.
- To promote the energy efficiently and conservation in all existing and future development.

The City’s Land Use and Sustainability Element policies are outlined in this section that follows. The policies are arranged under each of the issue areas discussed above. The following policies will establish the policy framework for the Land Use and Sustainability Element.



- ❑ **Issue: To promote orderly development within the City while, at the same time, ensuring that sustainability is the cornerstone of this future development.**

Land Use and Sustainability Element Policy 1. The City of Bell shall promote development and land uses that are consistent with the General Plan that will address the current and future need of all of the residential and business sectors. The City shall ensure that future land uses will be in compliance with current zoning codes. The City’s Zoning Code and map shall also be updated to ensure conformity with the General Plan.

Land Use and Sustainability Element Policy 2. The City of Bell shall undertake a comprehensive review of its zoning and development standards to ensure they meet the current needs. This review process will include land use surveys, site visits to various businesses, and the identification of an implementation strategy.

Land Use and Sustainability Element Policy 3. The City of Bell shall prevent incompatibility among land uses for the health and safety of occupants and the protection of property values. The City shall ensure all new development conforms with surrounding properties as a means to protect the health and safety of occupants and maintain property values.

Land Use and Sustainability Element Policy 4. The City of Bell shall strive to minimize expansion of non-conforming uses and ensure that those presenting a health and safety hazard are brought into code compliance. The City shall establish a Planning Commission as a means to ensure that all projects comply with current codes and to facilitate land use compatibility.

- ❑ **Issue: To promote quality design in new and rehabilitated development throughout the City.**

Land Use and Sustainability Element Policy 5. The City of Bell shall encourage a high level of quality in construction and site design features. The City shall create and implement specific design guidelines to promote higher quality in construction.

Land Use and Sustainability Element Policy 6. The City of Bell shall promote design and development strategies (landscaping, shared parking, mixed-use development, etc.) to address the strip commercial development found along arterial roadways. The City shall ensure that new development is compatible with style and design of the surrounding environment through new development standards and design guidelines.

Land Use and Sustainability Element Policy 7. The City of Bell shall explore new programs and revenue sources for the financing, commercial, and residential rehabilitation. The City shall explore new opportunities for residential programs (U. S. HUD and Community Development Block Grant [CDBG] funding).



- ❑ **Issue: To promote sustainability in the planning, design, and construction of new and rehabilitated development throughout the City.**

Land Use and Sustainability Element Policy 8. The City of Bell shall continue to promote recycling as a means of reducing solid waste. The City will continue to inform and educate residents and businesses regarding the best practices to follow in waste recycling and reduction.

Land Use and Sustainability Element Policy 9. The City of Bell shall require ongoing and future land uses to employ sustainable practices to conserve water, waste, energy, and other resources. As part of this policy, new development must conform to current low-impact development requirements and Leadership in Energy and Environmental Design protocols.

Land Use and Sustainability Element Policy 10. The City of Bell shall ensure that land use and development plans of other agencies (Caltrans, LAUSD, etc.) do not adversely impact the community. As part of this process, the City shall be proactive in its review of CEQA documents provided by other public agencies in the vicinity of the City.

Land Use and Sustainability Element Policy 11. The City of Bell shall promote alternative parking strategies such as shared parking and/or a reduction in off-street parking requirements, in its commercial districts. These measures will include, but may not be limited to, using parking structures, meeting with business owners to discuss parking needs and demand, and working with business owners to ensure that parking demands are met.

- ❑ **Issue: To ensure that the future needs for infrastructure and public services are addressed.**

Land Use and Sustainability Element Policy 12. The City of Bell shall review the need for new or expanded public facilities to address the City's changing demographic character. The City shall ensure that the general public and residents are involved in this planning process. Finally, the City shall keep abreast of changing demographic trends.

Land Use and Sustainability Element Policy 13. The City of Bell shall periodically review City services, programs, and facilities to ensure that service to new land uses and development can be provided. As part of this review, City staff will ensure that the Capital Improvement Program (CIP) is consistent with the policies of the General Plan. In addition, the City shall review the General Plan on an annual basis to indicate the Plan's progress in being implemented.

Land Use and Sustainability Element Policy 14. The City of Bell shall strive to provide adequate public facilities through capital improvement strategies, grants, and other funding programs.

Land Use and Sustainability Element Policy 15. The City of Bell shall consider traffic generation, parking demand, alternative forms of transportation, and sustainability when reviewing development projects. For larger projects, a traffic study must be prepared and reviewed by City staff.



Land Use and Sustainability Element Policy 16. The City of Bell shall continue to support the ongoing improvements to the local roadway system while protecting local neighborhoods and businesses. The City shall be proactive in ensuring that adequate public services continue to be provided and will include periodic surveys of street lighting, roadway conditions, and other utilities.

- ❑ **Issue: To maintain and conserve the existing residential neighborhoods in the community while providing for a variety of housing opportunities for all residents.**

Land Use and Sustainability Element Policy 17. The City of Bell shall encourage quality residential development to achieve neighborhood stability through site inspections of new development.

Land Use and Sustainability Element Policy 18. The City of Bell shall promote a range of residential land uses (single-family, multiple-family, etc.) to accommodate existing and future housing needs. The City shall also review and update the Zoning Code to ensure that it promotes a range of housing densities to meet the diverse needs and lifestyles of residents.

- ❑ **Issue: To increase employment opportunities in the City.**

Land Use and Sustainability Element Policy 19. The City of Bell shall actively solicit and facilitate development that will benefit the City in terms of quality design, employment, and revenue. As part of this process, the City shall oversee the preparation of a feasibility analysis and/or study.

Land Use and Sustainability Element Policy 20. The City of Bell shall promote economic stability of the commercial base while promoting new employment opportunities. The City shall market the City to variety of business opportunities.

Land Use and Sustainability Element Policy 21. The City of Bell shall continue to promote and support industries that provide jobs for the local labor force. The City shall work to attract employment-generating industries by hosting job fairs and proactive marketing (newsletters, mailings, City’s website, etc.).

- ❑ **Issue: To ensure a strong industrial and commercial tax base to finance public improvements and services.**

Land Use and Sustainability Element Policy 22. The City of Bell shall develop strategies, such as increased floor area ratios, density bonuses, relaxed parking requirements, etc., to encourage the market to consolidate parcels in the City’s commercial areas. The City shall identify all underutilized properties, and where needed, prepare and implement the necessary policy document to facilitate future sustainable development.

Land Use and Sustainability Element Policy 23. The City of Bell shall work with the Federal government and property owners to better guide development decisions in the Cheli



district. The City shall ensure that the Zoning Code is enforced to promote both land use and health and safety compatibility.

Land Use and Sustainability Element Policy 24. The City of Bell shall require all new industrial and commercial development to prepare a specific plan when the land area of such development is four acres or more. The City shall ensure that all specific plans are consistent with the policies of the General Plan and adhere to the Zoning Code and other pertinent development requirements.

Land Use and Sustainability Element Policy 25. The City of Bell shall protect existing industrial areas from intrusion of dissimilar uses through the implementation of the General Plan's land use policy. The City shall implement the General Plan and Zoning Code to ensure that industrial uses are protected where appropriate.

Land Use and Sustainability Element Policy 26. The City of Bell shall continue to promote and support revitalization of the commercial districts in the City. The City shall continue to enhance the "Central City Area," promote the creation of smaller commercial neighborhood centers at key intersections, and discourage further strip commercial development. The City shall also strive to minimize or eliminate conflicts while at the same time marketing the City as an optimal location for new business opportunities as well as business retention.

- ❑ **Issue: To promote the development of a wide range of land uses and development to meet the needs of the local and regional marketplace.**

Land Use and Sustainability Element Policy 27. The City of Bell shall strengthen commercial and industrial uses by working in conjunction with existing and prospective merchants and investors, encouraging mixed-use projects that contain a variety of compatible uses, and working with the Chamber of Commerce.

Land Use and Sustainability Element Policy 28. The City of Bell shall encourage mixed-use projects in key locations to provide additional market support and patronage of local businesses. This concept will be encouraged in the future infill development of underutilized and blighted commercially zoned parcels. The City shall encourage the assembling of adjoining small or odd shaped parcels in order to create more viable developments. Finally, the City shall market the new Mixed-Use land use designation to the development community.

Land Use and Sustainability Element Policy 29. The City of Bell shall continue to participate in regional planning efforts such as those being undertaken by the Southern California Association of Governments (SCAG) and the Gateway Cities Council of Governments. The City shall be proactive in participating in the regional planning efforts that are undertaken as part of SCAG and the Gateway Cities Council of Governments.

Land Use and Sustainability Element Policy 30. The City of Bell shall consider the establishment of a Benefit Assessment District for the Cheli industrial area as a means to finance needed public improvements and infrastructure.



- ❑ **Issue: To promote the energy efficiency and conservation in all existing and future development.**

Land Use and Sustainability Element Policy 31. The City of Bell shall promote energy efficiency and renewable energy strategies in the review of new developments. Examples include, but are not limited to, solar panels, natural lighting, vehicle charging stations, etc.

Land Use and Sustainability Element Policy 32. The City of Bell shall collaborate with utility providers to identify new strategies to promote energy and water conservation. The City of Bell shall sponsor periodic meetings with the utility and service providers.

Land Use and Sustainability Element Policy 33. The City of Bell shall investigate policy initiatives, legislative changes, and Best Practice research that will assist the City in being in the forefront of technological trends.

Land Use and Sustainability Element Policy 34. The City of Bell shall permit land uses and development that involve the use of alternative fuels and related technology.

LAND USE & SUSTAINABILITY PROGRAMS

The following programs will implement the policies outlined previous section.

- ❑ ***Building Code Review Program.*** The City of Bell will periodically review, and if necessary, update the Uniform Building Code (UBC) to reflect current technology and regulations. This review will be undertaken by designated individuals to identify appropriate changes to the UBC that should be considered. Amendments to the City's building code will then be made, as appropriate. This program's implementation strategy is summarized below:
 - *Source of Funding:* General Fund
 - *2017-2021 Program Objectives:* To undertake an annual review.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- ❑ ***Capital Improvement Planning.*** The City's Capital Improvement Program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis, and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. The City will continue to update, review, and implement its CIP to consider transportation-related improvements. This program's implementation strategy is summarized below:
 - *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* To review and update the CIP.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- ❑ ***Code Enforcement.*** Code enforcement is an integral part of the City's efforts to improve the appearance of substandard structures, properties, and signage. The objective of the City's Code Enforcement Program is to bring substandard units and other types of development into



compliance with City codes. Potential code violations are identified based on exterior windshield surveys and complaints reported to the City. The City's Code Enforcement Officers work closely with the Community Development Department staff and property owners to identify blighted and dilapidated structures. In order to address the continuing problem of substandard development, the Code Enforcement Officer(s) will notify property owners that they are in violation of City ordinances and will undertake the steps necessary to bring their properties into compliance with City codes. These efforts will result in improved maintenance of buildings and properties throughout the City. Property owners are also informed of any rehabilitation loans or grants that are available as a means to correct code violations. This program's implementation strategy is summarized below:

- *Source of Funding:* General Fund.
- *2017-2021 Program Objectives:* To maintain the existing service level.
- *Agency Responsible for Implementation:* Community Development Department.
- *Implementation Schedule:* The program is ongoing and will be continued.

- ***Design Guidelines and Review.*** The City shall continue to implement its current development review procedures. The purpose of the development review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. The development review process is an important component of development review. This process may be used to consider a potential development's impact on the architectural integrity of historically significant structures and sites. This program's implementation strategy is summarized below:

- *Source of Funding:* General Fund.
- *2017-2021 Program Objectives:* To complete design guidelines for the areas plans by 2020.
- *Agency Responsible for Implementation:* Community Development Department.
- *Implementation Schedule:* The program will commence at the adoption of the General Plan.

- ***Environmental Review.*** The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects, as well as those that will have the potential to adversely impact the environment. Land use and development are among the issue areas that will be addressed in the environmental analysis. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures that may be recommended as part of the environmental review process. This program's implementation strategy is summarized below:

- *Source of Funding:* General Fund.
- *2017-2021 Program Objectives:* To maintain the existing service level.
- *Agency Responsible for Implementation:* Community Development Department.
- *Implementation Schedule:* The program is ongoing and will be continued.

- ***Nonconforming Ordinance.*** The City shall review, and if required, revise its Nonconforming Ordinance on an ongoing basis to ensure that it meets the current objectives of the community. The initial step will require city staff to review the existing nonconforming ordinance. Staff shall prepare a report that will be submitted to the city council and planning commission describing



provisions of the ordinance and any problems that have been experienced related to its implementation. This program's implementation strategy is summarized below:

- *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- ❑ **Zoning Conformity Program.** The City will continue to review the zoning ordinance and map to ensure that the development standards are consistent with those identified in the Land Use and Sustainability Element. The City will also initiate appropriate changes to the zoning map to ensure conformity between the Land Use Element and zoning map. This program's implementation strategy is summarized below:
- *Source of Funding:* General Fund and Community Development Block Grant (CDBG).
 - *2017-2021 -2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.

2.4 PLANNING IMPLEMENTATION FOR LAND USE & SUSTAINABILITY

Through the implementation of the Land Use and Sustainability Element, the City of Bell seeks to accomplish the following:

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

The land use map (Exhibit 2-6) indicates the location and extent of permitted development in the City. With the City of Bell completely urbanized, the land use map's focus is on the conservation, maintenance, the rehabilitation of existing development, and the identification of opportunities for redevelopment in the City. As such, the Land Use Map is sensitive regarding potential opportunities for new infill development and redevelopment.

California planning law calls for conformity between the land use map and the zoning map. This consistency provision is important, since the zoning ordinance serves as the primary implementation tool of the Land Use Element. For example, an area Land Use Map must have a corresponding commercial zoning designation. In instances where there is a conflict and an inconsistency arises, the general plan designation prevails. The Land Use Element through this update, focuses on those areas where there is an opportunity for a change in land use and development. The focus of the City's future planning efforts relative to land use and development will be directed toward accomplishing the following objectives:



- ❑ To retain the existing desirable land uses while providing for a more compatible land use pattern in the City;
- ❑ To ensure that the land use map accurately reflects the development and land use objectives of the community;
- ❑ To make sure the boundaries for the various land use designations correspond to the boundaries of the various zone districts to ensure consistency; and,
- ❑ To correct any potential inconsistencies between the land use plan and the zoning map plan.

LAND USE DESIGNATIONS

The Land Use Element indicates the location and extent of development and land uses throughout the city. The land use categories, or "designations," indicate the type of development that is permitted for specific areas of the City. State law requires that these land use designations include a description of standards for *development intensity* and *population density*. The reason for these standards is to ensure that the types of development permitted under the various land use designations are understood by the public, decision-makers, property owners, and prospective developers. According to the California General Plan Guidelines, the land use map is a spatial representation of the City's land use policy. The map meets the state's requirement (Section 65302(a)), that calls for...

"...the designation of the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste and liquid waste disposal facilities, and other categories of public and private land use."

The land use map (refer to Exhibit 2-6) designates the permitted land use for every property in the City. The General Plan Guidelines provide guidance in the level of detail that is required for a general plan land use map. The Guidelines state:

"As a general rule, the combination of the diagram or diagrams and the text should be detailed enough so that the users of the plan staff, elected and appointed officials, property owners, and citizens - can reach the general conclusion on the appropriate use of any parcel of land."

The Land Use and Sustainability Element 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 distribution of the land uses permitted under these land use designations is indicated in Table 2-4. The individual land use categories, depicted in Exhibit 2-6, 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 R-1 zone. The population density for this land use designation is 35 persons per acre.

- ❑ **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 21.78 units per acre. The corresponding zone districts include R-1, R-2, R-3, and C-3R zones. The population density that corresponds to this land use designation is 87 persons per acre.
- ❑ **Commercial.** This land use designation applies to the commercial districts in the City located along the Atlantic Avenue, Gage Avenue, and Florence Avenue. Land uses within this category are characterized by office, retailing, commercial services, office, and automotive uses. Corresponding zone districts include the C-3 and C-3R zones.
- ❑ **Industrial.** This designation applies to two distinct areas of the City. The first area is a smaller area located to the east of Salt Lake Avenue and the second applies to the Cheli district. Land uses within this land use designation are characterized by manufacturing and processing, warehousing and distribution, wholesaling and retailing, and office uses. Corresponding zone districts include the C-3, CM, M and T zones.
- ❑ **Open Space.** Open space uses include parks, recreational facilities and other public facilities. This category of land use is permitted within any zone district in the City.
- ❑ **Institutional.** This land use designation includes public and quasi-public uses within the City of Bell and include the civic center, public and private schools, and other public and quasi public facilities. These land uses are also permitted in all zone districts.
- ❑ **Mixed Use Overlay.** This overlay designation applies to those areas located along the Florence Avenue and the Gage Avenue corridors. The purpose of this overlay zone is to expand the range of land uses and development to include mixed use residential development, senior housing development, and multiple-family development on infill parcels. Under this category, residential uses may permitted at densities of up to 40 units per acre. Potential development will be subject to the requirements of a CUP.
- ❑ **Cheli Transitional.** The Cheli district is predominantly developed in industrial uses though this area includes a National Guard facility, a Federally owned GSA land holding, and the Bell Salvation Army Shelter. Many of the buildings within this area are obsolete and were formerly part of the Los Angeles Air Base that was used as a munitions depot during the Second World War.

Table 2-6 also includes standards for development intensity and population density. For the residential land use categories, *development intensity* is defined according to the maximum number of residential units permitted on an acre of land. 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. The development intensity for the non-residential land use categories (e.g. commercial, industrial, etc.) is defined using a *floor area ratio* or *FAR*. The floor area ratio is simply a ratio of a building(s) gross floor area to the total land area of the parcel of land on which the building is located. For example, a building with a floor area of 50,000 square feet located on a parcel with a total land area of 100,000 square feet has a corresponding FAR of 0.5 to 1.0.

Table 2-6 Land Use Designations					
Land Use Designation	Land Area		Development Intensity Standard	Population Density Standard	Corresponding Zoning
	Acres	% Area			
Low Density Residential	65	4%	8.71 units/acre	35 persons/acre	R-1
Medium Density Residential	530	30%	21.78 units/acre	87 persons/acre	R-2, R-3, C-3R
Commercial	151	8%	0.5:1.0 FAR	--	C-3, C-3R
Industrial	432	24%	1.0:1.0 FAR	--	C-3, CM, M, T ³
Open Space	7	0.4%	--	--	All zones
Institutional	10	1%	1.0:1.0 FAR	--	All zones
Mixed Use Overlay ⁴	98	6%	2.0: FAR ^{1,2}	--	Overlay
Cheli Transitional	410	23%	4:0 FAR ²	--	T
Streets	289	16%	--	--	--
1-710 Freeway	125	7%	--	--	--
Los Angeles River	186	10%	--	--	--
Total	1,796	100%	--	--	--
Notes: 1. Conditional Use Permit is required. 2. Other standards related to off-street parking and landscaping will be applicable. 3. The "T" zone is only applicable to the Cheli district. 4. This land use designation applies to the Gage Avenue and Florence Avenue corridors. Source: City of Bell, 2016					

Each of the land use designations correspond to the City’s zoning categories. In this way, future potential inconsistencies between the Zoning Map and the Land Use Map will be avoided. The zoning ordinance sets forth regulations and standards for development in these zones consistent with the goals, policies, and objectives of the general plan. These zone districts, also indicated in Table 2-4, are consistent with the aforementioned land use designations.

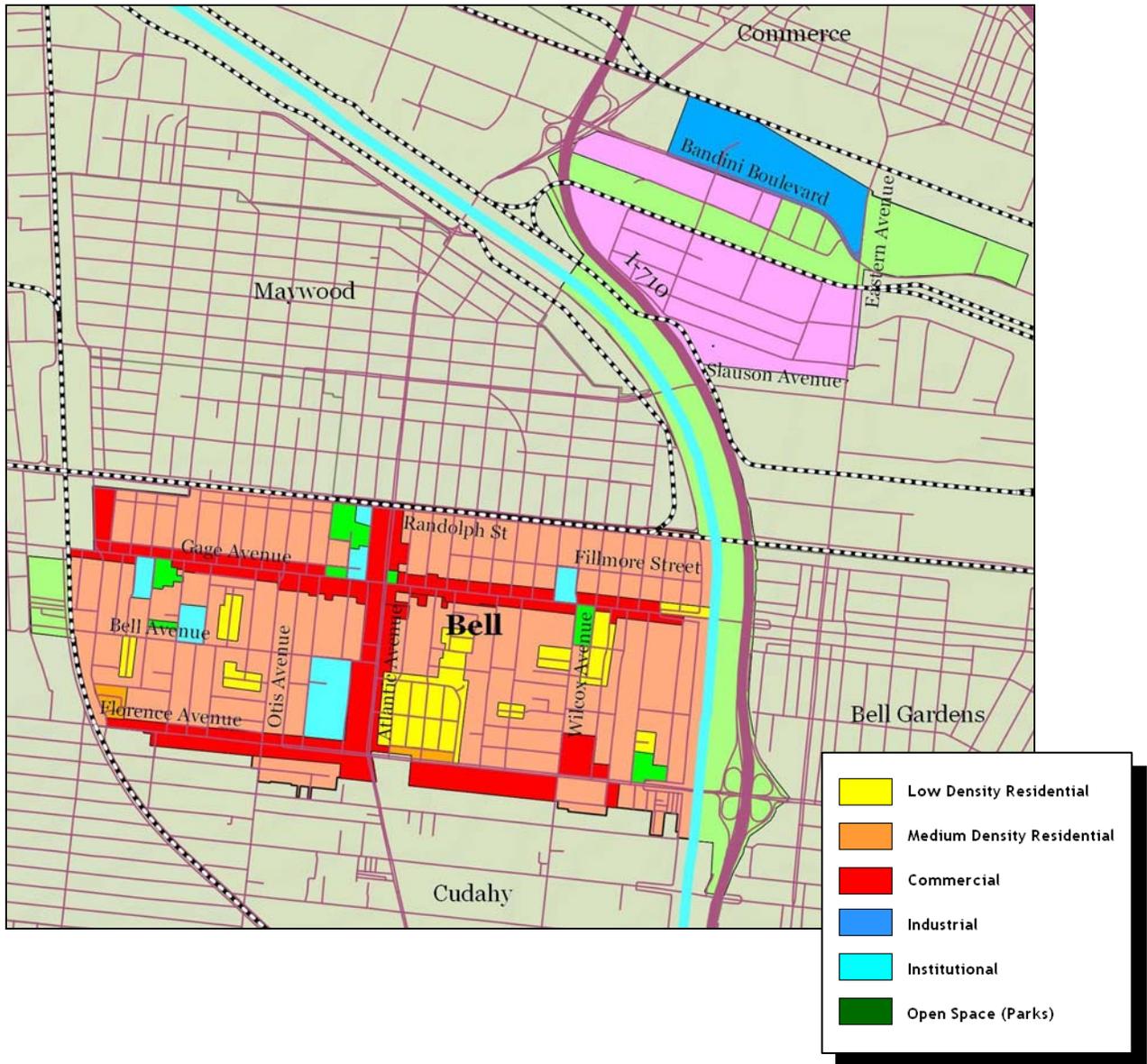


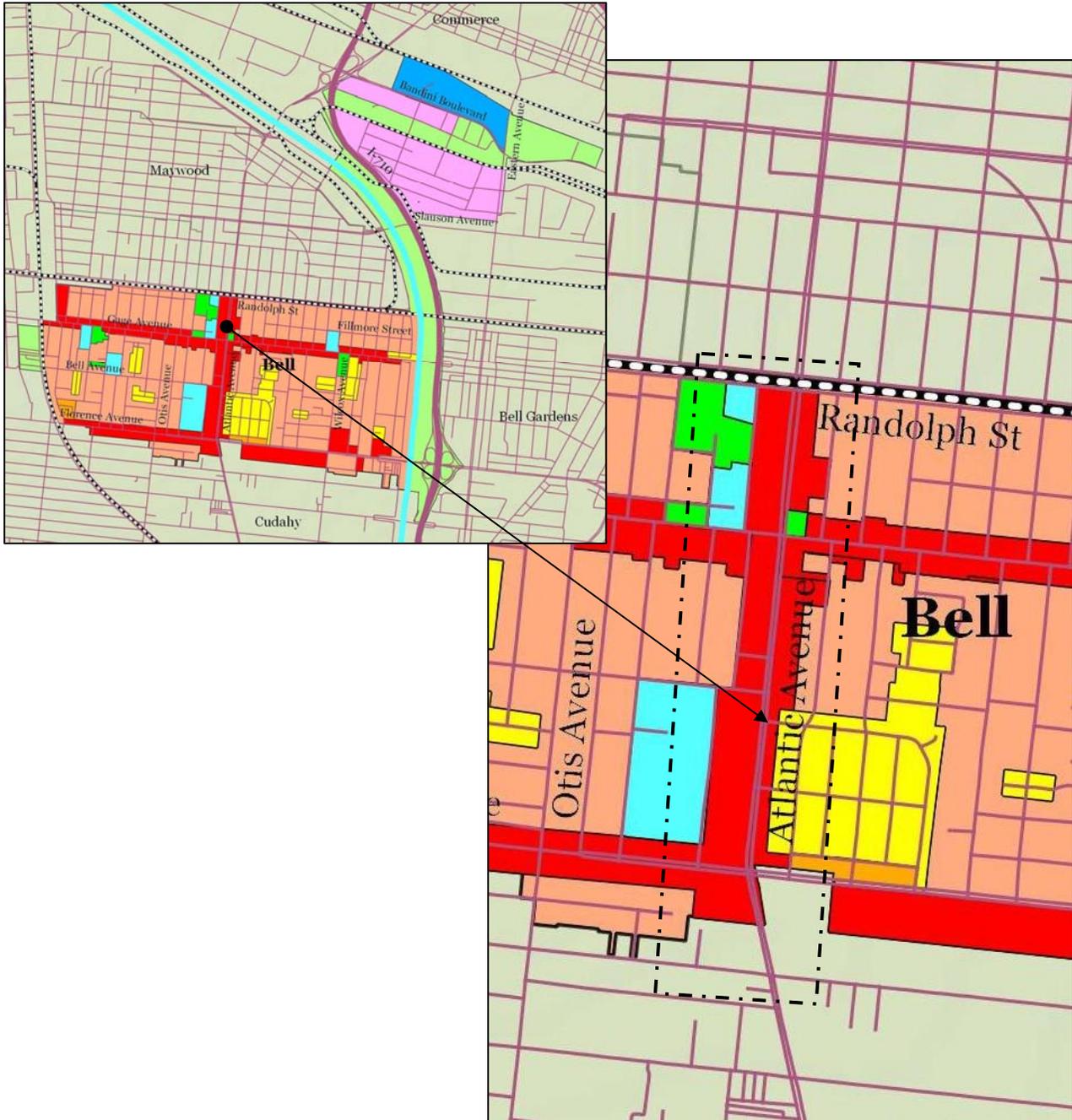
EXHIBIT 2-5 LAND USE PLAN



ATLANTIC CORRIDOR PLAN

The Atlantic Corridor represents the major commercial district in the City. The Corridor includes all of the City's major commercial centers and caters to both local shoppers and others traveling to and from work in the industrial areas located further north. Atlantic Avenue serves as a major north-south traffic corridor. The center of the Corridor is the intersection of Atlantic Avenue and Gage Avenue. The Corridor in its entirety is presently zoned C-3. The following measures will be implemented as part of the Atlantic Corridor Plan.

- ❑ The Atlantic Corridor Plan will first establish design guidelines that will be applicable to all new commercial development as well as rehabilitated commercial development. The architectural character of the Corridor will be enhanced through a comprehensive design theme that will be applicable to the entire planning area. These design guidelines will include architectural features, a color palate, xeriscape landscaping, uniform street furniture, and other design elements. Special attention will be made to control and to improve existing signage along the Corridor.
- ❑ For new development, buildings will be set back a specified distance from the Atlantic Avenue right-of-way. This will enable street furniture and other amenities to be installed to promote pedestrian activity. The primary building elevations will be designed so that they face the boulevard.
- ❑ Existing buildings will be encouraged to install façade treatments consistent with the new design guidelines. These may include, but not be limited to, awning treatments, wall paint, and new signage.
- ❑ Given the transit dependent character of the entire City, other forms of transportation will be encouraged. Parking standards will be relaxed to promote more efficient movement along Atlantic Avenue.
- ❑ New commercial centers will be designed so that they are sensitive to residential development, which is located to the rear of the commercial businesses. This can be achieved through setbacks and buffers (landscaping, parking, etc.) located to the rear of the commercial businesses.
- ❑ To ensure that residents are encouraged to use public transit along the Corridor, bus turnouts will be installed when there is available space for the newer and larger commercial centers. As part of these transit nodes, generous sheltered seating, lighting and security, and water fountains will be installed. In addition, bus schedules and other information will be displayed in kiosks.
- ❑ Residential development is permitted within the C-3 zone. However, the list of permitted uses will be expanded to include residential mixed-use. Unlike the mixed-use that is proposed in the C-3R zone, residential uses will not be permitted on the ground floor. A continuity of commercial and service oriented uses along the Atlantic Avenue Corridor will be encouraged.



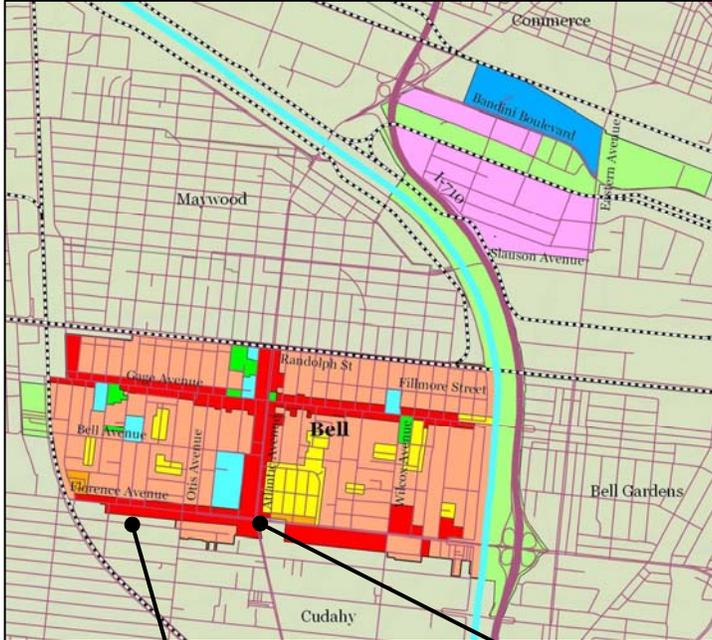
ATLANTIC AVENUE PLANNING AREA



FLORENCE AVENUE AREA PLAN

Florence Avenue in its entirety is presently zoned C-3R. A variety of land uses extend along both sides, including automotive shops, used auto sales, restaurants, and smaller retail. The challenge to any future revitalization efforts include small lot size, multiple ownerships, relatively shallow depth of the individual lots, the numerous curb cuts and driveways, and the proximity of residential development abutting the commercial properties to the rear. The following measures will be implemented as part of the Florence Avenue Area Plan.

- ❑ As indicated previously, the C-3R zone permits residential development. The challenge for any potential future infill development is directly related to the shallow lot size and small lot areas. To encourage new residential development, the Florence Avenue Area Plan will permit stand-alone residential development within these areas. By promoting new multiple-family residential development on infill lots, under-performing and under utilized commercial properties can transition to residential infill development. The residential development density standards will be tailored to a particular lot size. For larger lots, more residential units will be permitted, thus encouraging the assembling of lots so that larger residential development is possible.
- ❑ Many commercial properties along Florence Avenue exhibit a blighted appearance. Design and improvement standards will be developed to serve as a guide for the improvement of individual properties. These standards will address signage, graffiti removal, xeriscape landscaping, decorative lighting, and other design elements that will improve the overall experience.
- ❑ The City will work with the utility providers to initiate a plan for the undergrounding of utility lines. This effort would be consistent with that which has already been done along Gage Avenue and Atlantic Avenue.
- ❑ Florence Avenue handles large traffic volumes and the right-of-way width of the roadway is approximately 75 feet (curb to curb width). This makes it difficult for pedestrians to cross the street in some areas. New crosswalks with safety signage/lighting will be installed along key areas of the roadway. Signal timing will be adjusted so that pedestrians have sufficient time to cross the street. This will ensure that pedestrians can safely cross the street.
- ❑ Similar to Atlantic Avenue, new street furniture will be installed along the roadway where needed. The street furniture will include enhanced bus stops that will include benches, shelters, security lighting, water fountains, and information kiosks. Where possible, bus turnouts will also be provided.
- ❑ The Florence Avenue Area Plan also contemplates the westernmost portion of Florence Avenue to be developed in transit oriented development (TOD) to take advantage of a future transit station proposed in this area. The TOD development will include higher density residential development, retail, and commercial services that will serve transit patrons.



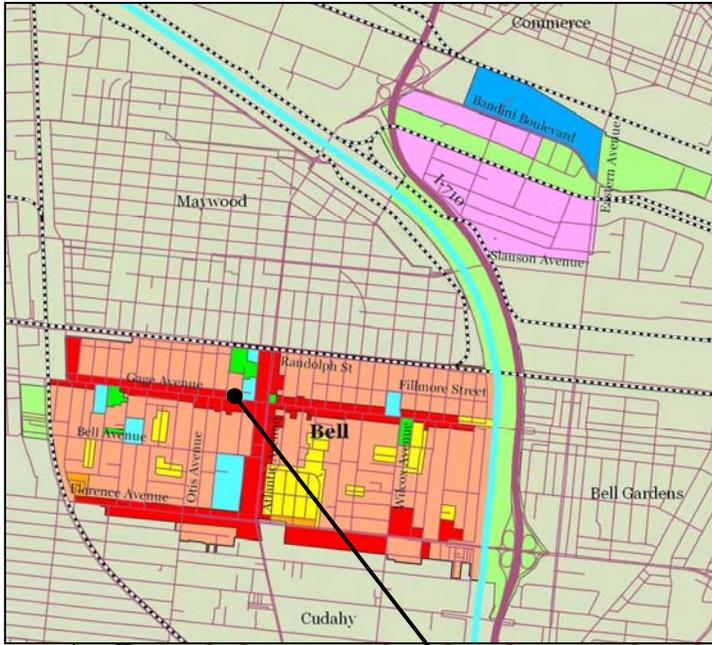
FLORENCE AVENUE PLANNING AREA



GAGE AVENUE AREA PLAN

Gage Avenue is also zoned, in its entirety, as C-3R. The City's traditional central business district, or downtown, extended along Gage Avenue. Many of the City's original commercial buildings are found in the area along Atlantic Avenue and continuing west towards the City's western boundary. Over time, many of these attractive older brick buildings have fallen into disrepair with a very high vacancy rate. The following measures will be implemented as part of the Gage Avenue Area Plan.

- ❑ Similar to Florence Avenue, the C-3R zone permits residential development along Gage Avenue. To encourage new residential infill development, the Gage Avenue Area Plan will permit stand-alone residential development within these areas. Other types of mixed-use will also be permitted where ground-level commercial is retained with residential development permitted in the upper floors. By promoting new multiple-family residential development on infill lots, under performing and under utilized commercial properties can transition to residential infill development. The residential development density standards will be tailored to a particular lot size.
- ❑ Design and improvement standards will be developed to serve as a guide for the improvement for individual properties. These standards will address signage, graffiti removal, xeriscape landscaping, decorative lighting, and other design elements that will improve the overall experience.
- ❑ New crosswalks with safety signage/lighting will be installed along key areas of the roadway. Signal timing will be adjusted so that pedestrians have sufficient time to cross the street. This will ensure that pedestrians can safely cross the street.
- ❑ Similar to the other corridors, new street furniture will be installed along the roadway where needed. The street furniture will include enhanced bus stops that will include benches, shelters, security lighting, water fountains, and information kiosks. Where possible, bus turnouts will also be provided.
- ❑ In the center portion of the Gage Avenue Corridor between Atlantic Avenue and Salt Lake Avenue, the Plan will consider the feasibility of traffic calming measures that would promote a more pedestrian friendly environment. Currently, the roadways consist of four travel lanes with two lanes in each direction. The Plan will consider eliminating one travel lane in each direction to provide angled parking along the street. This reduction in the right-of-way width would also permit the widening of sidewalks to better accommodate pedestrian travel.
- ❑ As the downtown area undergoes gradual improvement, property owners will be encouraged to restore the old historic buildings to their original condition. Many businesses of this area already have brick facing and walls as well as other elements that may be restored to their original condition.



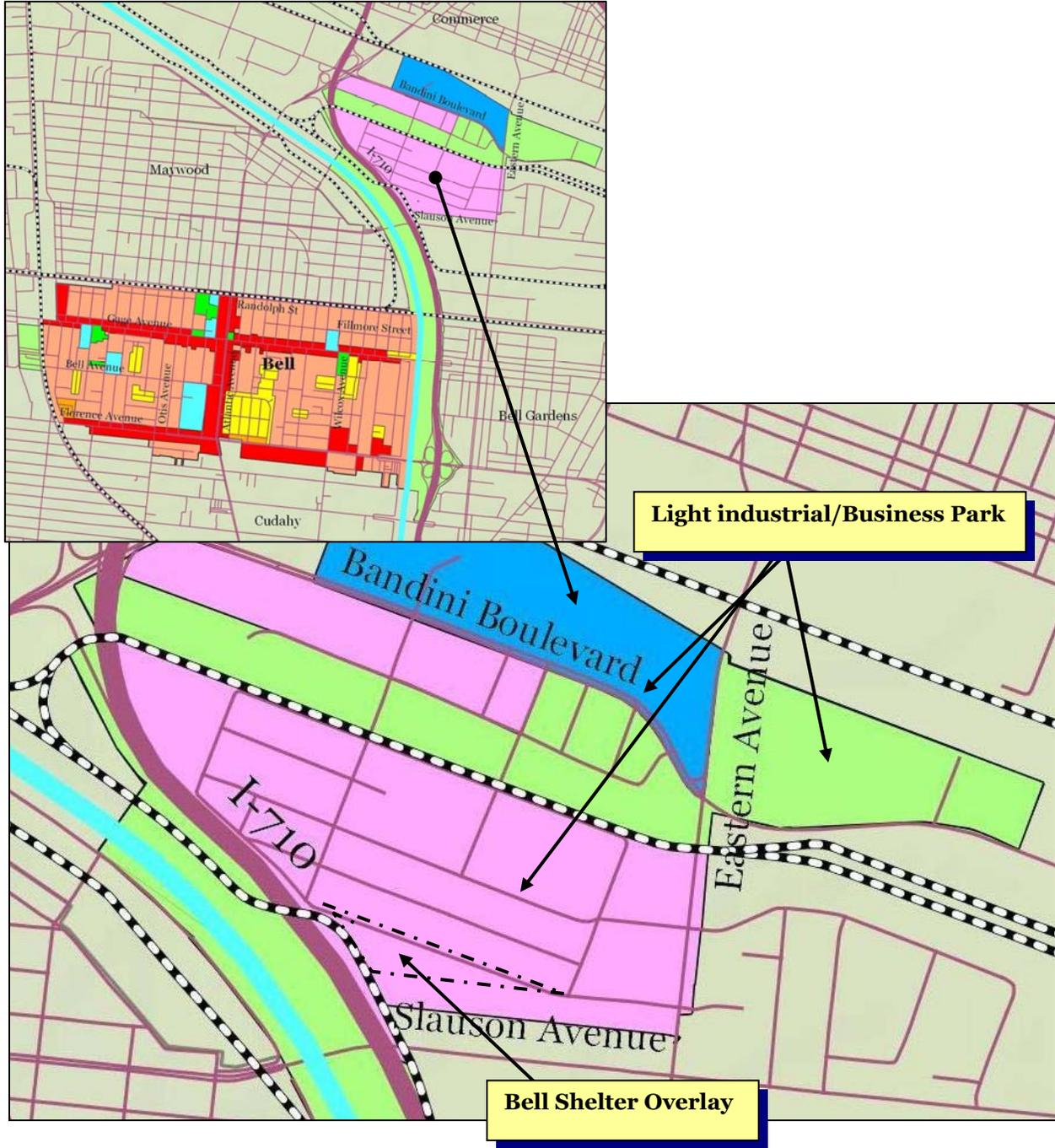
GAGE AVENUE PLANNING AREA



CHELI AREA PLAN

The Cheli portion of the City is located to the northeast of the Central City area on the opposite side of the Los Angeles River. This area has been traditionally developed in manufacturing and industrial uses and was originally an Air Force munitions center during World War II. The southernmost area of the Cheli area is occupied by the Bell Salvation Army shelter, which is the largest such facility west of the Mississippi River. Over the past several years, the area has undergone revitalization with the development of the Bell Business Center. The entire area currently includes four zoning designations: Transitional, Manufacturing, Commercial-Manufacturing, and C-3R for a portion of the aforementioned Salvation Army facility. The following measures will be implemented as part of the Cheli Area Plan.

- ❑ The majority of the Cheli Area has been developed in modern light industrial and business park uses. There are some notable properties that have yet to be developed in addition to those that are in other uses, such as the Bell Shelter and the Richard N. Slauson Southeast Occupation Center. The Cheli Area Plan will promote the transition from the existing mix of uses to quality light industrial and business park development. This measure is consistent with the planning objectives of the Bell Business Center that referenced an underlying Specific Plan, which was never formally prepared nor adopted.
- ❑ The Area Plan will identify development standards for new industrial uses, including floor area ratio, lot coverage of the new buildings, landscaping, parking, and other design features. In addition, all utility lines within the area plan will be placed underground. Outdoor storage will not be permitted other than the limited storage that would be incidental with the primary use. These outdoor storage areas must be screened from the public right-of-way.
- ❑ The Area Plan will also outline operational requirements related to truck parking, location of truck loading docks, and noise and air emissions to ensure compatibility with the surrounding area. Trucks will not be permitted to queue along the public streets, and trailer drop-offs are strictly prohibited. No businesses will be permitted to violate via SCAQMD's rules that govern odors and particulates.
- ❑ The southern portion of the Cheli Area that is currently occupied and owned by the Salvation Army will be placed in a separate designation that will permit the existing uses to continue along with limited expansion. Any future development within this area must first obtain a Conditional Use Permit. The owners and operators of this facility will be required to prepare a Master Development Plan within 12 months following the adoption of the General Plan.
- ❑ Bus turnouts and enhanced bus stops will be encouraged at strategic location along Bandini Boulevard and Eastern Avenue. These bus stops would include bus turnouts, bus shelters for patrons, security features, information kiosks, and water fountains.



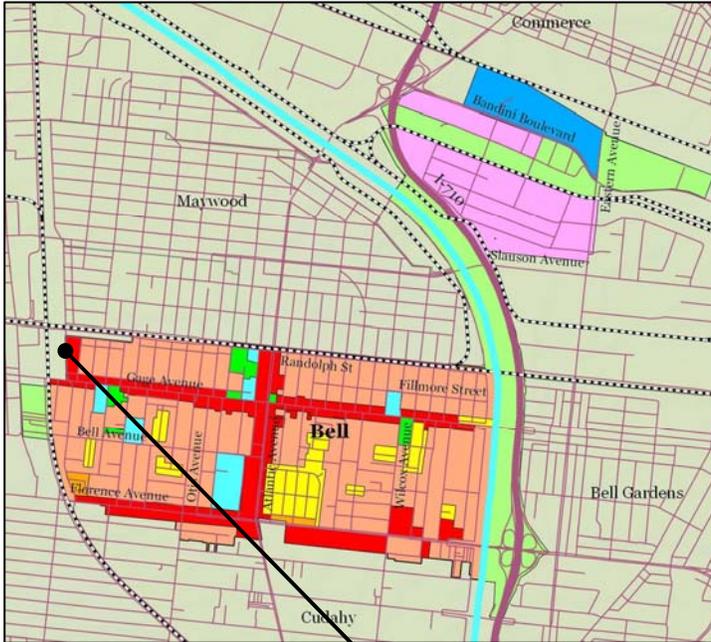
CHELI DISTRICT PLANNING AREA



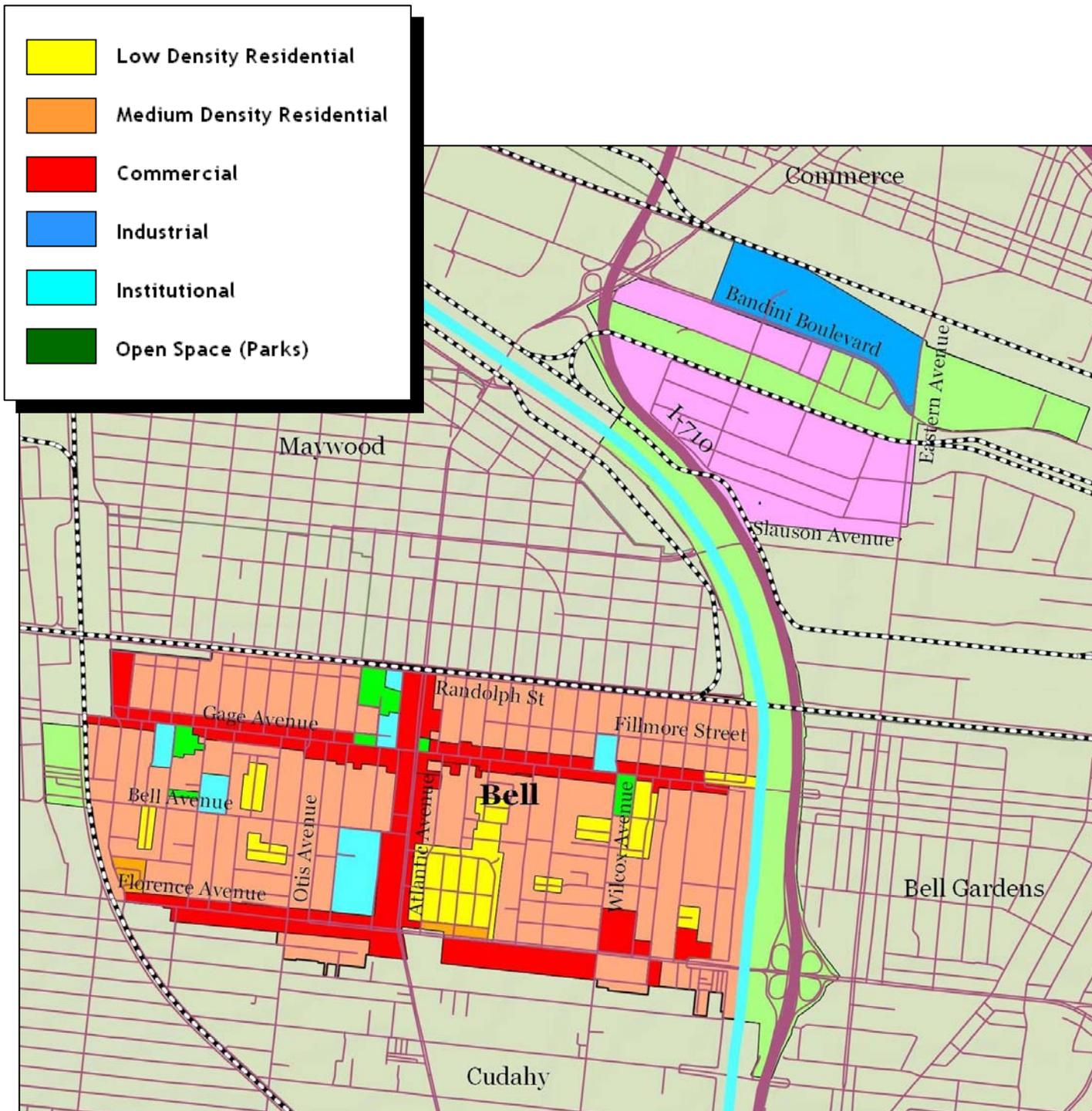
MAYWOOD AVENUE AREA PLAN

This Area Plan applies to those properties located on both sides of Maywood Avenue, north of Gage Avenue, continuing north to Randolph Street. These properties on the west side of the street are zoned C-3R while the properties on the east side of the street are zoned R-3. The land uses actually found within this area include a mix of older, smaller industrial and manufacturing uses. The individual lots are relatively small and the properties located on the east side of Maywood Avenue directly abut existing residential development. For this reason, there are numerous potential land use conflicts related to noise and other impacts related to the industrial activities. The following measures will be implemented as part of the Maywood Avenue Area Plan.

- ❑ Because of the limited amount and smaller industrial properties, the land use plan recommendation provides for this entire area to be included in a “transitional land use designation” that would permit these small industrial properties to continue so long as they are open and operational.
- ❑ The individual businesses shall strive to clean and maintain their properties to address their blighted appearance. Landscaping and fencing must be maintained. The individual buildings must be maintained pursuant to the City’s code enforcement requirements.
- ❑ The individual properties must conform to all current regulations governing air quality and noise. The properties must conform to all SCAQMD regulations that applicable to the use.
- ❑ Efforts must be made to ensure that sufficient on-site area is provided for employee parking. Recognizing that these older businesses may not be able to meet more stringent off-street parking requirements, efforts must be made to ensure that employee parking does not obstruct the Maywood Avenue right-of-way.
- ❑ For those properties located on the east side of Maywood Avenue, the zoning is R3. At such time, the businesses within this area remain closed for a specific amortization period, the new development must conform to R3 requirements.
- ❑ All new development on the west side of Maywood Avenue must conform to the City’s zoning requirements pursuant to the C-3R zoning.



MAYWOOD AVENUE PLANNING AREA



PROPOSED LAND USE PLAN



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SECTION 3.1 RESOURCE MANAGEMENT ELEMENT

3.1 INTRODUCTION TO THE RESOURCE MANAGEMENT ELEMENT

The Resource Management Element of the Bell General Plan conforms to the requirements for the open space and conservation elements. In the Bell General Plan, these mandated elements have been combined into a single Resource Management Element. This Resource Management Element outlines conservation programs that address resource utilization, resource preservation, and the regulation of activities that could affect these resources. This Resource Management Element also focuses on the maintenance of open space areas and the provision of parks and recreational facilities.

This Resource Management Element focuses on those natural resources in Bell that must be considered in future planning and development in the City. The Element focuses on a number of issues including earth and water resources, cultural resources, air quality, and parks and open space. Natural and cultural resources in the City are limited and are often non-renewable. As a result, these resources should be carefully preserved and managed to prevent potential misuse and ensure their future availability. The City of Bell has identified important local resources and the necessary preservation programs as a means to prevent their destruction and exploitation and to ensure that conservation efforts are consistent and equitable.

RELATIONSHIP TO THE GENERAL PLAN

The Resource Management Element of the Bell General Plan meets the requirements for a conservation element and an open space element in the General Plan. This Resource Management Element complies with regulations in Sections 65302(d) and 65302(e) of the California Government Code and the State Mining and Reclamation Act (SMARA). The Element identifies significant resources within the City and establishes a plan for their conservation, management, or preservation.

The Resource Management Element also fulfills the requirements of Section 65560 to 65570 of the California Government Code regarding the preparation of an open space element. This Element contains a local open space plan for the comprehensive and long-range preservation and conservation of the City's remaining open space. All future development projects, including the acquisition and disposal of open space lands, shall be consistent with the open space plan.

In addition, Public Resources Code Section 5076 requires the open space element to consider demands for trail-oriented recreational use along with specific open space programs. For example, there is a potential for the addition of a bikeway/hiking trail that will extend into the City from the regional trail system planned along the Los Angeles River. In addition, there are a number of other State-mandated issues, such as the utilization of rivers, harbors, forests, that are not applicable to the City of Bell and thus, they will not require further consideration in this Element. Open space and recreation issues are also addressed in this Resource Management Element because the remaining open space resources are valuable resources for both outdoor recreation and scenic enjoyment.



The policies contained in this Resource Management Element build upon those contained in other elements of the Bell General Plan. The Land Use Element designates specific areas for open space and conservation areas. The Health and Safety Element identifies areas with constraints that should be preserved in open space for public health and safety reasons.

3.2 PLANNING BACKGROUND FOR RESOURCE MANAGEMENT

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 north, the Santa Monica Mountains to the northwest, and the Santa Ana Mountains to the southeast. The basin is also traversed by three major river systems including the Los Angeles River, the San Gabriel River, and the Rio Hondo River.¹³ The area’s geomorphology is illustrated Exhibit 3-1. 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.

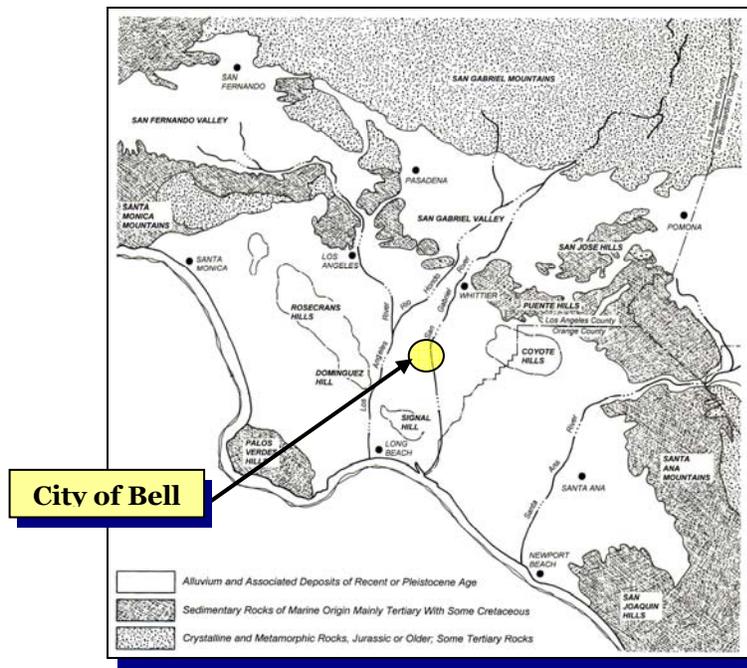


EXHIBIT 3-1. REGIONAL GEOMORPHOLOGY

¹³ 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.



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).¹⁴

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 3-2. 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

¹⁴ U.S. Geological Survey, Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360, 1985.



light yellowish brown coarse sandy loam and gravelly loam coarse sand substratum. These soils are over 60 inches in depth, well drained and slightly acid to mildly alkaline. Hanford soils have moderately rapid subsoil permeability and moderate inherent fertility. They have a water holding capacity of 5.0 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 have severe soil pressure hazard, while the Hanford and Yolo associations have moderate capacity to withstand soil pressure from building foundations. Tujunga and Soboba soils are a good source of sand but not of gravel.

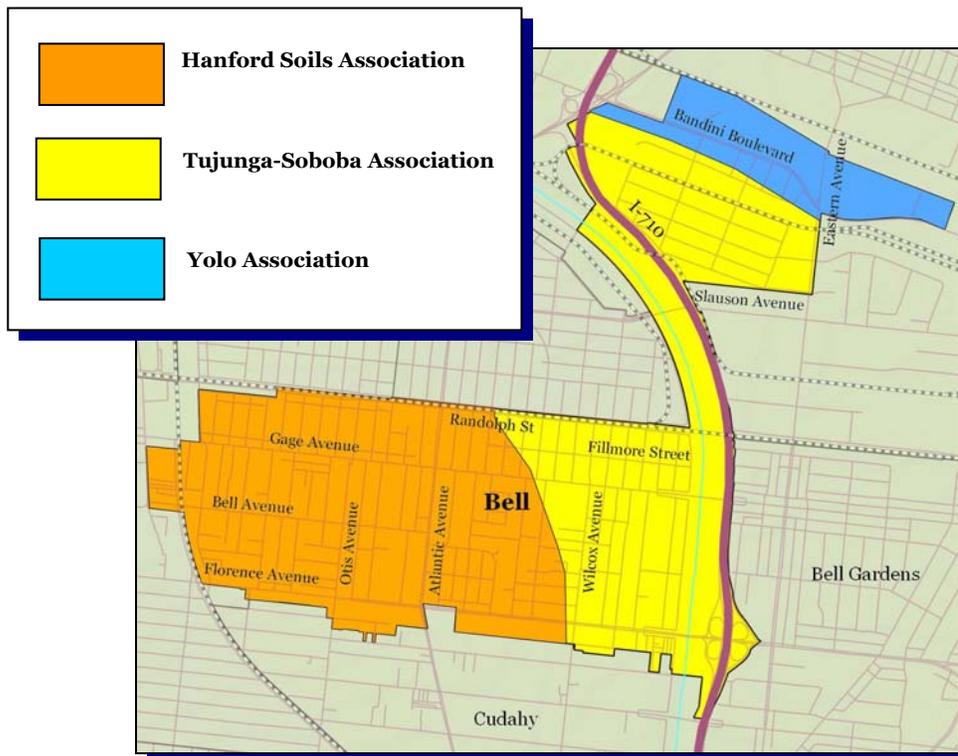


EXHIBIT 3-2. GENERALIZED SOILS MAP FOR THE CITY OF BELL



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.¹⁵ 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.

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.

¹⁵ 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.

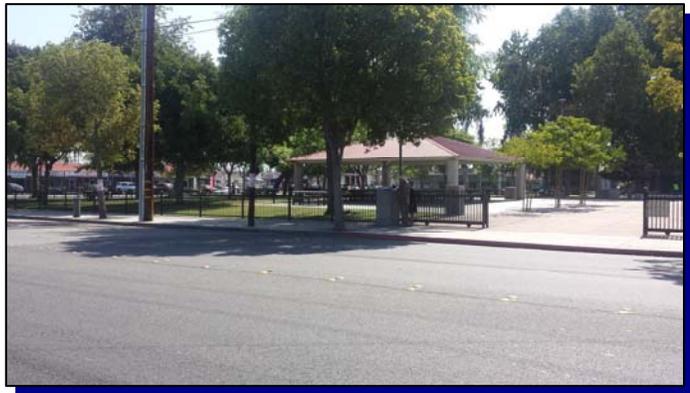


- ❑ The **Silverado Aquifer** consists of yellow to brown coarse to fine sands and gravel interbedded with yellow to brown silts and clays. This aquifer is 500 feet thick and can be found at a maximum depth of 1,200 feet below mean sea level. It has also been considerably offset by all faults in the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

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).¹⁶ 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.¹⁷

¹⁶ California Department of Fish and Wildlife. Bios Viewer. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

¹⁷ 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.¹⁸ 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.¹⁹ These birds are often found near streams and rivers and are not likely to be found in the City 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.²⁰
- ❑ ***California Orcutt Grass*** is found near vernal pools throughout Los Angeles, Riverside, and San Diego counties.²¹ 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.

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 people, named



¹⁸ California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo*. http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm

¹⁹ U.S. Fish and Wildlife Service. *Southwestern Willow flycatcher*. http://www.fws.gov/nevada/protected_species/birds/species/swwf.html

²⁰ 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

²¹ Center for Plant Conservation. *Orcuttia Californica*. http://www.centerforplantconservation.org/collection/cpc_viewprofile.asp?CPCNum=3038



after the San Gabriel Mission.²² The Gabrielino tribe has lived in this region for around 7,000 years.²³ Prior to Spanish contact, approximately 5,000 Gabrielino people lived in villages throughout the Los Angeles Basin. 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.

HISTORIC RESOURCES

The Spaniards established missions in the area in the 1770's and the Gabrielino population started to decline. 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. 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 3-1.

Table 3-1 Historic Structures in Bell					
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 pedestais	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 2016					

²² Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html

²³ Ibid.



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.

AIR QUALITY & CLIMATE

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 humidity. 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. Rainfall 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 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.

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.

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 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 five 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.
- ❑ **Special Facilities** includes specialized facilities that may serve a single purpose (game court, swimming pool, etc.) that cannot be readily classified. The City’s skate park, the technology center, and the Bell Community Center fall into this category.

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

Table 3-2 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.	Mini Park < ½ 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	Future community park.
Source: City of Bell. 2016		



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. The parks and recreational facilities located in the City are shown below in Exhibit 3-3.

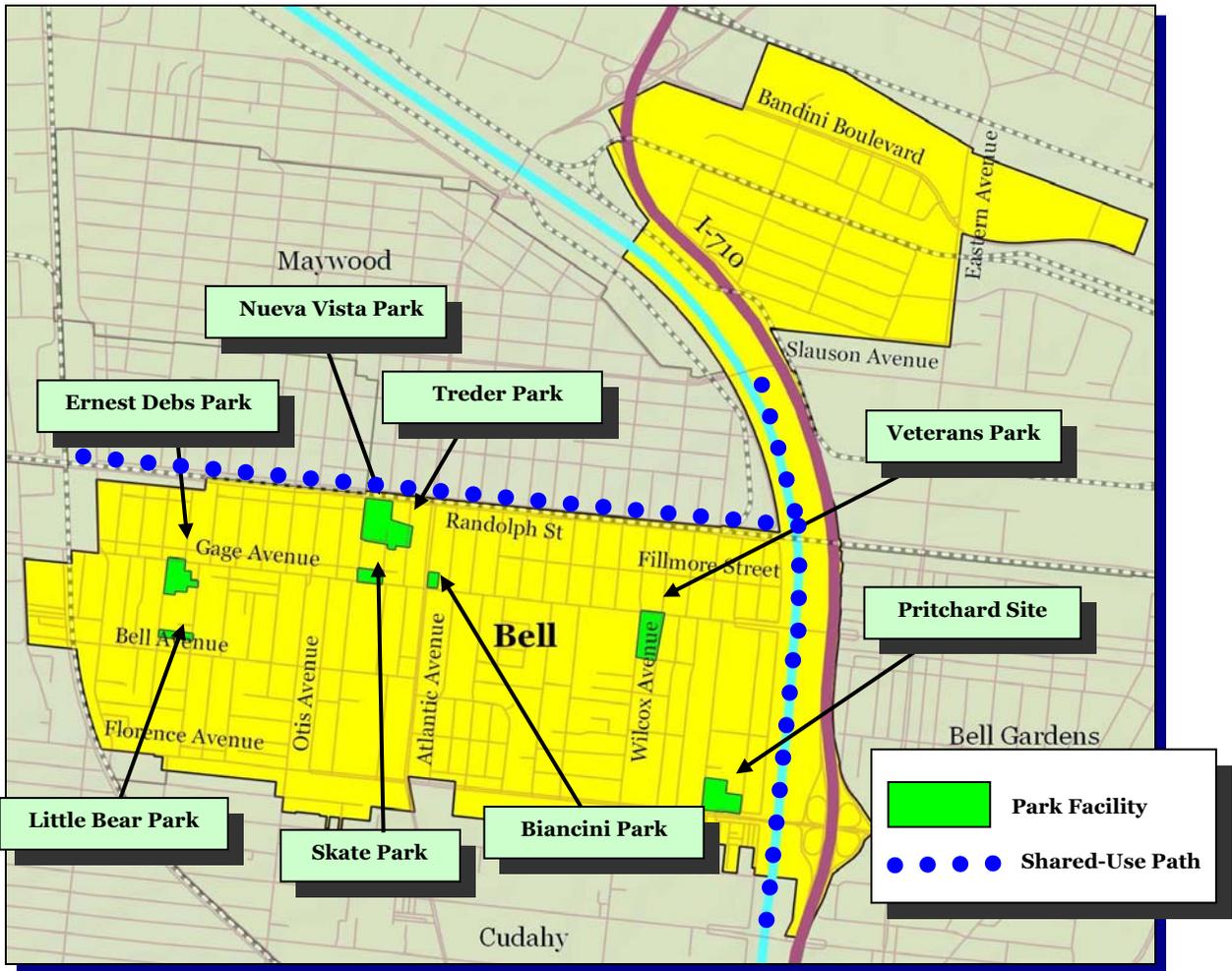


EXHIBIT 3-3. CITY OF BELL’S PARKS & RECREATIONAL FACILITIES



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.²⁴ 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 a 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 the river's west side. Specific proposed improvements included new

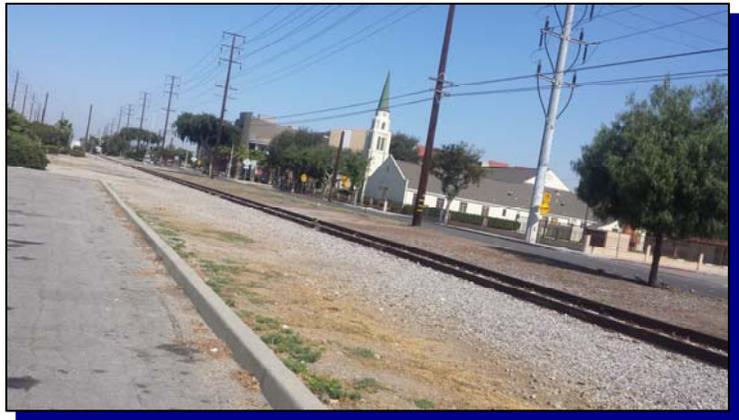
²⁴ Guillermo Aguilar, Joint Use Subcommittee Chair Los Angeles Unified School District. School Construction Bond Citizens' Oversight Committee.



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.²⁵ 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.²⁶

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

²⁵ 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.

²⁶ 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.



Cheli area (approximately 400-acres which is developed entirely industrial and has little need for parks). 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 36,716 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 3-4 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.

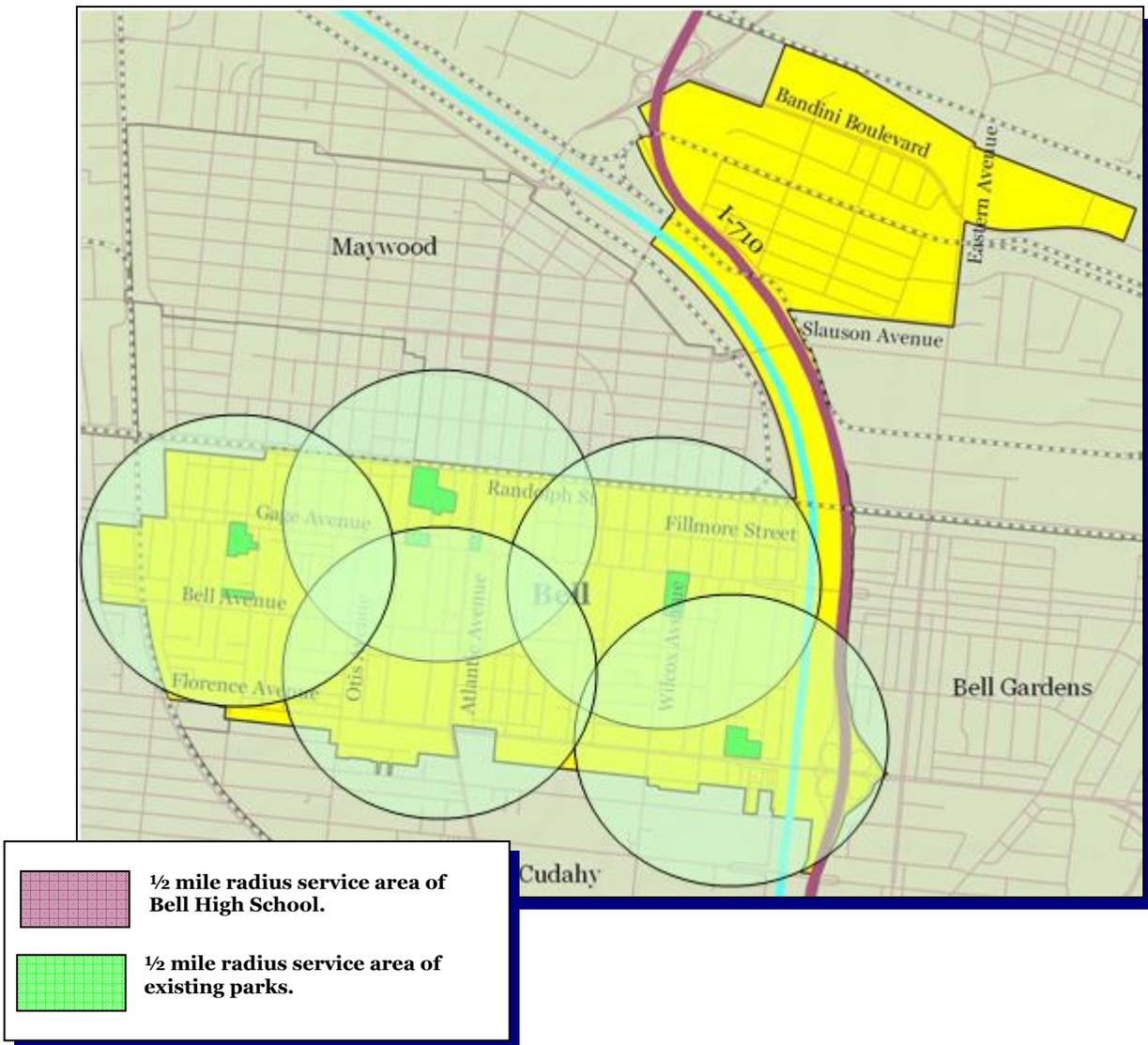


EXHIBIT 3-4. LOCAL PARK SERVICE AREAS



As indicated in Exhibit 3-4, there are two areas that are geographically underserved by parks. The first area is the Cheli area that is developed as industrial. No 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.

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.

3.3 PLANNING VISION FOR RESOURCE MANAGEMENT

RESOURCE MANAGEMENT POLICIES

The City of Bell, with the implementation of the Resource Management Element, seeks to promote an orderly pattern of quality future development to achieve a complete and controlled balance of growth among land uses. The following issues will be addressed with the implementation of the policies and programs contained in the Resource Management Element:

- To promote the maintenance, enhancement, preservation of recreational facilities;
- To promote the growth and improvement of recreational facilities in the City;
- To promote the development and provision of passive open space while employing drought-tolerant ground cover;
- To promote the conservation and preservation of cultural resources for the benefit of future generations; and,
- To promote the conservation and preservation of important natural resources, including air and water.



The City's resource management policies are outlined in the section that follows. The policies are arranged under each of the issue areas discussed above. The following policies will establish the policy framework for this Resource Management Element.

- **Issue: To promote the maintenance, enhancement, and preservation of recreational facilities.**

Resource Management Element Policy 1. The City of Bell shall provide a balanced range of recreational opportunities and activities for all age levels within the community.

Resource Management Element Policy 2. The City of Bell shall promote the scheduling of maintenance activities for all public recreational facilities.

Resource Management Element Policy 3. The City of Bell shall continue to maintain a recreation program that is responsive to the interests and needs consistent with the General Plan. The City shall also ensure park and staff management conducts programs deemed consistent to the General Plan.

Resource Management Element Policy 4. The City of Bell shall maintain existing joint use agreements with the Los Angeles Unified School District so that school facilities may be used for community recreation. The City shall also maintain a good working relationship with the LAUSD to maintain a good relationship to facilitate such joint use agreements.

Resource Management Element Policy 5. The City of Bell shall explore the feasibility of the joint-use of the swimming pool at Bell High School for local residents.

- **Issue: To promote the growth and improvement of recreational facilities in the City.**

Resource Management Element Policy 6. The City of Bell shall evaluate parkland requirements (land dedication or in-lieu fees) for new developments. The DRC will introduce parkland in lieu of fees and time of initial meeting. Finally the City shall develop and adopt a fee schedule for park development fees.

Resource Management Element Policy 7. The City of Bell shall work with utility companies to enter into the joint use of utility easements for recreational open space.

Resource Management Element Policy 8. The City of Bell shall require new residential multiple-family developments to provide sufficient open space (including pedestrian and bicycle linkages) to meet the local need through the use of innovative site planning techniques in the planning of such developments.

Resource Management Element Policy 9. The City of Bell shall negotiate agreements with the Southern California Edison Company, the Los Angeles Department of Water and Power, the Pacific Electric Railway Company, and the Los Angeles County Flood Control District for the



establishment of trails, recreational use, and appropriate landscaping within their respective rights-of-way. The City shall identify potential rights-of-ways, create an inventory, and hold meetings to negotiate agreements.

- **Issue: To promote the quality design and development related to the provision of open space.**

Resource Management Element Policy 10. The City of Bell shall recognize the social, economic, and aesthetics benefits that will result from the preservation of open space.

Resource Management Element Policy 11. The City of Bell shall seek to develop connections to park facilities and trails through the use of joint use agreements so these power line/rail line easements can be used for recreation.

Resource Management Element Policy 12. The City of Bell shall pursue a landscape program to improve the open space areas located next to the Los Angeles River. Such landscaping must be drought tolerant.

Resource Management Element Policy 13. The City of Bell shall require special design and drought landscaping treatments along major roadways and other scenic corridors.

Resource Management Element Policy 14. The City of Bell shall work with utility providers to examine opportunities for trails, bicycle lanes, and walking paths. These utility infrastructure must be well maintained to promote safety and visual amenities. The feasibility of under-grounding the aboveground utility poles will be investigated.

- **Issue: To promote the conservation and preservation of cultural resources for the benefit of future generations.**

Resource Management Element Policy 15. The City of Bell shall initiate a cultural arts and facilities program to enhance the City's image. These programs will be promoted through the use of fliers and the City's website. The City shall also seek active participation from students, students, seniors, or local artists.

Resource Management Element Policy 16. The City of Bell shall explore the feasibility of establishing a Public Art Committee as part of the review of new development projects. The City shall seek participation from local schools and local artists.

Resource Management Element Policy 17. The City of Bell shall explore the feasibility of a public art program for larger development (for example, commercial and industrial projects over 50,000 square feet in floor area or residential development containing 20 or more units) will be examined by the City.

Resource Management Element Policy 18. The City of Bell shall identify and preserve those sites/buildings that are important to the community for the benefit of the future



generations that will reside or work in the City. The City shall actively pursue funding and grants to finance preservation. Finally the City shall create an inventory of important sites/buildings and develop a preservation program.

- **Issue: To promote the conservation and preservation of important natural resources, including air and water.**

Resource Management Element Policy 19. The City of Bell shall continue to cooperate with the other agencies that are charged with improving air and water quality in the region. The City shall cooperate with the SCAQMD and water districts in undertaking any studies of air and water quality.

Resource Management Element Policy 20. The City of Bell shall continue to cooperate with surrounding cities in the formulation and implementation of common regional resource management goals, plans, and programs.

Resource Management Element Policy 21. The City of Bell shall prepare a Sustainability Climate Action Plan to address issues related to global warming and climate change.

Resource Management Element Policy 22. The City of Bell shall support the implementation of the Federal SB 379 that requires cities to develop Climate Adaption Plan. The City shall comply with this requirement as part of the preparation of a Climate Action Plan for Bell.

Resource Management Element Policy 23. The City of Bell shall support Assembly Bill 1826 to increase diversion of solid waste for municipalities, including a policy by increase the diversion of food waste and other organic waste products.

Resource Management Element Policy 24. The City of Bell shall support the use of reclaimed and recycled water to reduce water consumption. The City of Bell shall support the development of new landscaping requirements that are more water conservation friendly and discourage large turf areas that will require increased water consumption.

Resource Management Element Policy 25. The City of Bell shall review its zoning ordinance and make appropriate changes that support drought tolerant planting over traditional landscape planted areas. The new regulations shall provide guidance with hardscape landscaping that has less impact to the environment.

RESOURCE MANAGEMENT PROGRAMS

The following programs will be implemented to ensure the City's policies are realized:

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



- *Source of Funding:* General Fund, Community Development Block Grant (CDBG) and other grant sources.
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- **Cultural Awareness.** A cornerstone of this program will be the continued use of the Bell home as a depository for the storage and collection of artifacts, photographs, books, and displays. The City will cooperate with local organizations (such as the local historical society, Chamber of Commerce, etc.) and individuals to acquire resource materials concerning local history and culture. These materials include books, photographs, artifacts, furniture, etc., that may be displayed in the future. The City will continue to support cultural resource conservation and preservation efforts in Bell.
- *Source of Funding:* General Fund and Community Development Block Grant (CDBG).
 - *2017-2021 Program Objectives:* To establish and enhance to Bell Home depository.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program will be established in 2017.
- **Cultural Resource Management.** Should archaeological or paleontological resources be encountered during excavation and grading activities, all work would cease until appropriate salvage measures are established. The former Appendix K of the California Environmental Quality Act (CEQA) Guidelines shall be followed for excavation monitoring and salvage work that may be necessary. Salvage and preservation efforts will be undertaken pursuant to Appendix K requirements outlined in CEQA.
- *Source of Funding:* Future development.
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- **Energy Conservation.** The City shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation, and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State of California Environmental Quality Act (CEQA) Guidelines. Other measures that would reduce energy consumption during construction and subsequent operation of new development shall be encouraged. The City will continue to work with Southern California Edison and the Sempra Company to promote energy conservation.
- *Source of Funding:* General Fund and Future Development
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.



- ❑ **Historic Building Code.** The City will investigate the feasibility of adopting alternate building code standards for historic structures, as authorized by the State Historical Building Code. The initial step will require city staff to amend the development code to include provisions for the maintenance, rehabilitation, and preservation of historic structures.
 - *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* To initiate this program following the adoption of the General Plan.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program will start in 2017.

- ❑ **Parks Gift Catalogues Program.** The City will assess the feasibility of preparing and distributing a gift catalogue for specific items that will be used for the community's benefit. The catalogue will identify improvements that may be purchased for use in City parks. The first step will require City Council authorization to city departments to determine how this program will be implemented. The Council will then consider the staff's findings and will provide direction to the City's Parks and Recreation Department regarding how to proceed.
 - *Source of Funding:* General Fund for outreach and Private Contributions.
 - *2017-2021 Program Objectives:* To initiate this program following the adoption of the General Plan.
 - *Agency Responsible for Implementation:* Community Services Department.
 - *Implementation Schedule:* The program will start in 2017.

- ❑ **Park Development & Renovation Program.** The City will continue to evaluate strategies to renovate and protect existing public open space from encroachment or conversion to other uses. Potential improvements will be programmed into the City's Capital Improvements program (CIP). This program will also evaluate the feasibility of new park development in the City. Bell has an evident need for additional space for parks and open space. The Pritchard Field is slated for redevelopment as a means to provide additional active recreational resources to accommodate existing and future demand. Given physical and economic circumstances, it is impractical to plan for the acquisition and development of large-scale open space or park areas. In this light, it is beneficial to consider the implementation of a tot lot/mini park program to add more open space and recreational opportunities. This program also would be of value to the City's transportation dependent population.
 - *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Services Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.

- ❑ **Parks and Recreation Program.** There is a need to continue the existing level of service of parks and recreation for current and future residents. The Parks and Recreation Department is charged with the responsibility of conducting a diversified public recreation activities program for persons of all ages. There are four additional actions that will be beneficial in enhancing the services provided by the City. These actions are include the following: 1. Adoption of a policy which states



that the City's park land standard is one-acre per 1,000 population; 2. Establish as high priority needs the provision of an extended swimming program in cooperation with the Los Angeles Unified School District and the development of additional baseball fields; 3. Conduct an outreach program to increase participation in local park and recreation resources by residents of certain neighborhoods and population groups such as the transportation dependent; and 4. Publish a newsletter on a quarterly basis so that community residents are acquainted with the services provided by the City.

- *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* To initiate this program following the adoption of the General Plan.
 - *Agency Responsible for Implementation:* Community Services Department.
 - *Implementation Schedule:* The program will begin following the adoption of the General Plan.
- **Park Watch/Adopt a Park.** The City will consider the feasibility of implementing an adopt-a-park program along with a "park watch" program. Individual neighborhoods will be encouraged to become more involved with the operation, maintenance, and safety of their parks through an expanded neighborhood watch program. The first step of implementation will involve coordination with the Police Department to expand the scope of the neighborhood watch program to include the monitoring of local parks. The City will then establish a program by which individuals, organizations, and businesses can "adopt" a local city park. Qualifications for "park adoption" will be identified by the City Parks and Recreation Department. As part of the adoption process, individuals, organizations, and businesses may agree to assist in park maintenance, the financing of improvements, security, etc.
- *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* The program will start in 2017.
 - *Agency Responsible for Implementation:* Community Services Department.
 - *Implementation Schedule:* The program will start in 2017.
- **Storm Water Pollution Prevention.** This program is designed to prevent contaminants from entering the storm drain system. A key element of this program is the National Pollution Discharge Elimination System (NPDES) requirements, which are administered through a county-wide permit. These requirements call for measures to be imposed during construction activities, handouts for residential uses, and best management practices (BMPs) for non-residential uses. The City shall also continue to implement projects to maintain storm water quality, such as street sweeping, catch basin grills, signs, etc.
- *Source of Funding:* General Fund and Developers.
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.



- ❑ **Street Tree and Landscaping Program.** To achieve a "sense of natural openness", the City has instituted very successful programs involving street trees and landscaped railroad rights-of-way. This specialized street tree and landscaping exists along several City streets. Street trees have been planted along Gage Avenue and Florence Avenue. In addition, Atlantic Avenue has a fully landscaped median that includes street trees and monument signs. There is a passive rest area with benches and a tree at the intersection of Otis and Gage Avenues. Moreover, the railroad right-of-way along Randolph Street has been planted with flowering bushes.
 - *Source of Funding:* General Fund and Community Development Block Grant (CDBG).
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development and Services Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.

- ❑ **Water Conservation Ordinance.** The City will continue to implement its water conservation ordinance. In addition, the City will review the ordinance to ensure that it promotes the use of xeriscape landscaping, water-conserving materials, and devices that reflect current technology. Finally, the City shall review, and as appropriate, develop water conservation programs for public facilities (civic center, parks, maintenance yards, etc.).
 - *Source of Funding:* General Fund and Community Development Block Grant (CDBG).
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.

3.4 PLANNING IMPLEMENTATION FOR RESOURCE MANAGEMENT

The Resource Management Plan for the City of Bell calls for maximum protection of the local environment and available resources. The plan's major components address the conservation of the remaining resources and the provision of parks and recreation facilities for City residents. The plan consists of programs for preservation of significant resources and standards for development in areas with identified resources. The plan also address parks, recreation facilities, and open space.

According to the standards of the National Recreation and Park Association (NRPA), there should be one tot lot/mini park of 2,500 square feet to one-acre in size for every 500 to 2,500 persons. The application of this standard means that the City should have a minimum of 11 tot lot/mini parks; however, this number of facilities is impractical due to the lack of suitable sites and land and development and maintenance costs. The development of two to three facilities of this kind may be an achievable objective in the years ahead. The parks are in the process of being renovated through the CDBG grants and park grant funds and new tot lot equipment shall also be designed to meet the American Disabilities Act (ADA) standards.



PARK SERVICE STANDARDS

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). The Central City portion of Bell that contains all of the residential neighborhoods has an approximate land area of 1,200-acres. An open space requirement of 2.5 acres for every 1,000 residents would require that just under 10% of the central city's land area be developed as parkland or otherwise preserved as open space.

Bell is not typical of many communities in that all of its 36,716 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 $\frac{3}{4}$ 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 3-4 that indicates the theoretical service areas of the local parks. The light green circles represent a park service radius of $\frac{1}{2}$ mile. In other words, the areas that are adequately served by the existing facilities are located within the green-shaded circled.

As indicated in Exhibit 3-4, 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 $\frac{1}{2}$ service area, virtually all of the City's neighborhoods are located within a $\frac{1}{2}$ mile distance of a park. More significantly, all of the City neighborhoods are located within a maximum 15 minute walking distance of a park.





SECTION 4 HEALTH & SAFETY ELEMENT

4.1. INTRODUCTION TO THE HEALTH & SAFETY ELEMENT

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

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

RELATIONSHIP TO THE GENERAL PLAN

The Health and Safety Element is consistent with other Elements of this General Plan. The Mobility and Circulation Element addresses transportation issues that relate to the Health and Safety Element, which promotes efficient traffic flow related to emergency response and evacuation objectives. Concerns related to public safety must also be considered in planning for future development in the City which, in turn, is the focus of the Land Use and Sustainability Element. The Land Use and Sustainability Element is often referred to as the “most important general plan element.” The Health and Safety Element, however, is concerned with the health, safety, and welfare of those persons living, working, or visiting the City. The successful implementation of the Health and Safety Element may result in a significant reduction in loss of life and injury.

According to the State’s planning laws, a Health and Safety Element is required for the protection of the community from any unreasonable risks associated with the effect of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mud slides and landslides, subsidence, and other geologic hazards known to the legislative body; flooding and wild land and urban fires. The Health and Safety Element shall identify known seismic and other geologic hazards. It shall also address evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards. The City of Bell Health and Safety Element fulfills the aforementioned requirements. While the State law focuses on seismic risk, the Health and Safety Element has a broader scope that considers a wide range of natural and manmade hazards that could affect the City in the future.

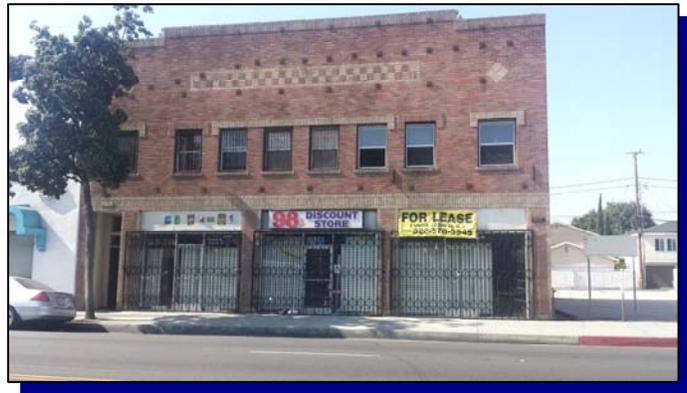


As stated previously, this Health and Safety Element emphasizes the importance of emergency preparedness in reducing the potential for loss of life, injury, and property damage. An additional objective of the Health and Safety Element is to implement programs that will help to avoid the creation of hazardous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

4.2 PLANNING BACKGROUND FOR HEALTH & SAFETY

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 and the San Gabriel Mountains; on the northeast by Repetto Hills, and Puente Hills; on the southeast by the Santa Ana Mountains and San Joaquin Hills; and on the south and west 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 4-1.

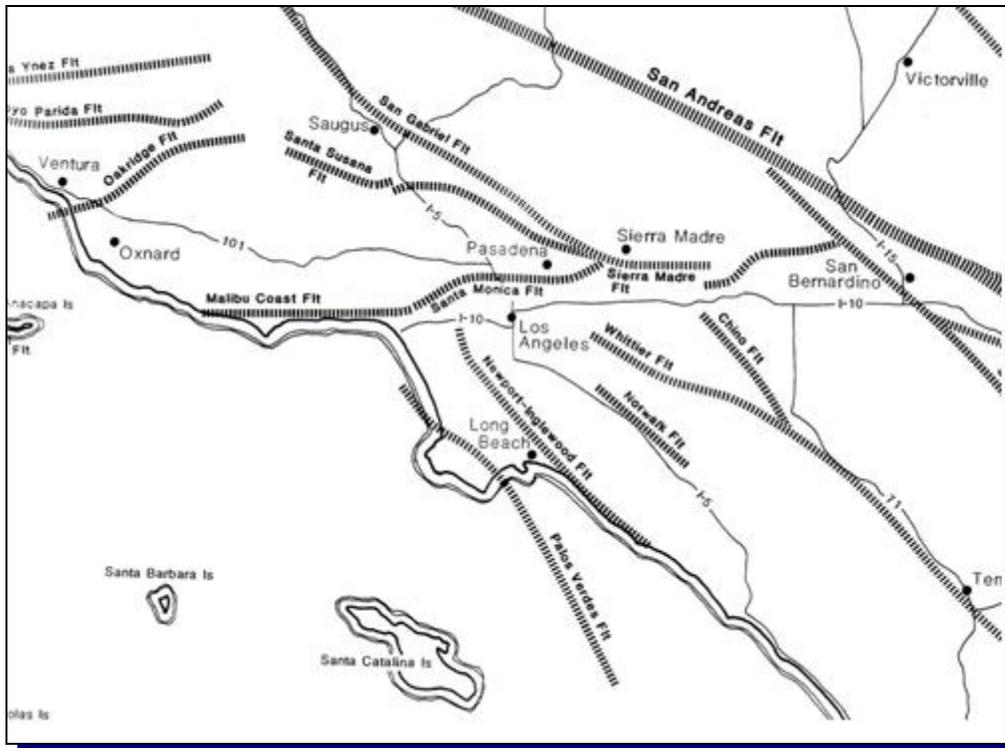


EXHIBIT 4-1. SIGNIFICANT FAULTS IN THE LOS ANGELES REGION



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 nine 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 could result in greater damage than that anticipated from an earthquake on the San Andreas fault due to its proximity.
- ❑ 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 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. 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).



- ❑ 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 to 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 this fault system is not well defined, it is estimated that if one of the segments ruptures, an earthquake of Magnitude 5.0 to 7.5, would occur.

Table 4-1 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 4-1.

Table 4-1 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 Jacinto	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 Health and 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, and 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 4-2) are susceptible to liquefaction hazards during seismic shaking.

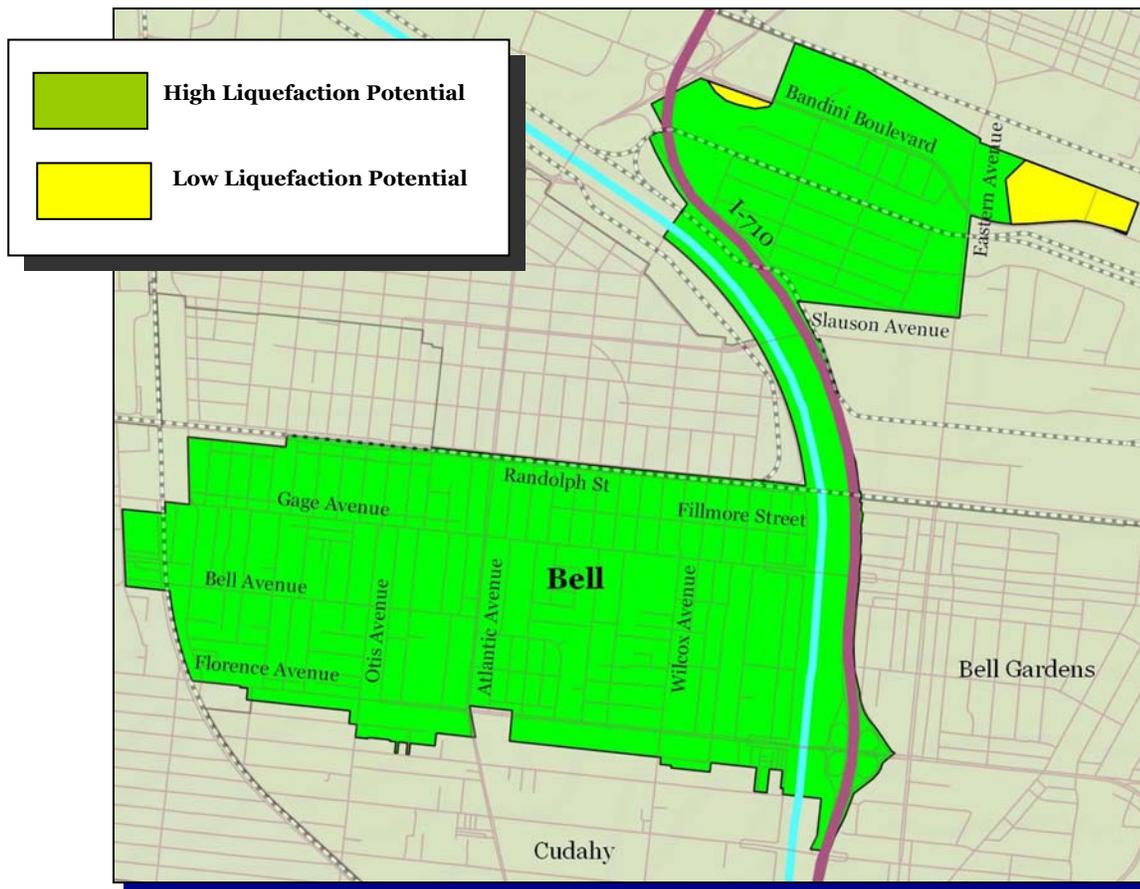


EXHIBIT 4-2. AREAS IN THE CITY OF BELL SUBJECT TO POTENTIAL LIQUEFACTION



The City of Bell has a relatively flat topography, and hazards associated with slope instability, erosion, and landslides are considered unlikely. Because of the City's level topography, there are no landslide hazards in the City or the surrounding area. The Bandini oil field is located under the Cheli Industrial Area and could present subsidence hazards due to extensive oil pumping and withdrawal to this area. Subsidence occurs via soil shrinkage and is triggered by a reduction in an underlying groundwater table, thus causing the earth on top to sink.

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 8.0 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:

- ❑ **Residential Uses.** Single-family residences constructed prior to when 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 Uses.** 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.** 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.** 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 multi-family 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 eight plus and liquefaction hazards. The Long Beach Freeway and other infrastructure and utility lines in the area would be subject to localized damage.

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.²⁷



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:

- ❑ **Hansen Dam Inundation.** 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 4-3).
- ❑ **Sepulveda Dam Inundation.** 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 4-3).
- ❑ **Garvey Reservoir Inundation.** The Cheli Industrial Area is within the inundation area of the Garvey Reservoir in Monterey Park, as shown in Exhibit 4-3. The Garvey Reservoir is located two

²⁷ FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>



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 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.

- ❑ **Whittier Narrows Dam Inundation Area.** 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.

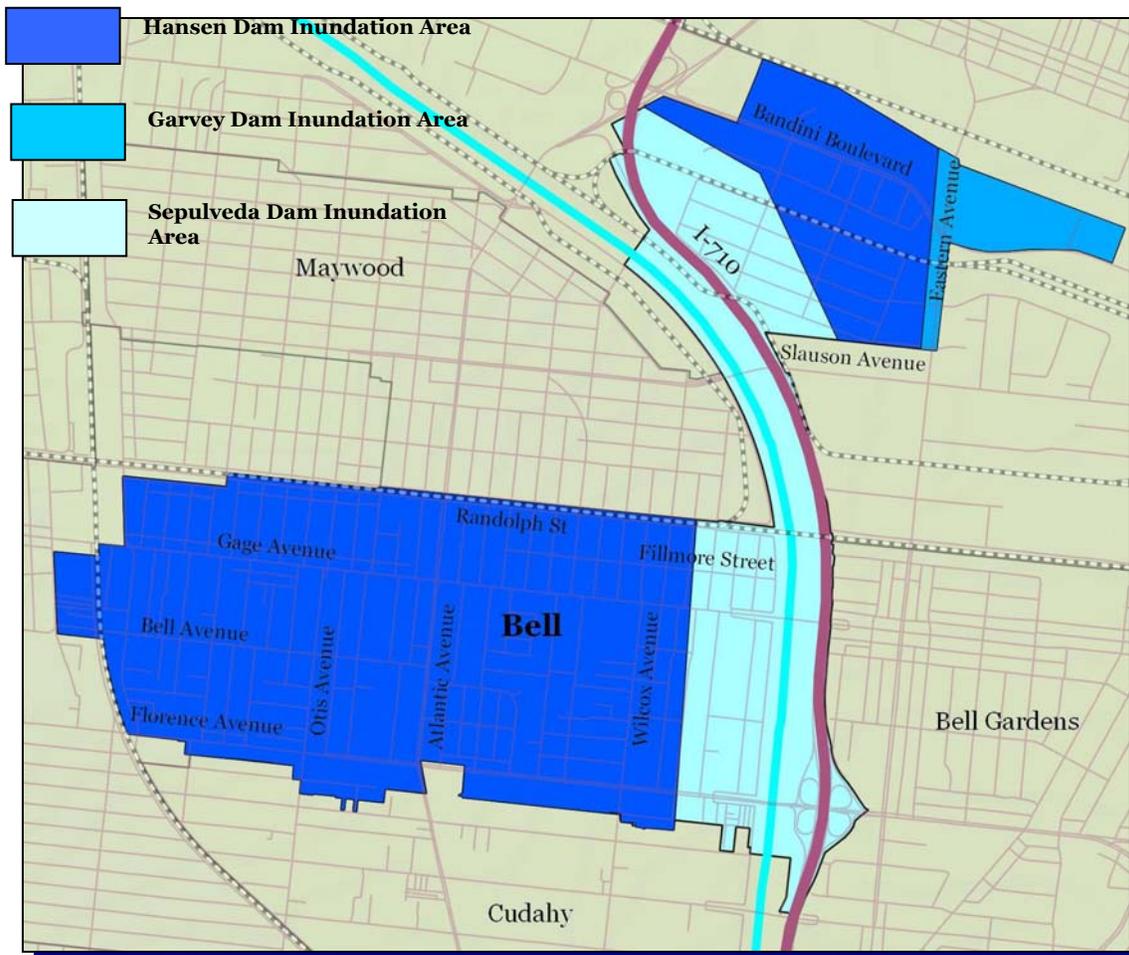


EXHIBIT 4-3. POTENTIAL DAM INUNDATION AREAS IN THE CITY OF BELL



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 are located within the Cheli Industrial Area and separated from the commercial and residential uses in the Central City.

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) *Envirofacts 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 *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 railroad lines that serve the area occasionally transport hazardous materials. 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.

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 0.84 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 4-2 shows crime incidence in 1995 and 2013.



Table 4-2 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 4-3.

Table 4-3 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, 2016		



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-resistant), 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 4-4 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.

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 4-4. 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 5.0 dB adjustment to sounds occurring in the evening (7:00 PM to 10:00 PM) in addition to the 10.0 dB adjustment to sounds occurring in the late evening and early morning hours (between 10:00 PM and 7:00 AM).

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 extends 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.

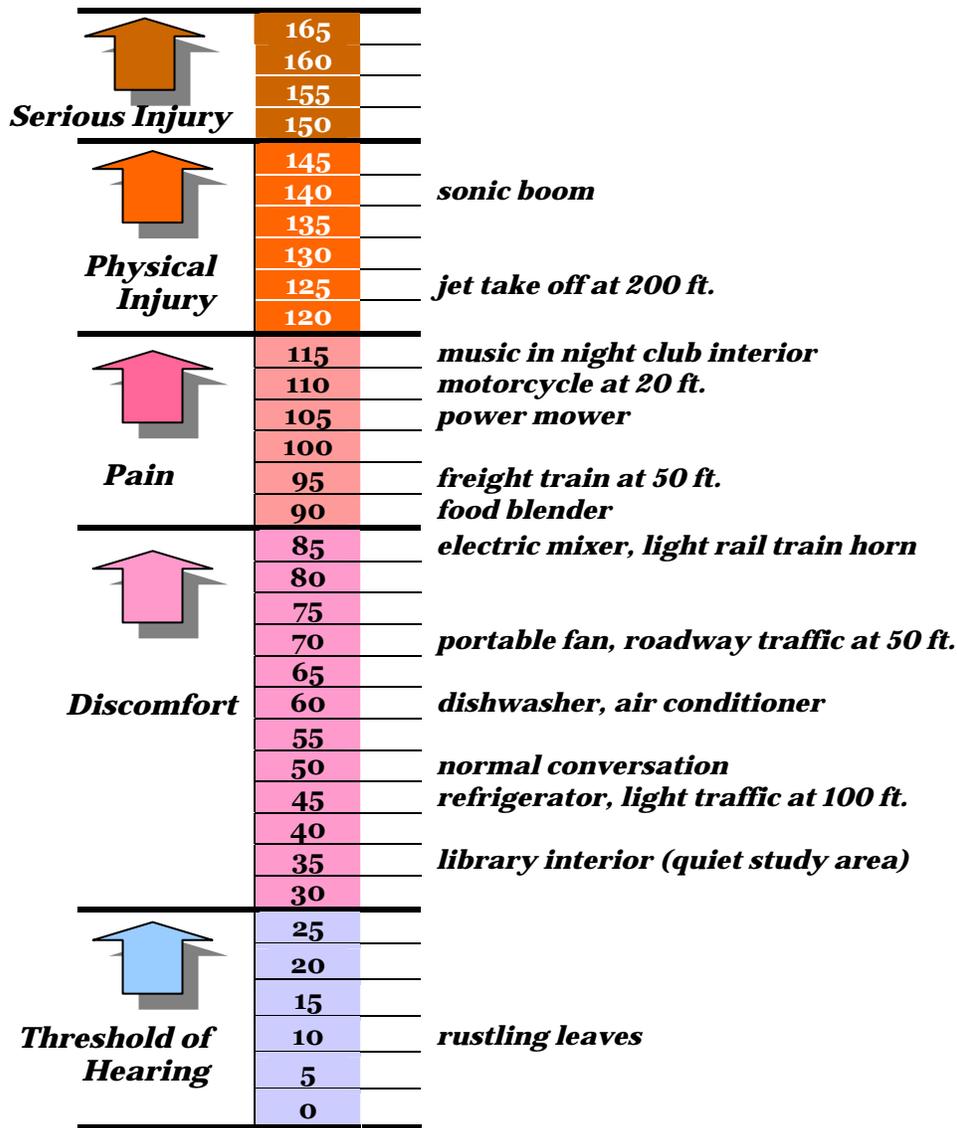


EXHIBIT 4-4. CHARACTERISTICS OF NOISE

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 by the I-710 and the Los Angeles River. 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.



NOISE SENSITIVE LAND USES

Noise sensitive receptors are shown in Exhibit 4-5. 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 4-4. Table 4-4 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 4-5 shows the 12 study locations.

Table 4-4 Noise Measurement Results				
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

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 development 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.

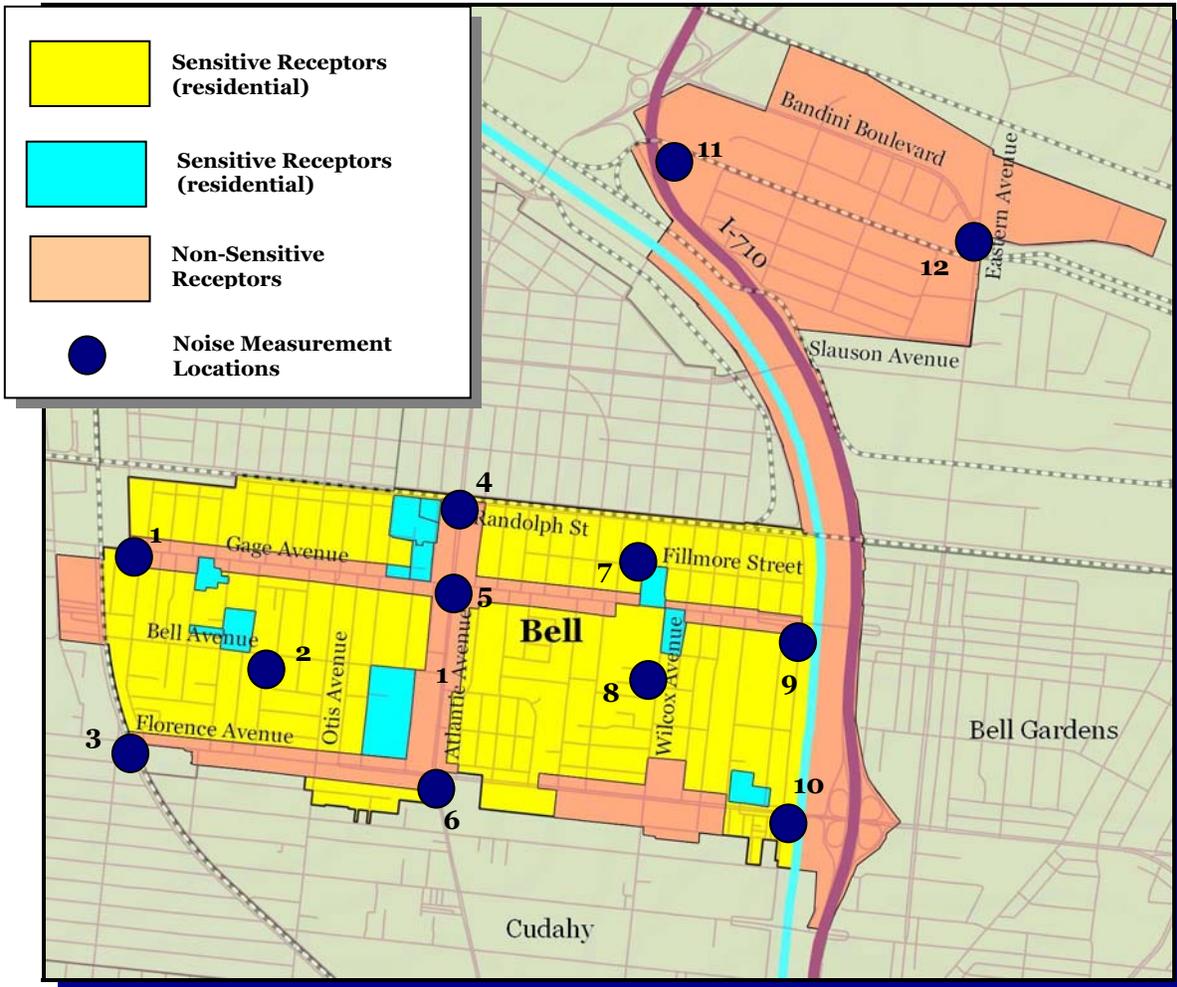


EXHIBIT 4-5. NOISE SENSITIVE RECEPTORS IN THE CITY OF BELL

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 4-5. As indicated in Table 4-5, 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 4-6. 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 4-5 Existing Traffic Noise Contours				
Roadway Segment	Distance to Noise Contours (in feet)			
	70 CNEL	65 CNEL	60 CNEL	dB A 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
Wilcox 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, 2016

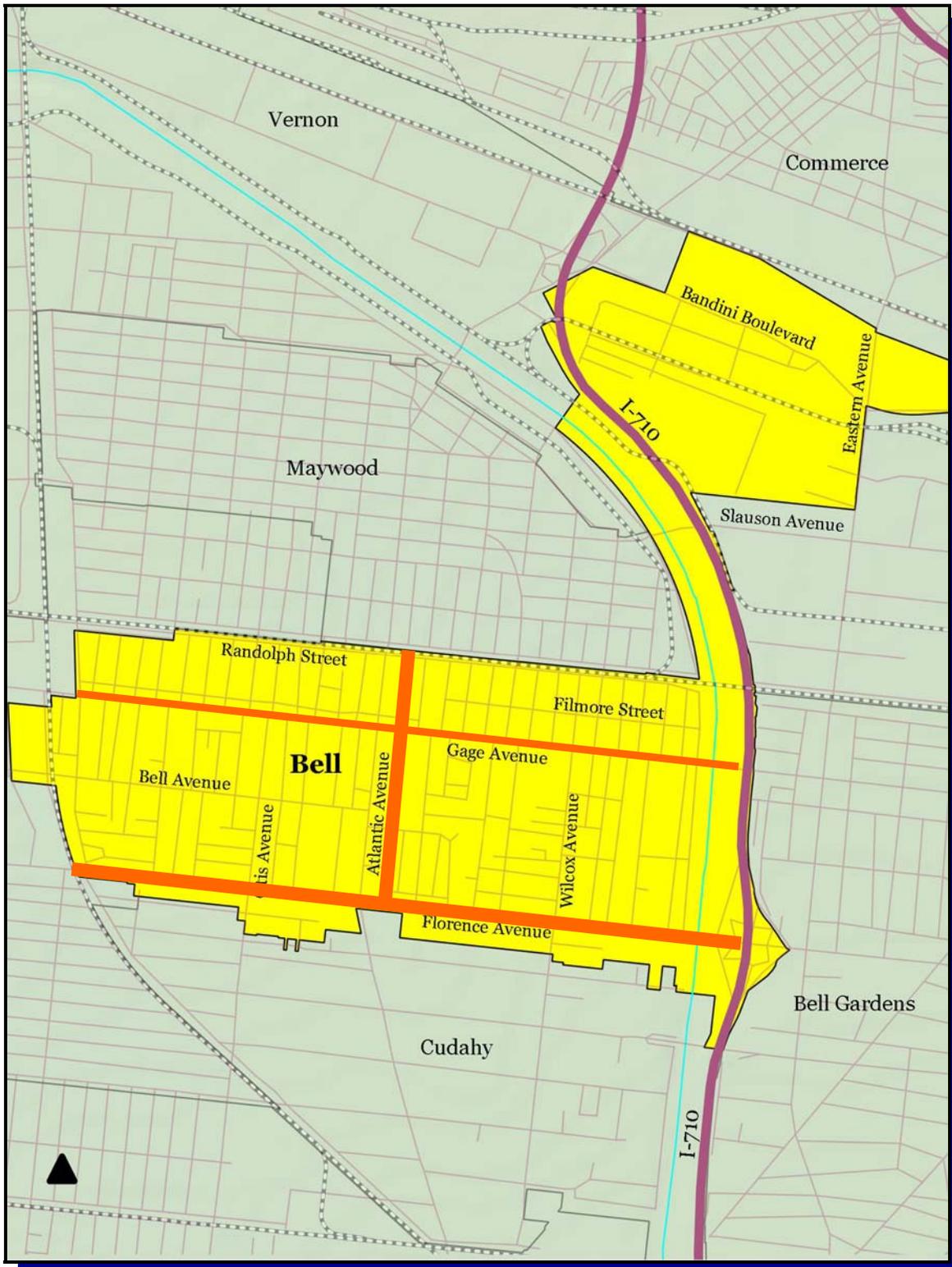


EXHIBIT 4-6. TRAFFIC NOISE CONTOURS IN THE CITY OF BELL



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 right-of-way adjacent to northern end of the City, with their tracks extending west to east along Randolph Street.
- ❑ The AT&SF tracks along the northern end of the Cheli Industrial area handles an average of 20 trains per day. 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 7:00 AM and 7:00 PM.

AIRPORT NOISE

The City of Bell is not located within the Runway Protection Zones (RPZs) or the 65 CNEL noise boundaries of any airport though 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 affecting the City of Bell.

4.3 PLANNING VISION FOR HEALTH & SAFETY

HEALTH & SAFETY POLICIES

The City of Bell, with the implementation of the Health and Safety Element, seeks to protect the health and safety of those persons living and working in the City. The following issues will be addressed with the implementation of the policies and programs contained in the Health and Safety Element:

- ❑ To ensure that every effort is made to promote emergency preparedness;
- ❑ To ensure that land use planning efforts consider potential hazards in the City and to educate the public regarding safety hazards;
- ❑ To ensure that sufficient fire department resources are provided to address any potential emergency;
- ❑ To ensure that law enforcement and safety-related impacts are evaluated on an on-going basis;
- ❑ To promote land use and noise compatibility;
- ❑ To minimize the impact of noise on local noise sensitive land uses;



- ❑ To promote community wellness and health.

The City's health and safety policies are outlined in the section that follows. The policies are arranged under each of the issue areas discussed above. The following policies will establish the policy framework for this Health and Safety Element.

- ❑ **Issue: To ensure that every effort is made to promote emergency preparedness.**

Health and Safety Element Policy 1. The City of Bell shall encourage educational programs which inform residents and businesses in the City concerning procedures to follow in the event of a major disaster. The City shall ensure that a disaster plan is in place for residents and City employees. The Plan will be identified on the City's website and in community meetings.

Health and Safety Element Policy 2. The City of Bell shall continue participation in community programs that train local residents and workers to perform effectively after an emergency or disaster. These measures will be included in the City Hazard Response Plan that will be advertised on the City's website and Community Meetings.

Health and Safety Element Policy 3. The City Bell shall review and improve its disaster preparedness and emergency response capabilities. The Emergency Plan shall undergo a periodic review and update to ensure it remains current.

Health and Safety Element Policy 4. The City of Bell shall develop an information program to familiarize citizens with emergency preparedness in the event of a major earthquake. The City shall work with local businesses, residents, and public agencies to advertise the Emergency Preparedness Plan through the City's website, social media, and neighborhood meetings.

- ❑ **Issue: To ensure that land use planning efforts consider potential hazards in the City and to educate the public regarding safety hazards.**

Health and Safety Element Policy 5. The City of Bell shall work to identify and improve existing buildings that do not meet fire or earthquake standards. The City shall undertake periodic inspections to identify buildings in need of retrofit and progress in retrofitting unreinforced buildings. Finally, the City shall seek funding sources to assist in the improvements to these older buildings.

Health and Safety Element Policy 6. The City of Bell shall require special soils and structural investigations for all larger structures or development involving large groups of people pursuant to State requirements. Finally, the City shall create an informational flyer informing residents and businesses regarding building and safety requirements.

Health and Safety Element Policy 7. The City of Bell shall continue to require pre-1933 structures to meet current seismic building codes. The City shall notify property owners of these buildings and the need for any seismic retrofitting and the correction of health and safety code violations shall be discussed.



Health and Safety Element Policy 8. The City of Bell shall strive to protect life and property from fire damage through the enforcement of the applicable of all building and fire codes and Code Enforcement inspections.

Health and Safety Element Policy 9. The City of Bell shall identify areas of high risk (high densities, older structures, fire hazards) so that disaster response may be prioritized. The City will also focus on potential sources of contamination, including lead and asbestos containing materials found in older buildings. These areas of risk must be identified in the City’s Emergency Preparedness Plan.

Health and Safety Element Policy 10. The City of Bell shall host a periodic “wellness fair” that will educate residents regarding safety risks and hazards in the community. This outreach will also discuss the health risks related to poor air quality, water and soil contamination, and other contaminants such as lead paint, asbestos, mercury, etc.

- ❑ **Issue: To ensure that sufficient fire department resources are provided to address any potential emergency.**

Health and Safety Element Policy 11. The City of Bell shall establish and enforce standards that are designed to reduce the level of risk. The City shall work with the Los Angeles County Fire Department and other public agencies to discuss both risk and emergency preparation. Finally, the City shall work with the Fire Department and the larger community to review, and if necessary, develop new standards.

Health and Safety Element Policy 12. The City of Bell shall work to reduce fire hazards associated with older buildings including masonry structures and residences above commercial structures on Gage Avenue. These measures will include, but not be limited to, building inspections, and reviewing and updating Building and Fire Codes, code enforcement, and education.

Health and Safety Element Policy 13. The City of Bell shall establish an inventory of alternative emergency resources in the City (portable water, water delivery systems, communication, security, waste collection, and emergency power for critical facilities). This inventory shall be identified in the City’s Emergency Preparedness Plan.

Health and Safety Element Policy 14. The City of Bell shall require contemporary fire protection, including fire sprinklers, for multi-story structures and larger industrial facilities.

- ❑ **Issue: To ensure that law enforcement and safety-related impacts are evaluated on an on-going basis.**

Health and Safety Element Policy 15. The City of Bell shall incorporate defensible space design principles and other security measures into new development in the City. These principals will be required and discussed as part of the review of new development projects.



Health and Safety Element Policy 16. The City of Bell shall cooperate with law enforcement agencies to suppress crime. The City shall continue to support the efforts of the Neighborhood Watch.

Health and Safety Element Policy 17. The City of Bell shall support "neighborhood watch" programs in conjunction with neighborhood improvement associations to encourage cooperation between citizens and police. The City shall promote Neighborhood Watch programs on the City's websites and social media.

❑ **Issue: To promote land use and noise compatibility.**

Health and Safety Element Policy 18. The City of Bell shall consider planning guidelines which include noise control for all new residential developments and condominium conversion projects. The City shall promote design measures that will be effective in reducing noise reduction in the review of new development projects.

Health and Safety Element Policy 19. The City of Bell shall require that future development projects and existing land uses reduce unnecessary noise near noise-sensitive areas such as residences, parks, hospitals, libraries, convalescent homes, etc. The City shall enforce the existing noise control regulations such as those included in the Bell Municipal Code.

Health and Safety Element Policy 20. The City of Bell shall encourage the reduction of noise throughout the City in the review of new development. New development projects will undergo review to ensure that noise impacts from such developments are reduced as much as possible.

Health and Safety Element Policy 21. The City of Bell shall promote the development of a compatible noise environment throughout the City. The City shall consider noise and land use compatibility in the review of new development project.

❑ **Issue: To minimize the impact of noise on local noise sensitive land uses.**

Health and Safety Element Policy 22. The City shall implement noise regulations that will lower excessive and intrusive noise to levels that conform to acceptable standards. The City shall ensure Code Enforcement and the Police Department will continue to enforce noise control regulations.

Health and Safety Element Policy 23. The City of Bell shall cooperate with all public agencies so as to minimize transportation related noise. Applicable City, State, and Federal noise control regulations shall be enforced.

Health and Safety Element Policy 24. The City of Bell shall strive to ensure that public buildings (schools, libraries, etc.) are sufficiently noise insulated to permit their intended function to be uninterrupted by exterior noise. The City shall ensure that appropriate noise attenuation is provided during the development review process.



Health and Safety Element Policy 25. The City of Bell shall ensure that the design and improvement of future master planned roadway links in the City is accomplished in a manner that minimizes noise impacts on adjacent noise sensitive land uses. These measures may involve the use of sound walls and other architectural features that promote noise reduction.

Health and Safety Element Policy 26. The City of Bell shall continue to require noise attenuation in new residential developments that are exposed to significant noise levels from freeway and arterial roadway traffic. The City shall make every effort to inform developers, businesses, and residents of noise control measures. Noise studies must be performed new noise sensitive projects that are located near arterial roadways and freeways.

□ **Issue: To promote community wellness and health.**

Health and Safety Element Policy 27. The City of Bell shall strive to continue the development of youth programs to promote community health. The Parks and Recreation Department shall aggressively support the establishment and implementation of the programs for all segments of the community (youth, seniors, etc.).

Health and Safety Element Policy 28. The City of Bell shall promote quality nutritional standards at all City sponsored events and functions.

Health and Safety Element Policy 29. The City of Bell shall require that all new commercial and employment development provide restrooms and breastfeeding accommodations and worksite activity rest areas for breaks.

Health and Safety Element Policy 30. The City of Bell shall support those initiatives that promote health work environmental and personal wellness.

Health and Safety Element Policy 31. The City of Bell shall support a healthy lifestyle for all persons living or working in the City. This may be accomplished by promoting healthy activities as part of recreational programs and supporting the establishment of a farmer's market.

Health and Safety Element Policy 32. The City of Bell shall work with the Los Angeles County Health Department to assess chronic health-related problems in the City and will work to provide medical information, outreach programs, and health fairs.

Health and Safety Element Policy 33. The City of Bell shall be proactive in considering human health in future land use decision-making. The City will promote uses and activities that will contribute to a healthy lifestyle.



HEALTH & SAFETY PROGRAMS

The following programs will implement the policies identified in the previous section.

- ❑ **Community Hazardous Waste Education Program.** The City will implement an education program for households and small businesses regarding identification and disposal of potential hazardous wastes, including machine oils, pesticides, etc.
 - *Source of Funding:* General Fund
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department and Los Angeles County Fire Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- ❑ **Disaster Response Database.** In the event of a major earthquake or other major disaster, persons living or working in the City may need to be self-sufficient for up to 72 hours before the results of any major relief efforts are realized. Under this program, a database will be created to identify medical professionals, heavy equipment operators, and volunteers trained in first aid and search-and-rescue. The database would identify other volunteers that would staff emergency collection centers, distribution centers, and otherwise assist in the recovery efforts. This information, and the appropriate procedures, would then be incorporated into the City's emergency multi-hazard mitigation plan.
 - *Source of Funding:* General Fund
 - *2017-2021 Program Objectives:* To establish new database.
 - *Agency Responsible for Implementation:* Community Development Department and Bell Police Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- ❑ **Emergency Preparedness Plan.** The City currently maintains a *Multi-Hazard Functional Plan* that outlines responsibilities and procedures the City will follow in the event of an emergency or citywide disaster. Specific emergency functions and operations, available resources (fire stations, emergency shelters, hospitals and clinics, resource persons, etc.), and mutual aid agreements are described in the Plan. The City shall regularly update its Multi-Hazard Functional Plan for Emergency Operations. The Bell Police Department has adopted procedures for dealing with hazardous spills on the highway.
 - *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* To update the existing Muti-Hazard Functional Plan.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- ❑ **Environmental Review.** The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects, as well as those that will have the potential to adversely impact the environment.



Land use and development are among the issue areas that will be addressed in the environmental analysis. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures that may be recommended as part of the environmental review process.

- *Source of Funding:* General Fund and individual development applications.
- *2017-2021 Program Objectives:* To continue with the ongoing environmental review of new projects.
- *Agency Responsible for Implementation:* Community Development Department.
- *Implementation Schedule:* The program is ongoing and will be continued.

□ **Fire Prevention.** Commercial and industrial uses are inspected annually and "fire target hazards" are inspected at least three times a year. The LACFD enforces a weed abatement program for vacant lots and also enforces weed abatement at residences on a complaint basis. The abatement of residential fire hazards is enforced on a complaint basis. The City shall continue to work with the Fire Department to promote fire prevention and fire safety programs. All new development plans must be submitted to the fire department for review and comment during the plan check process. This review must be completed for the development process to continue. New development must conform to any and all applicable standards and regulations.

- *Source of Funding:* General Fund and Development Fees.
- *2017-2021 Program Objectives:* To maintain the existing service level.
- *Agency Responsible for Implementation:* Community Development Department and Los Angeles County Fire Department.
- *Implementation Schedule:* The program is ongoing and will be continued.

□ **Fire Safety Development Review Program.** Certain design standards have been established by the City of Bell and the LACFD to ensure that site planning and building design consider public safety and fire prevention. These standards include requirements governing emergency access, roadway widths, clearance around structures, location of fire hydrants, etc.

- *Source of Funding:* General Fund and Development Fees.
- *2017-2021 Program Objectives:* To maintain the existing service level.
- *Agency Responsible for Implementation:* Community Development Department and Los Angeles County Fire Department.
- *Implementation Schedule:* The program is ongoing and will be continued.

□ **Hazardous Materials Control.** The City shall continue to cooperate with county, State, and Federal agencies involved in the regulation of hazardous materials' storage, use, and disposal. The City shall work with the fire department in requiring hazardous materials users and generators to identify safety procedures for responding to accidental spills and emergencies. The LACFD shall also work with local law enforcement officials in regulating the transport of hazardous materials through the City. The City will continue to promote the safe disposal of "hazardous and toxic substances" used in private households through the support of "Hazardous Materials Collections" conducted at specific locations and times within Bell. The City will



continue to collect and maintain up-to-date records concerning the type, location, owners, and responsible persons for properties which involve the handling of hazardous materials and wastes.

- *Source of Funding:* General Fund and Development Fees.
- *2017-2021 Program Objectives:* To maintain the existing service level.
- *Agency Responsible for Implementation:* Community Development Department and Los Angeles County Fire Department.
- *Implementation Schedule:* The program is ongoing and will be continued.

- ***Seismic Safety Program.*** The City enforces the seismic retrofit requirements of the State of California Uniform Building Code. These standards apply to bracing systems, wall anchorage to roof and floors and the filling in of excess openings. Department personnel are trained to use the Emergency Response Handbook.

- *Source of Funding:* General Fund and Development Fees.
- *2017-2021 Program Objectives:* To maintain the existing service level.
- *Agency Responsible for Implementation:* Community Development Department and Los Angeles County Fire Department.
- *Implementation Schedule:* The program is ongoing and will be continued.

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

- *Source of Funding:* General Fund.
- *2017-2021 Program Objectives:* To update the Zoning Code to established new land use and noise compatibility requirements.
- *Agency Responsible for Implementation:* Community Development Department.
- *Implementation Schedule:* The program will commence following the adoption of the General Plan.

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

- *Source of Funding:* General Fund.
- *2017-2021 Program Objectives:* To continue to implement the review of new projects.



- *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program will continue as new development occurs.
- **Noise Control Ordinance and Enforcement.** The City will consider the adoption of an appropriate ordinance which will place a limit on the level of noise produced by residential, commercial and industrial activities that may intrude on adjacent properties. Noise emanating from residential, commercial, and industrial uses is regulated by the City's Municipal Code. However, acceptable dBA ranges have not been designated for these uses. The City will implement a review process concerning its policies and regulations affecting noise every five years or as new technological developments warrant, per State guideline requirements. The City will also support the enforcement of regulations (such as the State Vehicle Code noise standards) for all privately owned, City-owned, and City-operated automobiles, trucks, and motorcycles operating within Bell.
- *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* To update the Zoning Ordinance (Noise Control) within 12 months of the General Plan's adoption.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program will commence following the General Plan's adoption.

4.4 HEALTH & SAFETY PLAN

EVACUATION ROUTES

Evacuation routes through the City of Bell include the major arterials in the City: Atlantic Avenue, Florence Avenue, Gage Avenue, and Eastern Avenue as shown in Exhibit 4-5. Gage and Florence Avenues extend in an east-west direction and would serve as a collector for evacuating residents on the City's north-south local streets. Evacuees may then proceed on Atlantic Avenue which runs in a north-south direction or remain on Gage and Florence Avenues, depending on the site of the disaster or the nature of the emergency.

EMERGENCY PREPAREDNESS PROGRAM

The City originally adopted a Civil Defense and Disaster Plan in 1972 and this Plan was updated in February 1983. The Bell Police Department has adopted procedures for dealing with hazardous spills on the highway. These procedures are based on the California Highway Patrol's and the Federal Department of Transportation's Emergency Response Materials. All police to ensure emergency water supply throughout the City, new construction is required to meet specific fire flow standards. Fire flows for individual structures are calculated according to size of the structure (floor area), type of construction (wood, non-combustible, fire-resistive), building height, presence of sprinkler systems, distance between buildings, and type of use.



FIRE PROTECTION STANDARDS FIRE FLOW

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.

Table 4-6 Fire Standards				
Development	Fire Flow (gpm)	Road Width (feet)	Access' (Feet)	Turn Radius (Feet)
Single-Family (Fire Zone 4)	1000-1250	20-26	150	32
Single-Family (Fire Zone 3)	750-1250	20-26	150	32
Two-Family (Duplex)	1500	26-36	150	32
Mobile Home (Fire Zone 4)	1250	26-36	150	32
Multi-Family & Hotel	1000-5000	26-36	150	32
Schools	1000-5000	26-36	150	32
Commercial & Industrial	1000-5000	26-42	150	32
High-Rise (5-stories/ 75')	5000	N/A	N/A	32
Source: Los Angeles County Fire Department Fire Code				

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

- Fire flow increases with building size (square feet) and/or lot coverage 20 psi and 600 feet hydrant spacing is required for single-family dwelling 20 psi and 300 feet hydrant spacing is required for all other occupancies.
- Road width increases where parallel parking allowances, hydrant requirements, or serial fire suppression requirements, or aerial fire suppression requirements indicate the need.
- Minimum 20 feet private road width is permitted only if life safety is not jeopardized, topography, or lot shape/dimensions are constraints, and the Fire Department grants discretionary approval.
- A paved access is required if any portion of the first floor building exterior is more than 150 feet from a public vehicle access (private driveway, bridge, alley).
- Final fire flow will be based on the size of the building, its relationship to adjacent structures and the type of construction.



FIRE PROTECTION STANDARDS PEAK LOAD WATER SUPPLY

The water system must be capable of supplying adequate quantities of water for firefighting purposes, in addition to the daily supply for domestic demand in the area. Adequate reservoir capacity is determined by the availability of water for peak day supply plus 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.

FIRE PROTECTION STANDARDS EMERGENCY ACCESS

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





SECTION 5 MOBILITY & CIRCULATION ELEMENT

5.1. INTRODUCTION TO THE MOBILITY & CIRCULATION ELEMENT

SCOPE OF THE MOBILITY & CIRCULATION ELEMENT

This Mobility and Mobility and Circulation of the Bell General Plan is one of seven State-mandated elements and is intended to serve as a guide in the ongoing improvements to the City's roadway and transportation facilities and infrastructure. New development in the City and in the surrounding communities will place additional demands on the City's roadways in the coming years.

The purpose of this Mobility and Circulation is to provide for the development of a safe and efficient circulation system for the City. According to California Government Code Section 65302(b), this Element must identify the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the Land Use Element of the Plan."

RELATIONSHIP TO THE GENERAL PLAN

This Mobility and Circulation Element provides the planning framework for the circulation (roadways and bike lanes) system that will be needed to accommodate existing and projected demand resulting from the land uses and development permitted under the Land Use and Sustainability Element.

- ❑ Traffic forecasts in this Mobility and Circulation Element are also used to determine future traffic noise levels within the Health and Safety Element.
- ❑ The Mobility and Circulation Element together with the Health and Safety Element, indicate emergency evacuation routes and minimum road widths required to accommodate emergency vehicles.
- ❑ Finally, this Mobility and Circulation Element is responsive to regional transportation plans, such as the Congestion Management Program, which focuses on the development of a regional transportation system to accommodate the future traffic demands within the greater region.

The remainder of the Mobility and Circulation Element consists of the following sections:

- ❑ ***Planning Background for Mobility and Circulation*** describes existing conditions in the City with respect to circulation and traffic.
- ❑ ***Planning Vision for Mobility and Circulation*** articulates City policies and implementing programs that are related to land use and economic development.
- ❑ ***Planning Implementation Mobility and Circulation*** indicates the location and extent of future development permitted in the City, as well as standards for this development.



5.2 PLANNING BACKGROUND FOR MOBILITY & CIRCULATION

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 nearest 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 traveling southbound and 187,000 for traffic traveling northbound. Peak hour trips for both interchanges were estimated to be between 14,000 and 15,200 peak hour trips.²⁸ 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.

²⁸ 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 5-1 compares the daily traffic counts for the major streets that service the City between 1995 and 2012. Exhibit 5-1 illustrates the roadway system that serves the City of Bell.

Table 5-1 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 5-1 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

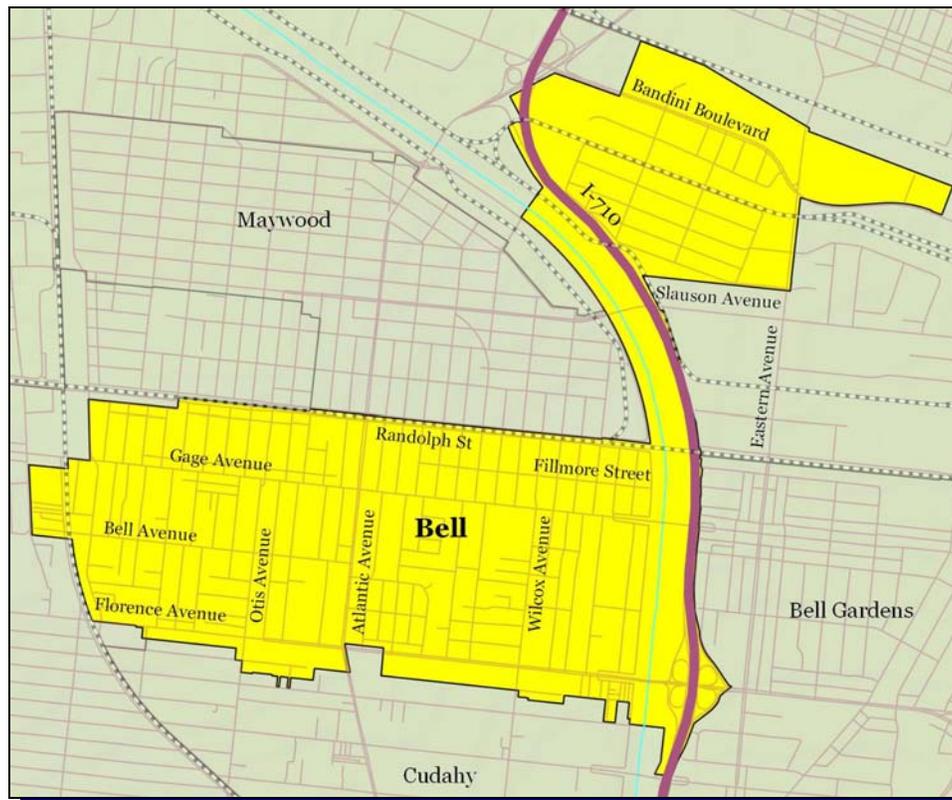


EXHIBIT 5-1. CITY OF BELL ROADWAY SYSTEM



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 5-2. Exhibit 5-2, provided on the following page, illustrates the operating levels of service according to the aforementioned level of service definitions.



Table 5-2 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 5-3 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 5-3 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

TRUCK ROUTES

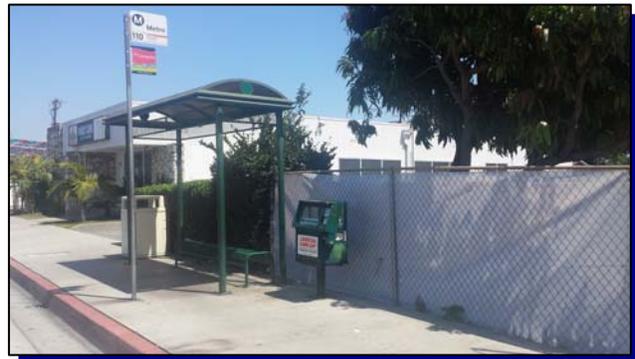
The City of Bell has restricted trucks to major roadways in the Central City area. These include Atlantic Avenue, Gage Avenue, Florence Avenue, and Salt Lake Avenue. Three axle trucks are permitted on Randolph Street, Otis Avenue, Walker Avenue, and Bell Avenue. Trucks are prohibited on residential streets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

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.

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.



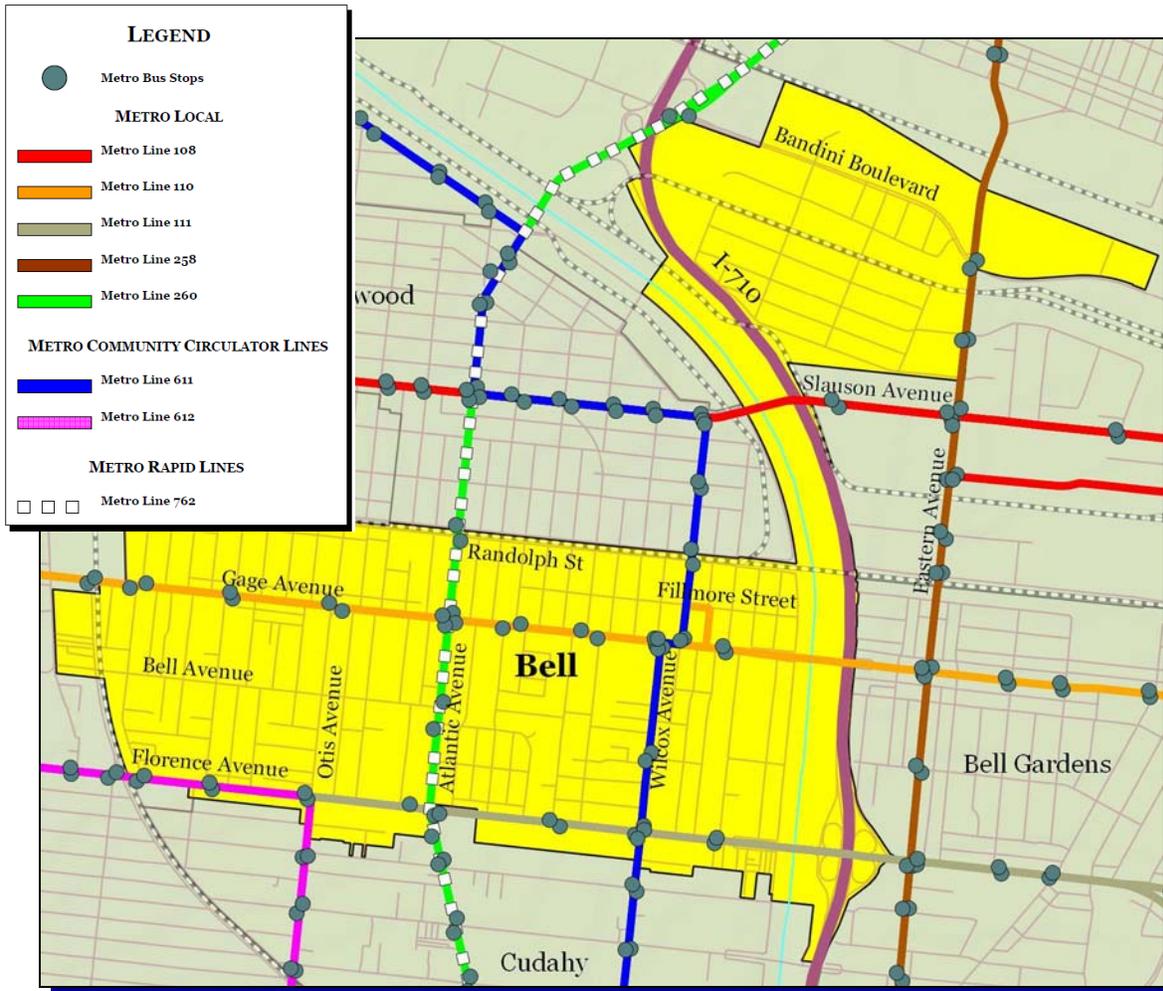


EXHIBIT 5-2. PUBLIC TRANSIT SERVING THE CITY OF BELL

MTA bus 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.

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.

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.



5.3 PLANNING VISION FOR MOBILITY & CIRCULATION

MOBILITY & CIRCULATION POLICIES

The City of Bell, with the implementation of the Mobility and Circulation Element, seeks to promote and improve transportation and circulation in the City. The following issues will be addressed with the implementation of the policies and programs contained in the Mobility and Circulation Element:

- ❑ To participate in regional transportation planning efforts;
- ❑ To continue to upgrade and improve the local roadway system;
- ❑ To promote the use of alternative forms of transportation in the City.

The City's health and safety policies are outlined in the section that follows. The policies are arranged under each of the issue areas discussed above. The following policies will establish the policy framework for this Health and Safety Element.

❑ **Issue: To participate in regional transportation planning efforts.**

Mobility and Circulation Element Policy 1. The City of Bell shall continue to participate in regional transportation planning efforts. The City shall participate in all regional transportation planning and development initiatives including those hosted by SCAG, Caltrans, Los Angeles County MTA, and ECO Rapid Transit.



Mobility and Circulation Element Policy 2. The City of Bell shall continue to work with adjacent cities to improve area-wide circulation. These will include area plans related to transit routes and stops, development of bus turnouts and shelters, signal synchronization, and arterial roadway improvement projects.

Mobility and Circulation Element Policy 3. The City of Bell shall continue to support the construction of a Slauson Avenue interchange at Interstate 710 (I-710). The City shall identify a local taskforce to provide input into the Caltrans improvement program for the I-710 Freeway. Finally, City staff and City Officials shall participate in the Gateway COG I-710 TAC meetings and demonstrate support.

Mobility and Circulation Element Policy 4. The City of Bell shall continue to initiate the design and engineering of roadway improvement projects throughout the City as a means to implement the General Plan. The Engineering Department shall continue to pursue grants to rehabilitate City roadways and will strive to manage these projects so they are completed on schedule and budget. Finally, the City shall continue to implement the pavement management plan and the City's CIP program.

Mobility and Circulation Element Policy 5. The City of Bell shall continue to pursue and access State, Federal, and County funding sources for improving the circulation system.

□ **Issue: To continue to upgrade and improve the local roadway system.**

Mobility and Circulation Element Policy 6. The City of Bell shall establish a Level of Service (LOS) "D" as the acceptable standard where such a standard is appropriate. In addition, the City shall incorporate LOS "D" as a standard on traffic studies and traffic level of service mitigation.

Mobility and Circulation Element Policy 7. The City of Bell shall require new developments to include design features to mitigate adverse impacts upon the local circulation system. All new development projects must promote and facilitate walkable streets, bus transit, bicycling, parking, efficient goods movement, and other components of the transportation system. Transit related improvements shall be identified as part of the conditions of approval through the design review and environmental review processes.

Mobility and Circulation Element Policy 8. The City of Bell shall monitor cumulative increases in traffic volumes in the City. Periodic monitoring of traffic shall be accomplished through periodic traffic speed surveys, average daily traffic (ADT) surveys, and project-specific traffic studies.

Mobility and Circulation Element Policy 9. The City of Bell shall require the implementation of public transportation and other transportation systems management (TSM) measures in the review of new development. Any required traffic improvements must be committed to and shown on the project plans prior to DRC meeting. The City shall implement an Active Transportation Plan for new development and include them in the conditions of approval, when applicable.



Mobility and Circulation Element Policy 10. The City of Bell shall continue to evaluate and improve traffic control signalization and signage throughout the City. This will be accomplished through site visits, field surveys, periodic inspections of all City traffic control signage, and the performance of regular maintenance checks with Los Angeles County.

Mobility and Circulation Element Policy 11. The City of Bell shall encourage bicycle usage through the implementation of the Citywide bicycle system and the associated improvements. The City shall pursue grant opportunities to implement the plan. A Traffic Control Plan (TCP) shall be required for work performed within the public right of way.

Mobility and Circulation Element Policy 12. The City of Bell shall consider parking restriction in those residential areas that have narrow streets. These measures may include the posting of parking signs with parking restrictions during rush hour or early AM hours, and the posting of “no parking signs” on certain narrow streets. The City shall actively involve the community and affected residents and businesses in the formulation of a parking control plan.

❑ **Issue: To promote the use of alternative forms of transportation in the City.**

Mobility and Circulation Element Policy 13. The City of Bell shall consider the feasibility of including bikeways during the planning and construction stages of roadway improvements pursuant to the Bicycle Master Plan.

Mobility and Circulation Element Policy 14. The City of Bell shall continue to promote the separation of pedestrian, bicycle, and motor vehicle traffic on Randolph Street. As part of this policy, the City shall strive to create a separate Class III bicycle lane along Randolph Street.

Mobility and Circulation Element Policy 15. The City of Bell shall require new commercial and industrial developments to provide bicycle racks and/or lockers. These improvements must be identified as conditions of approval set forth by DRC.

Mobility and Circulation Element Policy 16. The City of Bell shall consider the closure or abandonment of certain streets or rights-of-way to promote the separation of commercial and residential traffic and to remove existing hazardous circulation patterns. The Planning and Public Works Departments shall conduct a citywide study of to identify hazardous circulation patterns.

Mobility and Circulation Element Policy 17. City of Bell shall explore the feasibility of parking districts as an option to address parking needs. The City shall survey vacant lots where there may be a potential for new parking. This survey will focus on properties that are owned by the City.

Mobility and Circulation Element Policy 18. City of Bell shall explore new and innovative ways to enhance the utility of surface parking lots and parking structures. For example, new parking structures may be signed so that the ground levels could be occupied by retain or commercial establishments.



Mobility and Circulation Element Policy 19. The City of Bell shall strive to increase “walk-ability” and “bike-ability” through the implementation of the Bell Bicycle Master Plan.

Mobility and Circulation Element Policy 20. The City of Bell shall promote the development of pedestrian-friendly and bicycle friendly infrastructure by prioritizing such improvements in the City’s Capital Improvement Program.

MOBILITY & CIRCULATION PROGRAMS

The following programs would implement the policies outlined above.

- ❑ **Caltrans Coordination.** The City will coordinate efforts with Caltrans to upgrade area freeways. The purpose of this undertaking is to ensure that the city is fully appraised of the improvement efforts in the early stages of planning and design. The City will continue to work with Caltrans and the Metropolitan Transportation Authority (MTA), as appropriate, and will request to be on all notification lists for future projects that may impact Bell.
 - *Source of Funding:* General Fund
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- ❑ **Capital Improvement Planning.** The City's Capital Improvement Program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis, and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. The City will continue to update, review, and implement its CIP to consider transportation-related improvements.
 - *Source of Funding:* General Fund
 - *2017-2021 Program Objectives:* To maintain and periodically update the CIP.
 - *Agency Responsible for Implementation:* Community Development Department and Engineering Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- ❑ **Enforcement of Truck Parking.** The City will continue to cooperate with the Los Angeles County Sheriff's Department in the enforcement of trucks using non-designated truck routes, illegal on-street parking, and other traffic laws.
 - *Source of Funding:* General Fund
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department and Bell Police Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.



- ❑ **Environmental Review.** The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects, as well as those that will have the potential to adversely impact the environment. Land use and development are among the issue areas that will be addressed in the environmental analysis. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures that may be recommended as part of the environmental review process.
 - *Source of Funding:* General Fund
 - *2017-2021 Program Objectives:* To continue to implement the environmental review of new projects.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.

- ❑ **Residential Parking Program.** The City will review existing parking standards and regulations applicable to the residential neighborhoods. This program will consider the feasibility of additional on-street parking restrictions and a permit parking program as a means to eliminate the storage of extra vehicles on city streets.
 - *Source of Funding:* General Fund
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department
 - *Implementation Schedule:* The program is ongoing and will be continued.

- ❑ **Signalization.** The City will strive to provide optimum signalization on major thoroughfares to maximize circulation efficiency, such as participation in a regional signalization program. City staff will outline both the need and strategy for improved signalization. Coordination with Caltrans and MTA in this regard will be undertaken.
 - *Source of Funding:* General Fund
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department and Engineering Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.

- ❑ **Truck Route Planning.** The City will work with other cities, public agencies, and stakeholders to establish a system of truck route plans for the sub-region.
 - *Source of Funding:* General Fund
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department and Bell Police Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.



- ❑ **Transit Centers.** Transit centers consisting of bus turnouts and loading areas, weatherproof shelters, information centers, emergency phones, and in some areas park-n'-ride facilities, will be implemented as part of new development.
 - *Source of Funding:* General Fund
 - *2017-2021 Program Objectives:* To initial program following General Plan's adoption.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program will commence in 2016.

5.4 PLANNING IMPLEMENTATION FOR MOBILITY & CIRCULATION

The Circulation Plan for the City of Bell supports the land use and development objectives outlined in the Community Development Element. The Circulation Plan is shown in Exhibit 5-5 and is discussed in this section.

ROADWAY CLASSIFICATIONS & STANDARDS

The roadway classification system described herein is used to identify the function of each roadway in the City. The classification system provides a logical framework for the design and operation of roadways serving Bell. The functional classification system permits residents, staff, and elected officials to identify the preferred characteristics of each street.

If the observed characteristics of a street change from the functional classification, then actions may be taken to return the street to its originally intended use or to change the roadway classification in response to increased traffic demand. In the latter instance, certain additional roadway improvements may be required to accommodate the roadway's new functional classification and the corresponding standards.

The primary circulation system in the City of Bell serves two distinct and equally important functions: 1) providing access to individual properties, and, 2) the transport of people and goods into and through the city. The design and operation of each roadway depends on the importance placed on each of these functions. For example, some roadways are designed to carry larger traffic volumes and generally have more lanes, higher speed limits, and fewer curb-cuts or driveways. In contrast, other streets may have fewer lanes, reduced speed limits, and more driveways as a means to provide access to individual properties.

The roadway system in Bell has been defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. Streets in the City of Bell are also classified according to their primary function, consisting of four types of roadways. The roadways are described below.

- ❑ **Major Arterials.** The main function of a Major Arterial is to provide regional, subregional, and intra-city travel service. Through-traffic comprises the bulk of traffic volumes on major arterial roadways. These streets typically provide three traffic lanes in each direction, and the lanes may be separated by either a median strip or a two-way, left-turn lane. Major arterial roadways typically contain 84 feet of paving within a 100-foot right-of-way. Lanes are 12 feet wide, and the



center median or turn lane is 16 feet wide. The following streets in Bell are classified as major arterials: Atlantic Avenue, Florence Avenue, Eastern Avenue, and Gage Avenue.

- ❑ **Collector Streets.** A Collector Street provides circulation in a defined geographic area of the city and connects this area to secondary streets, arterials, and freeways. Most traffic uses collector streets to move to roadways carrying intra-city or through-traffic. Collector streets in Bell include: Randolph Street, Otis Avenue, Heliotrope Avenue, Wilcox Avenue, Sherman Way, and Walker Avenue.
- ❑ **Local Streets.** Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the City’s streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block. Local streets in Bell are generally 40 to 50 feet wide, with a pavement width of between 24 to 30 feet. Most streets have been improved with curbs, gutters, and sidewalks. The City standard for local streets is 60 feet (with a curb-to-curb pavement width of 36 feet, two lanes, and on-street parking on both sides). This standard has not been achieved for a number of local streets in the City and may not be achieved for all local streets, considering the developed character of the city.

The functional designation of a roadway does not necessarily indicate the existing conditions (i.e., traffic volume, width, and available right-of-way). Instead, the classification indicates the *intended* use and ultimate design of the roadway to accommodate the anticipated travel demand. In addition, the typical cross-section of the roadway does not necessarily mean that the roadway should be redesigned or widened to meet its typical cross-section. Rather, the typical cross-section serves as a benchmark in the planning of future roadway improvements. Table 5-4 summarizes the standards generally applicable to each roadway classification.

Table 5-4 Roadway Classifications & Standards				
	Major Highways	Secondary Highways	Collector Roads	Local Streets
Travel Lanes	4-6	2-4 lanes	2 lanes	2 lanes
Parking Lanes	0-2	0-2 lanes	0-2 lanes	0-2 lanes
Volumes ADT	20,000-greater	10,000 or greater	Up to 10,000	2,000 or less
ROW width	100 ft.	80 ft.	60 ft.	40-50 ft.
Pavement Width	84 ft.	64 ft.	40 ft.	24-30 ft.
Note: ADT refers to average daily traffic volumes. ROW refers to right-of-way				



ROADWAY PERFORMANCE STANDARDS

Evaluating the ability of the circulation system to serve existing and projected traffic demands requires the establishment of suitable "performance criteria." These performance criteria serve as a means by which traffic volumes are compared to circulation infrastructure (roadway segments and intersections), and the adequacy of that infrastructure to accommodate existing or projected traffic volumes. Performance criteria have a policy component, which establishes a desired "Level of Service," and a technical component, which provides a more quantified measure.

A qualitative measure, *Level of Service*, or *LOS*, is often used in describing the operating condition of a roadway segment or intersection. The LOS is a sliding scale (A through F), where LOS A represents optimal traffic conditions, while LOS F equates to significant congestion and is generally considered to represent an unacceptable condition. A more quantitative measure used to define an intersection's level of service employs a ratio between an intersection's design capacity (as measured in traffic volumes) and the existing and/or projected traffic volumes. This method, referred to as the *Intersection Capacity Utilization*, or *ICU*, is correlated to LOS definitions in Table 5-5.

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 5-5 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





SECTION 6 HOUSING ELEMENT

6.1 INTRODUCTION TO THE HOUSING ELEMENT

STATUTORY AUTHORITY

The State of California requires that all local governments (both cities and counties) prepare and maintain housing elements to identify strategies to conserve, rehabilitate, and provide new housing to meet the existing and future needs of the community. Specific requirements concerning the scope and content of housing elements have been established by the State Legislature. The California Department of Housing and Community Development (HCD) is the State Agency that is responsible for ensuring that State housing law is being implemented at the local level. The responsibility of HCD involves reviewing and approving this Housing Element. The State housing element requirements require the following issues to be addressed by local governments:

- ❑ Local governments must recognize their responsibility in contributing to the attainment of the State's housing goals.
- ❑ Local governments must prepare and implement housing elements that are coordinated with State and Federal efforts to provide opportunities for new housing.
- ❑ Local governments must cooperate with other agencies and governments to address regional housing needs.

This Housing Element also evaluates the current Regional Housing Needs Assessment (RHNA) developed by the Southern California Association of Governments (SCAG) for the City of Bell. More importantly, this Housing Element indicates how the City intends to accommodate the future housing requirements identified by the RHNA (the RHNA calls for an additional 47 units to be provided during the 2013-2021 planning period). Finally, this Housing Element serves as an update of the background information used in the evaluation and formulation of housing policy in coming years.

While the City's development patterns were well established in the decades preceding the Second World War, the availability of housing remains one of the key planning issues in the community. The challenges the City will face in the coming years include the following:

- ❑ The availability of land for new housing development in the City is limited. Bell is fully developed and any new housing construction will consist of infill development.
- ❑ The City is among the most densely populated cities in the Southern California region. Any future residential development and the attendant population increase will place additional demands on public services, infrastructure, and resources.



- ❑ The majority of the City’s land area is already developed as residential. The challenge in the future will be to retain the balance between the residential neighborhoods and the limited commercial and industrial areas.
- ❑ The character of the City’s housing stock has undergone significant changes in the past five decades. Neighborhoods that were once largely single-family have undergone redevelopment to much higher densities.
- ❑ During the 1990’s and continuing up to the great recession of 2008, the value of housing underwent a significant increase providing homeowners and property owners with the financial resources to improve their properties. The recent decline in housing values and the sub-prime mortgage crisis did affect housing investment though the market appears to be on the rebound.
- ❑ The elimination of redevelopment has had a dramatic impact on the City’s ability to raise revenue for new housing programs, to assist in the development of affordable housing, and to assemble parcels for new residential development.

RELATIONSHIP TO THE GENERAL PLAN

State law requires that local general plans be internally consistent. In other words, policies and programs contained in this Housing Element must be reflected in the other Bell General Plan Elements. The Land Use and Sustainability Element is important in the implementation of housing policy since the Element designates land for residential development and establishes permitted densities and intensities for new residential development. The policies contained in other elements of the Bell General Plan will have a direct bearing on the community’s quality of life, the amount and variety of open space, the protection of natural and cultural resources, the maintenance of acceptable noise levels in residential areas, and the development of programs to ensure the safety of residents in the event of a disaster.

OVERVIEW OF THE CITY OF BELL

The City of Bell is located within the greater Los Angeles metropolitan area approximately 10 miles southeast of downtown Los Angeles in Los Angeles County. The City is bounded on the north by the cities of Maywood and Commerce; on the south by the cities of Cudahy and Commerce; on the east by the cities of Bell Gardens and Commerce; and on the west by the cities of Vernon, Maywood, and Huntington Park.²⁹

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* that 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 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*.

²⁹ United States Geological Survey. *South Gate 7½ Minute Quadrangle*. 1987.



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 2016 State of California Department of Finance estimates was 36,716 persons. 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, 2016) indicate there are 9,213 housing units in Bell.

The development patterns within Bell consist of a variety of land uses that were well established by the end of the Second World War. Commercial development is generally located along the City's major roadways that include Florence Avenue, Gage Avenue, and Atlantic Avenue. The dominant commercial district and the source of recent redevelopment activity extends along the Atlantic Avenue corridor. The City's traditional "downtown" or central business district is situated 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.

PUBLIC PARTICIPATION

The City of Bell is emerging from a period when public participation and transparency in government was discouraged. One of the new City Council's first act upon taking office was to initiate a comprehensive survey and outreach effort to identify the key planning-related issues of concern in the community. This outreach effort was undertaken by the California State Polytechnic University, San Luis Obispo.

In accordance with Article 10.6 of the Government Code, the preparation of a local housing element must include a robust citizen participation process and the process must be documented. The City of Bell has conducted extensive public outreach to involve residents, citizen groups, and business owners in every section of our community for the preparation of the Housing Element and other elements of the General Plan. The City of Bell is committed to contributing to future housing needs for all income ranges, including housing for extremely low to low and moderate incomes. The Bell Housing Authority Division guides the City in providing safe, decent, and affordable housing throughout the City, and the Division will continue to provide an array of services to Bell residents.

In total, more than thirty-five (35) meetings and events have been conducted to ascertain Bell's housing needs to cover the reporting period of the Housing Element. The public outreach spans some five and a half years (5.5) years, starting in the fall of 2012, through the efforts of the 2012-2013 Community and Regional Planning Studio at the Department of City and Regional Planning, California Polytechnic State University, San Luis Obispo (Cal Poly SLO).

There were a number of civic engagement events held to gather community input on the entire General Plan update. Cal Poly SLO prepared an online survey to ascertain from residents their recommendations to include in the Bell General Plan. The survey was created through Survey Monkey and remained opened until the conclusion of the Bell General Plan. A second outreach strategy occurred through Pop-Up Surveys and focused on bringing outreach opportunities to where residents worked and recreated.



Although the events were not marketed, the events were coordinated with residents' activities, which captured their attention at that particular moment to help raise awareness of the General Plan update. English and Spanish speaking staff facilitated dialogue with residents at the Pop-Up survey stations. The Pop-Up survey stations were located at Bell parks and outside the Northgate Gonzales Supermarket. The first Pop-Up survey occurred on October 6, 2012 in Veterans' Memorial Park and at the soccer field at Nueva Vista Elementary School. The staff interacted with 200 residents and a total of 109 surveys were completed, according to the Bell General Plan – Cal Poly SLO. Similarly, the Pop-Up survey at Northgate Gonzales Supermarket yielded interaction with 100 people and 37 participants completed their questionnaire and returned them to the SLO team. "In total, the Pop-Up surveys resulted in approximately 212 completed surveys"

The Cal Poly SLO General Plan initiative also conducted a business survey and a bike survey, both initiated on November 9, 2012, to obtain additional community input and data. Approximately ten businesses along the Atlantic and Gage corridor provided input on the survey that determined travel habits of customers and workers. Similarly, local cyclists were observed based on their ridership along Atlantic and Gage and Florence and Atlantic during a one-hour afternoon window. Approximately 47 bicyclists were witnessed riding their bikes during this period. Still other events were held to gather stakeholder input from a broader population base. On January 18, 2013, a number of community stakeholders were interviewed, including the Bell Chamber of Commerce, Bell High School and the Southeast LA Community Economic Development Corporation. Each group provided feedback and recommendations on what they thought was needed for the General Plan update. Recommendations from the groups varied greatly:

- Establish a Storefront Improvement Program
- Create uniform building standards along the major corridors
- Better use of technology for permit and license processing
- More individual business investment needed
- Lack of land to develop impacts growth and development
- Incentivize local businesses to improve properties
- Improve lighting near the LA River and bicycle lane along the eastside of town
- Improve the number of health food stores and gymnasiums and centers throughout the City
- Increase the number of job opportunities within Bell
- Create more recreational opportunities in Bell that offer diverse activities
- Create additional retail opportunities and offer areas for free Wi-Fi
- Increase Code Enforcement activities throughout the City



- ❑ Resolve housing related issues (diverse housing stock, overcrowding, rental and homeowner opportunities, limited and restricted parking, and illegal conversions) throughout the City.

Finally, based on the Cal Poly SLO General Plan initiative, a Community Workshop was held on February 23, 2013 for the entire General Plan update. The workshop attracted 10 residents who were engaged in a series of activities to gather additional input and feedback on what should be included in the General Plan. The participants engaged in interactive workshops by visiting stations of various topics including housing types, complete streets, density, LA River development, Orange Line Station, Bell's neighborhoods, and Bell's Identity.

The net result of the community outreach helped to identify areas of concern and issues, opportunities, and recommendations on how the City should develop over the course of the next 20 years. The General Plan prepared by Cal Poly SLO included an extensive section on community input; however, the Bell General Plan was a class project and not meant to substitute for the City's preparation of its own General Plan.

Officially, the City initiated its General Plan update in 2014. The City kicked off the update in December 2014. The City's consultant prepared a presentation for City Council and received feedback from elected officials and the general public regarding the Housing Element and the remaining General Plan Elements. During the Council meeting the Consultant covered the required areas of concentration for the Housing Element and the other elements of the General Plan.

Handouts were passed out to the public and the proposed schedule of the General Plan was placed on the City's website for guidance and direction. The Consultant also prepared a survey through Survey Monkey, identifying specific areas to address within the General Plan. A number of survey responses were received by the consultant and this information along with additional outreach initiatives assisted the City in how to approach its civic engagement process and how to shape recommendations for the General Plan. Due to an absence of a Community Development Director for the City of Bell, there was little civic engagement activities scheduled for the last six months of 2015. With the hire of a new Community Development Director in April 2016, however, the City resumed its civic engagement by establishing 15 additional community meetings that are summarized below.

During the months of May, June, and August 2016, the City gathered community input on housing needs from various community meetings. The City owns and operates two mobile home parks—Bell Mobile Home Park and Florence Village Mobile Home Park, and these locations were the sites of the first two community meetings to gather input. On May 18, 2016, approximately 10 residents attended the Bell Mobile Home Park meeting to discuss future housing needs. The meeting took place during the weekly mobile home park coffee event in the mobile home park clubhouse. Residents and children were given an opportunity to ask staff questions and provide recommendations on what they would like to see in the City of Bell related to housing needs and economic development. The Consultant discussed the specific requirements of the Housing Element and staff provided the next steps for the General Plan process. Similarly on May 27, 2016, the Community Development Director led a community meeting at Florence Mobile Home Park. Florence Mobile Home Park has approximately 300 mobile homes on site.



Approximately seven households attended the meeting and provided direct feedback regarding housing needs for the City. For both meetings, Spanish speaking staff provided necessary translation services and the residents were encouraged to attend future community meetings to discuss the Housing Element and other elements of the General Plan. Staff was able to circulate a sign-in sheet and capture pictures from the meetings.

City staff scheduled the next set of community meetings in June for seniors, business tenants at the Cheli Industrial Park, Bell Chamber of Commerce, and local elementary and high school students in Bell. The first meeting occurred right before the weekly Bingo game at the Bell Community Center on June 8, 2016. Approximately 50 Bingo participants provided general comments on what should be included in the General Plan. Participants were able to review different types of residential units on picture boards and were afforded an opportunity to ask questions and work together to provide recommendations for housing needs. Approximately 80 percent of the Bingo participants were retired and over the age of 60, but there were a few participants that were middle-aged and accompanied their relatives to the event. Pictures, sign in roster and recommendations are listed in the appendix of the Housing Element.

Students at nearby Nuevo Vista Magnet Elementary School engaged in a class project illustrating how they hoped the City of Bell would be developed over the course of the next ten years. During the month of May, students prepared illustrations of Bell and provided oral presentations to other students, parents, and school staff on June 2nd and 3rd, right before the end of the school year. City staff was on hand to talk to students to get their perspectives of what the students would like to see developed in Bell. The illustrations are listed in the appendix of the Housing Element.

On June 13, 2016, City staff attended 4th grade classes at Woodlawn Elementary School. City staff was accompanied by the school principal to each class. The Planning Division staff members discussed the importance of the General Plan and specifically inquired about housing information for Bell's future. Students were candid and provided several recommendations. As a final task, students were encouraged to work in teams and illustrate what they hope the City would look like in the next 20 years. Assignments were completed and turned into the City during the week of June 20, 2016. The illustrations are listed in the appendix of the Housing Element and included throughout the General Plan document.

Two meetings were schedule for Bell High School Student Leadership Council to obtain input for student leaders. The first meeting occurred on June 10, 2016. City staff summarized the importance of the General Plan and asked students to compile of list of recommendations for Housing, Economic Development, and Recreation. Picture boards were passed around to assist students in understanding the wide range of possibilities related to recommendations in these areas. On June 13, 2016, staff returned to Bell High School to ascertain recommendations from student leaders and to capture feedback to incorporate in the General Plan. Comments are included in the appendix of the Housing Element and included throughout the General Plan document.

City staff hosted a community meeting with the Bell Chamber of Commerce on June 15, 2016. The purpose of the meeting to collect additional community input from the business sectors.



Other outreach meetings are summarized on the following page.

- Water Purveyors General Plan. June 27th
- General Public Meetings Residential Developers. July 21, 2016
- General Public Meetings Neighborhood Watch. July 26, 2016
- Model Cities Lego Competition. Aug. 2, 2016
- Bell Chamber of Commerce Aug. 16, 2016
- Residential Code Task Force (Informational). Aug. 17, 2016
- Planning Commission Workshop. Aug. 23, 2016
- Arroyo Seco Development Project. Aug 29, 2016
- Residential Code Task Force Meeting 2. Sept. 22, 2016
- Residential Code Task Force Meeting 3. Sept. 29, 2016

Surveys were collected and the data was compiled and reported in the final CP which was approved by City Council in May outlined specific housing goals and participated in a facilitated discussion led by the City staff. The housing priorities identified at these meetings were:

- Preservation of existing housing;
- Provision of new single-family housing;
- Elimination of blight in residential neighborhoods;
- Increased opportunity for home ownership;
- Preservation and enforcement of equal housing opportunity;
- Preservation of low-income housing; and,
- Energy conservation.

Similarly, for the preparation of the Housing Element, housing professionals and City staff led a discussion with participants to identify impediments and barriers to Fair Housing, to share instances of discrimination and to make recommendations to change public policies that limit housing choices for people of various incomes. Supplemental interviews were conducted with various community and industry representatives to obtain information from those unable to attend the sessions. A summary of the factors and remedial solutions were included in the final document and have been appropriated added to the Housing Element in the pages to follow. Above and beyond community meetings for the General Plan Update, the City held five (5) community meetings in February 2011 to collect input from residents; one in each City Council District. A fifth meeting was held at City Hall during City Council meeting to obtain input and share results with the public of specific housing goals. Outreach included distributing



flyers to each residence, posting the dates of the meetings on the City’s website, making announcements on the local cable channel and at City Council meetings, and making flyers available at all public buildings. Spanish speaking interpreters were present at the community meetings to translate to non-English speaking residents and business owners. In addition, surveys were sent to nonprofits funded with City funds and their beneficiaries. The purpose of these efforts was to identify the priority needs of the City. Additionally, the City conducted a significant public outreach to various segments of the community to obtain comments, and suggestions on the proposed General Plan and Housing Element.

In addition to this earlier survey, a series of outreach meetings were conducted between May, 2016 and August 25, 2016. These meetings are summarized and the meeting flier is shown on the following page.

- ❑ *Community Meeting with Residents, May 18, 2016.* A meeting was held at the Bell Mobile Home Park.
- ❑ *Community Meeting with Residents, May 18, 2016.* A morning meeting was held at the Clubhouse.
- ❑ *Community Meeting with Residents, May 27, 2016.* A meeting was held at the Florence Village Mobile Home Park.
- ❑ *Community Meeting with Seniors, June 1, 2016.* A meeting was held at the Community Center with the senior bingo club.
- ❑ *Community Meeting, June 1, 2016.* A meeting was held at the Little Bear Park.
- ❑ *General Plan/Housing Workshop, June 2, 2016.* A meeting was held at the Bell Community Center.
- ❑ *Chamber of Commerce, June 15, 2016.* A meeting was held at the El-ARCA Center.
- ❑ *General Plan/Housing Workshop, June 9, 2016.* A meeting was held at the Bell Community Center.
- ❑ *General Plan/Housing Workshop, June 16, 2016.* A meeting was held at the Bell Community Center.
- ❑ *Neighborhood Watch General Plan/Housing Workshops, June, July, and August, 2016.* A meeting was held at the Bell Community Center.



City of Bell

Ringin' in the Future!



General Plan Update



Help us plan Bell's future!

Join us for our next round of community meetings as we update the City's General Plan and Bicycle Master Plan. This plan will guide all future City Development for the next 20 years! Come out and provide input at any of the following meetings:

General Public Meetings

Bell Community Center 6250 Pine Ave Bell CA 90201

Group Type	Location	Date	Time
General Public	Bell Community Center	June 2, 2016	6:00 p.m.
General Public	Bell Community Center	June 9, 2016	6:00 p.m.
General Public	Bell Community Center	June 16, 2016	6:00 p.m.

(Additional meetings will be held as needed)

Additional Focus Group Meetings

Group Type	Location	Date	Time
Residents	Bell Mobile Home Park	May 18, 2016	8:30 a.m.
Residents	Florence Village Mobile Home Park	May 27, 2016	9:00 a.m.
Seniors Bingo Club	Community Center (Bingo Club)	June 1, 2016	9:30 a.m.
Business Parks	Little Bear Park	June 1, 2016	6:00 p.m.
Chamber of Commerce /Businesses	El ARCA, 4008 Florence Ave Bell CA	June 15, 2016	6:00 p.m.
Neighborhood Watch	Community Center	June 23, 2016	7:00 p.m.



For more information on the General Plan
Call our Planning Division at (323) 588-6211 Ext 2609
Or you may visit the plan website at www.cityofbell.org/?NavID=2440





The issues raised at the meeting included the following:

- ❑ The existing housing stock and residential neighborhoods are already overcrowded and any additional residential development will make the situation worse.
- ❑ The City needs to ensure that any new development in the C3-R areas do not displace viable and productive commercial, employment, and revenue generating land uses.
- ❑ Properties that are poorly maintained are impacting nearby homes. The increase in foreclosed properties has made this situation is worse.
- ❑ A number of persons in attendance raised concerns regarding the two trailer parks in Bell and problems with the infrastructure.

A number of housing and service providers, and others who have historically requested Community Development Block Grant (CDBG) funding, were requested to comment on the Housing Element and on other housing-related issues, including the provision of affordable housing. The service providers were personally contacted by City staff as a follow-up. The key groups that were contacted as part of the Housing Element update process included the following:

- ❑ Catholic Charities of Los Angeles;
- ❑ The Southern California Rehabilitation Services;
- ❑ The Southeast Area Counseling;
- ❑ The Southeast Area Social Services Funding Authority; and,
- ❑ The Salvation Army (which operates the Bell shelter).

The City placed the Draft Housing Element on the City’s website so the public would have an opportunity to review the Element during the course of its preparation. Following the preparation of the Draft Housing Element, the City Council (in its capacity as Planning Commission) conducted public hearings. All public hearings were advertised in the local newspaper, with additional notices mailed to interested citizens and community groups. Once the public hearings and the related public review were completed, the City Council adopted the Element.

FORMAT OF THE HOUSING ELEMENT

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

- ❑ The ***Introduction to the Element*** describes the purpose, scope, and statutory authority of the Element. This section provides an overview of the Housing Element and describes the statutory authority related to its implementation.



- ❑ The **Planning Background** includes a discussion of the existing conditions as they relate to the element being considered. This section describes the demographic, housing, socioeconomic, and employment characteristics of Bell. The background analysis also describes the market, governmental, and environmental constraints that may affect housing production in the City during the 2013-2021 planning period.
- ❑ The **Planning Vision** section includes the policy statements that are relevant to the particular element in which they are located along with the identification of implementing programs. This section indicates those citywide policies and programs that will conserve and maintain existing housing in Bell in addition to promoting the development of new housing.
- ❑ The **Planning Implementation** section includes guidelines, standards, or implementing programs relevant to housing in the City.

The primary source of information used in the compilation of demographic, housing, and socio-economic information for the City includes data collected by the U.S. Bureau of the Census. These statistics are collected every ten years as part of the national census. The most recent census was completed in 2010. The U.S. Bureau of the Census divided the United States into geographical units to assist in the enumeration and interpretation of the census data. The largest of these units is the Standard Metropolitan Statistical Area, or SMSA, which corresponds to the larger, more populous regions in the United States. The City of Bell is located within the Los Angeles-Long Beach SMSA, which corresponds to Los Angeles County. A number of additional sources were referred to and relied upon in the preparation of this Background Report. These sources include:

- ❑ The State Department of Finance (DOF) Demographic Research Unit was a source of population and housing information. The DOF publishes population and housing estimates for California cities and counties on an annual basis. The primary DOF reference source was Table 2, E-5 City/County Population Estimates, January 1, 2016.
- ❑ The Southern California Association of Governments (SCAG) is mandated under State law to prepare population, housing, and employment projections that are to be used in the development of the region's Growth Management Plan. These projections are used in the determination of the City's Regional Housing Needs Assessment (RHNA).
- ❑ Land use and housing condition surveys were conducted during the preparation of this Housing Element.
- ❑ Finally, the current and most recent Five-Year Housing Assistance Plans were reviewed and pertinent statistical data used.



6.2 PLANNING BACKGROUND FOR HOUSING

This section provides an overview of the demographic, housing, and socioeconomic characteristics of the City of Bell. The information contained in this section indicates those trends that have occurred in the City in the years following incorporation. This section of the Element considers the following:

- ❑ **Population Characteristics** includes an analysis of population growth trends, age characteristics, and ethnicity of the City's residents;
- ❑ **Housing Unit Characteristics** focuses on trends in residential development, housing unit types, and housing tenure;
- ❑ **Household Characteristics** provides an overview of the key socioeconomic characteristics germane to housing need;
- ❑ **Employment and Economic Characteristics** describes those economic and market factors relevant to the maintenance of existing housing and the production of new housing in the City;
- ❑ **Special Housing Needs Groups** includes a discussion of those City residents that have special housing requirements; and,
- ❑ **Housing Constraints** indicates those factors that may affect the development of new housing in the City.

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 while the most recent ACS data is from 2014. 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.

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 35,783 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 35,820 persons at the time the Census was taken. The most recent California State Department of Finance (DOF) estimates place the City's current population at 36,716 persons. Between 1960 and 2016, the City's population grew by 17,277 persons or 88.7%. 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 6-1.



Table 6-1 Population Trends 1960 to 2016			
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%
2016 ²	36,716	896	2.5%
Change Δ	--	17,277	88.7%
Source: 1. U.S. Bureau of the Census 1960-2010; 2. California DOF 2016.			

The overall increases in the City’s population since the 1970s were due to both an increase in the average household size and new residential construction. Table 6-2 compares the trends in the average household size for Los Angeles County with those of the City for the years 1990 through 2016. As indicated in Table 6-2, 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 2016 increased from 3.78 to 4.03 persons per unit.

Table 6-2 Household Size (Persons/Unit)		
Year	County	Bell
1990	2.40	3.78
2000	2.98	4.05
2010 ¹	2.91	3.90
2016 ²	3.00	4.03
Change	0.60	0.25
Source: 1. U.S. Bureau of the Census 1980-2010; 2. California DOF 2016.		

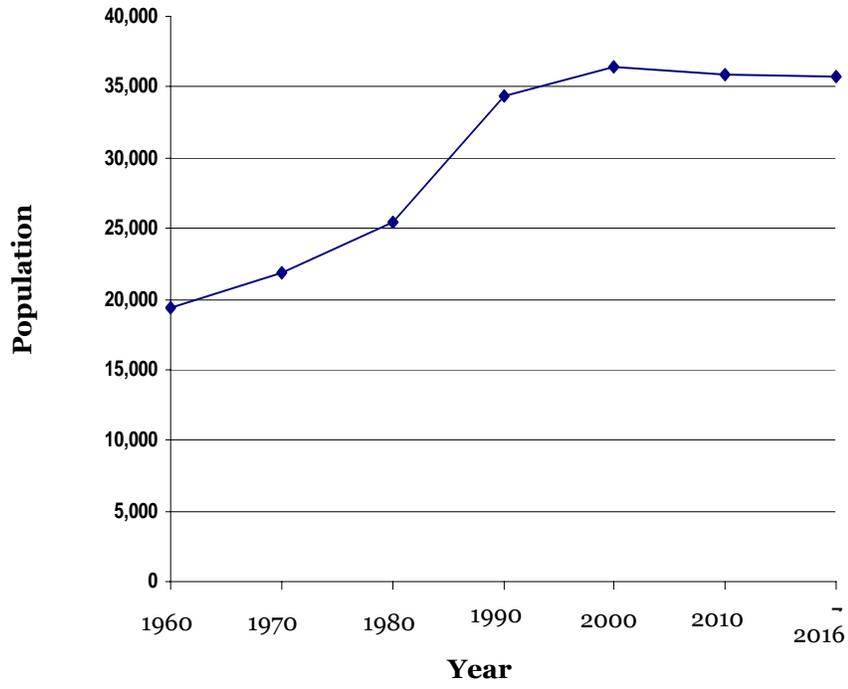


EXHIBIT 6-1. CITY OF BELL POPULATION TRENDS



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. One of the more significant indicators of population growth trends is a population’s age characteristics. The City’s population is younger overall, compared to the age of the County’s population.

Census data was reformatted in Table 6-3 to depict the age statistics arranged according to specific age categories (preschool-aged, school-aged, young adults, etc). Table 2-3 charts the age characteristics of the City’s population for the years of 1980 and 2010. As is evident from the examination of Table 6-3, 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 6-2.

Table 6-3 Age Characteristics, 1980 to 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.				

RACE AND 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 6-4, 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.

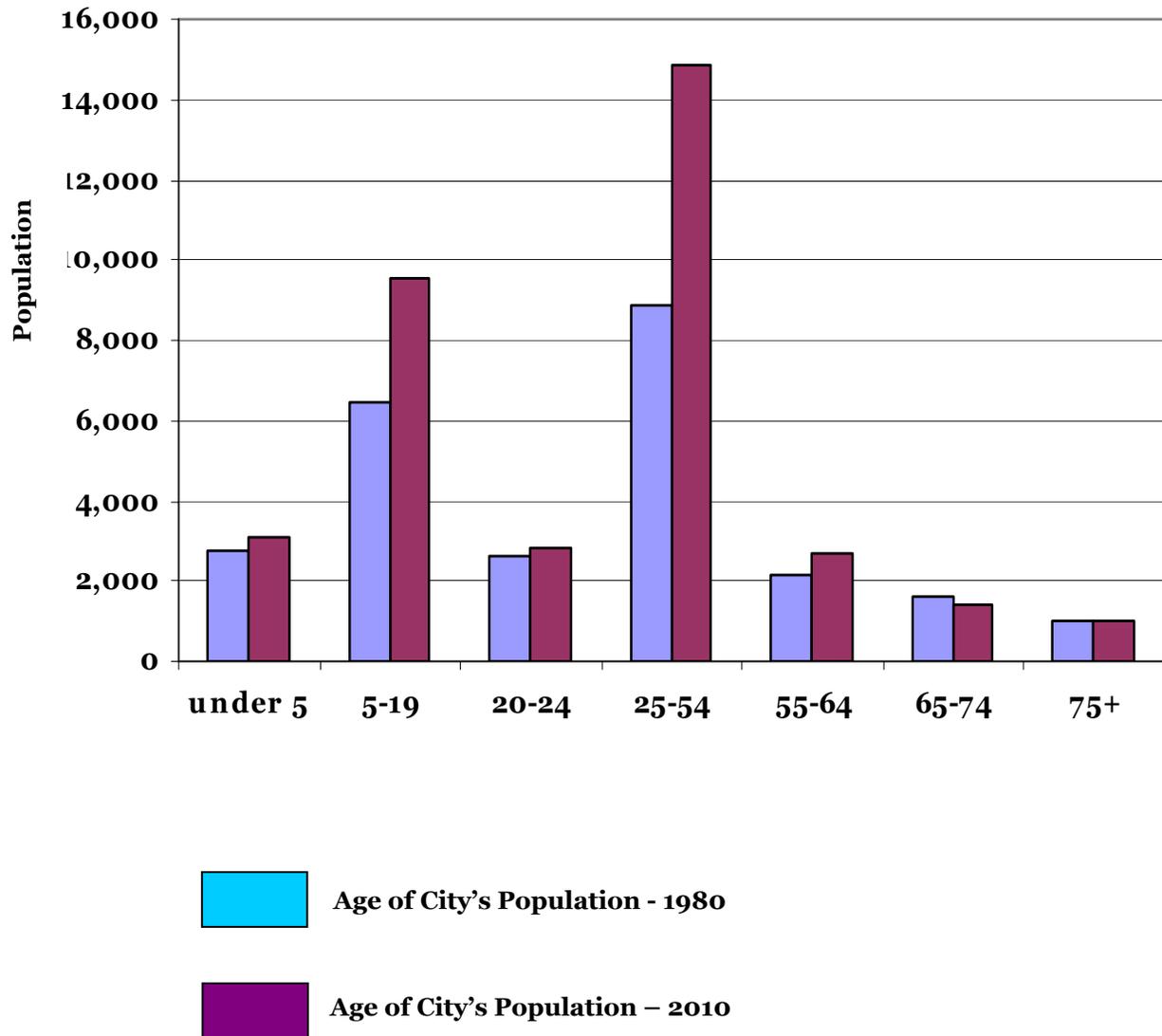


EXHIBIT 6-2
CITY OF BELL POPULATION AGE CHARACTERISTICS
SOURCES: U.S. CENSUS



Table 6-4 Race and 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.		

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 9,213 housing units in the City as of January 1, 2016. Table 6-5 summarizes housing types derived from the 1990 U.S. Census statistics and the 2016 State Department of Finance Housing estimates for the City of Bell. The housing unit types are also illustrated in Exhibit 6-3.

As is evident from the examination of Table 6-5, 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. Virtually all of these new schools required the demolition of existing housing units to accommodate the new schools. In addition, a new park and water reservoir complex that is yet to be constructed, involved the demolition of additional rental housing units.

Table 6-5 Housing Characteristics: 1990 to 2016						
Unit Type	1990¹		2014²		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 2014.						

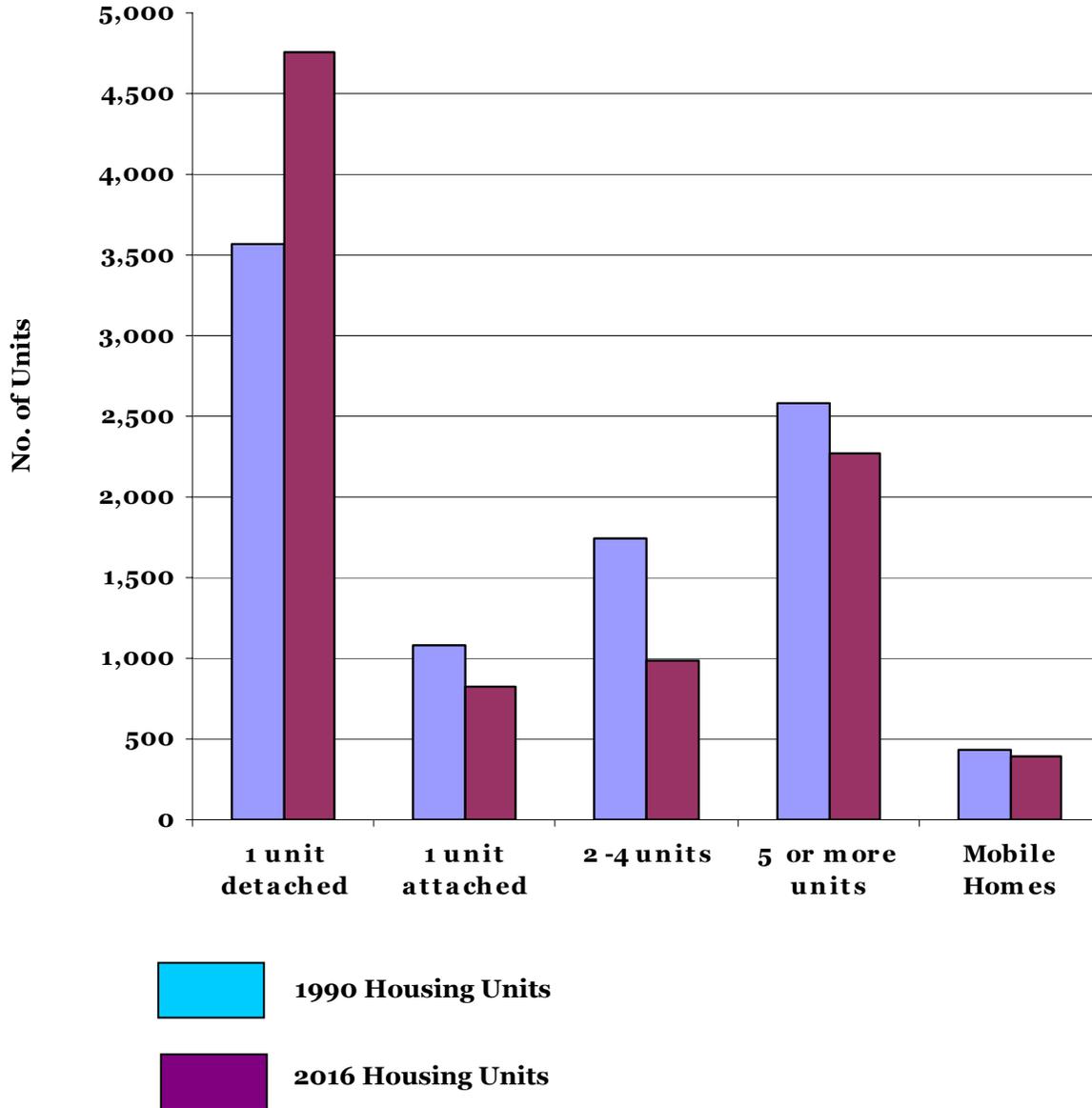


EXHIBIT 6-3
CITY OF BELL HOUSING UNIT CHARACTERISTICS: 1990 TO 2013
SOURCES: U.S. CENSUS



HOUSING TENURE

Table 6-6 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 6-6 Housing Tenure in Bell: 2000 to 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	%9
Sources: 2000 and 2010 U.S. Census.				

HOUSING AGE, CONDITION, AND 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 6-7 depicts the 2010 U.S. Census statistics indicating the age of the housing units within the City.

Table 6-7 Age of Housing Stock: 2010		
Year Unit Constructed	Units - #	Units - %
2005 or later	33	0.3%
2000-2004	75	0.8%
1990-1999	478	5.0%
1980-1989	439	4.6%
1970-1979	973	10.3%
1960-1969	1,219	12.8%
1950-1959	1,793	18.9%
1940-1949	1,913	20.2%
1939 or earlier	2,565	27.0%
Total	9,488	--
Source: U.S. Bureau of the Census, 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 6-7, a total of 6,271 units were constructed prior to 1960. This represents 66.1% 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 recent ACS Survey, 97 units (1.1%) lacked plumbing and 118 units (1.3%) 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 6-8 provides a breakdown in the number of overcrowded units that were identified in the most recent 2011 ACS, broken down by housing tenure. Of the 8,891 occupied housing units identified in the 2011 Census, 1,501 units were identified as being overcrowded (16.9% of the City’s total number of occupied units) and 1,101 units (11.4% of the total occupied units in the City) were identified as being severely overcrowded.

Table 6-8 Large Family and Overcrowded Housing Units in Bell: 2010	
Category	Total Units
Overcrowded - #	1,501
Overcrowded - % ¹	16.9%
Severely Overcrowded #	1,101
Severely Overcrowded % ¹	11.4%
Source: U.S. Bureau of the Census, ACS.	

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 previously, a total of 6,271 units were constructed prior to 1960. This represents 66.1% of the total housing units in the City.



HOUSEHOLD INCOME

The 2010 median household income in Bell was \$37,121. The median household income for the State was \$61,632. According to the 2010 Census, 22.7% of the families living in the City had annual incomes that were below the poverty level. Approximately 25.4% of the City’s population had annual incomes that were below the poverty level. Of this total, 34.3% were under the age of 18 years. Table 6-9 summarizes the annual household income statistics for the City based on the 2010 Census statistics.

Table 6-9 Household Income: 2010		
Income Category	No. of Households	% of Total In the City
Less than \$10,000	466	5.2%
\$10,000 to \$14,999	723	8.1%
\$15,000 to \$24,999	1,546	17.1%
\$25,000 to \$34,999	1,419	16.0%
\$35,000 to \$49,999	1,571	17.7%
\$50,000 to \$74,999	1,757	19.8%
\$75,000 to \$99,999	872	9.8%
\$100,000 to \$149,999	462	5.2%
\$150,000 to \$199,999	98	1.1%
\$200,000 or more	7	0.1%
Source: U.S. Census 2010.		

HOUSING COSTS & AFFORDABILITY

The cost for housing has increased significantly in the past five years throughout the Southern California region in general. Historically, the Census and other service agencies have indicated that those 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 Department of Housing and Urban Development (HUD)-formulated fair market rent schedule is a guideline to maximum rents allowable for units 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 6-10, market rents in the City have more than doubled since 1990.



Table 6-10 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
Source: U.S. Department of Housing and Urban Development, 1990 to 2014.				

The HCD now requires local governments to 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, 2013). The annual wage figure cited previously assumes full-time employment. Table 6-11 indicates the income limits established by HUD to define the lower income household groups. The income thresholds shown in Table 6-11 indicate the income limits for various household sizes (between one-person households up to eight-person households).



Table 6-11 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 6-12 indicates the number of owner-occupied and renter-occupied households that are overpaying for housing.

Table 6-12 Overpayment for Housing: 2011		
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 concerning overpayment for housing in Bell is summarized in Table 6-13. 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 6-13
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 \$1,829. In 2010, owner-occupied households (50.7%) 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 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 \$979 in 2010. According to the most recent Census, a total of 3,309 renter-occupied households (47.8%) paid in excess of 30% of their monthly incomes for housing.

EMPLOYMENT AND ECONOMIC CHARACTERISTICS

According to employment data from the Employment Development Department (EDD), the unemployment rate for the City as of July 2016 was 7.5%, compared to 5.5% for the County. At that time, there were 1,200 persons in the City actively seeking employment, out of a total labor force of 15,600



persons.³⁰ 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 13,431 residents were included in the labor force. Table 6-14 summarizes employment characteristics for the City of Bell derived from the 2010 Census.

Table 6-14 Employment in Bell: 2010		
Business Sector	Employment #	Employment %
Agriculture, forestry, fishing	235	1.7%
Construction	1,1990	8.9%
Manufacturing	2,680	20.0%
Wholesale trade	750	5.6%
Retail trade	1,727	12.9%
Transportation and utilities	1,084	8.1
Information	42	0.3
Finance, insurance, real estate	328	2.4
Professional	991	7.4
Educational and social services	2,297	17.1
Arts, entertainment, recreation	881	6.6
Other services	869	6.5
Public administration	348	2.6
Total	13,431	100.0
Source: U.S. Census, 2010.		

SPECIAL NEEDS GROUPS

Special housing needs groups are those households that contain the elderly, handicapped, large families, overcrowded households, female heads of households, and persons in need of emergency shelter. Pursuant to the Housing Element Legislation, a housing element must include an analysis of special housing needs. That is to say the housing needs of such groups as handicapped, elderly, large families, farm workers, and families with female heads of households need to be considered.

ELDERLY AND HANDICAPPED

The most recent 2010 Census indicated that 1,718 senior households in Bell represented 19.4% of the total households in the City. Senior-headed households living in rental units accounted for 7.9% of the total rental households in the City. Senior-headed owner-occupied housing units accounted for 5.2% of the total occupied units in the City. According to the Census, there were 7,188 residents in the City that had a disability (this figure represents approximately 19.7% of the City’s total population). Of this total, 913

³⁰ California Employment Development Department. *Labor Force Data for Sub-County Areas: 2000 Benchmark*. July 2013.



persons with a disability were 20 years of age or younger. Working aged persons (21 years to 64 years in age) with a disability totaled 5,167 persons. Finally, seniors (65 years or older) with a disability totaled 1,108 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.

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.

This Housing Element also includes 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 exceptions 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 1,233 large family households lived in owner-occupied units. The same Census figures also indicated that 2,124 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 2,197 female-headed households, representing 24.7% of the total number of households in Bell. Of this total, 1,533 or 17.2% 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 13.2% of the total households in Los Angeles County were female-headed households.

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 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 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 medial services are provided to all clients at the Bell Shelter, three or four times per week.

A citywide housing condition survey was conducted by the preparers of this Housing Element during the late summer (August and September) of 2013. 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%.

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.

GOVERNMENTAL CONSTRAINTS-PROCESSING FEES

Previously, the City charged \$216.60 for plan check for projects that are valued at \$6,000 and below. Prior to the 2010 increase, the cost was \$91.20. The \$216.60 represented the sum of the \$144.40 flat minimum plan check fee used by the County of Los Angeles plus the 50% increase as specified in the City's Municipal Code. The City's plan check fee was especially burdensome for small projects. For instance, in 2012, an application for a patio cover project valued at \$700 resulted in \$420.34 of fees (\$216.60 for plan check along with an addition \$203.74 for building permit, planning, and other miscellaneous fees). To address complaints about the City's minimum plan check fee, the City passed an ordinance that ended the use of the flat \$144.40 fee used by Los Angeles County and instead requires the use of the County's sliding fee schedule which charges fees based on project valuation. Also, instead of the 50% multiplier, the new ordinance lowers it to 15%. The result is a reduction in the financial impact on residents and businesses



wanting to undertake minor improvements. This way, small projects valued at \$2,000 and below would be assessed the minimum fee of \$90.39. Also, projects between \$2,001 and \$6,000 in valuation are charged accordingly and much less than the current \$216.60. Table 6-15 compares the new minimum plan check fee with the previous fee it replaces. The new fees lowered the minimum plan check fee by 35% to 58% for projects below \$6,000 in valuation and 23% for projects with a valuation of over \$6,000.

Table 6-15 Comparison of Previous and New Plan Check Fees			
Valuation	Minimum Plan Check Fee		
	L.A. County Sliding Schedule	Revised Fee with 15% Increase	Previous Fee (\$144.40 + 50%)
\$0 to \$2,000	\$78.60	90.39	216.60
\$2,001 to \$3,000	\$80.84	92.97	216.60
\$3,001 to \$4,000	\$94.61	108.80	216.60
\$4,001 to \$5,000	\$108.38	124.64	216.60
\$5,001 to \$6,000	\$122.15	140.47	216.60

Source: City of Bell 2016.

To get an idea of how Bell now compares with other cities, a survey was conducted of nearby cities and found that Bell’s minimum plan check fee is now comparable with the neighboring cities (Table 6-16).

Table 6-16 Comparison of Plan Check Fees	
Minimum Plan	City Check Fee
Bell (New fee 2013)	\$90.39
Maywood	\$180.70
Huntington Park	\$132.16
Signal Hill	\$104.00
Long Beach	\$103.00
Santa Fe Springs	\$89.10
Lakewood	\$82.60
Bell Gardens	\$77.10
South Gate	\$63.00
Downey	\$60.00
Bell	\$59.21
Cudahy	\$56.25
Lynwood	\$50.25
Norwalk	\$45.00

Source: City of Bell 2015.



In addition to the lowering of the plan check fees, the City also lowered the multiplier charged for all building permit fees from 50% to 15%. This reduction in the multiplier resulted in an overall 23.3% reduction in building permit fees. For example, the building permit fee for a 500 square-foot residential room addition was reduced from \$1,229.35 to \$942.91.

The City of Bell Department of Community Development is responsible for ensuring that all new construction is performed and completed in a safe and proper manner using the correct materials and methods. Permits are required for any changes, including electrical, plumbing, or building changes to any property. Applicants and/or contractors are required to bring their plans to City Hall where a plan checker or building inspector will examine the plans for approval. The building permit provides evidence that the contractor has complied with the Building Code and the City has approved the proposed construction. The building permit also serves as the permanent record of all improvements done to a particular structure. Building permits are required for any new work including repair work.

Table 6-17 estimates the building fees for a typical single-family home and multiple-family development. The fees shown in Table 6-17 are applicable to both single-family and multiple-family development. The processing fees are well under 1% of the total development cost. Assuming a 1,000 square-foot unit, the total development fees (including school district fees) would be approximately \$4,879 per unit. This assumes 20 electrical fixtures, five plumbing fixtures, one sewer connection, and one thousand square feet of floor area. The permit fees account for approximately 2.2% of a residential unit costing \$225,000.

Table 6-17 Typical Planning and Processing Fees	
Description	Fee
Building Permit	\$1,229.35
Plan Check Fee	\$999.55
Electrical Permit	\$95.85
Plumbing Permit	\$63.15
Mechanical Permit	\$78.90
Grading Permit	\$231
Sewer/Septic Permit	\$107.55
Source: City of Bell, 2015.	

Permit fees and approval time frames do not pose a constraint to the development of housing in Bell. The City employs a plan check process that applies to all residential development including multi-family housing. Plan check for the processing of building permits typically require seven to ten working days, depending on the City’s work load. The City of Bell has adopted the 2012 California Building Code (CBC) with Los Angeles County Amendments, which establishes the minimum standards for new construction.



Under State law, the City may impose more stringent standards though it cannot adopt any that are less stringent than those included in the CBC. No standards have been adopted above the minimum standards of the CBC. There are no extraordinary regulations applied by the City that would hinder future housing development. The entitlement process for discretionary permits, a zone change, general plan amendment, tract map, and conditional use permit application typically require 60 to 90 days to receive final approval. Zone changes and general plan amendments are first heard by the City Council (which also acts as the Planning Commission). For the majority of these cases, the City Council will review the item and render a decision within 90 days of application submittal.

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 Ordinance.

GOVERNMENTAL CONSTRAINTS-OFF-SITE IMPROVEMENTS

For a typical single-family home there are no off-site fees related to the construction of new infrastructure, park fees (Quimby Ordinance), or Mello-Roos fees. The street system and supporting infrastructure has been installed as part of the area's historic development. The City of Bell maintains a high engineering standard for curbs, gutters, sidewalks, and streets, and these standards regulate construction and such items as width and grade. The City's requirements for off-site improvements related to multiple-family developments are not overly or unnecessarily restrictive. The density, setback, and other standards regulating development within Bell are consistent with those being used by other surrounding communities and will not inhibit the development of a range of housing types within the City. The City has not imposed any moratoria, open-space requirements, or prohibitions against multi-family housing that would potentially inhibit the development of new housing. The City will continue to review the general development standards such as street width, parking lanes, and sidewalks.

GOVERNMENTAL CONSTRAINTS-LAND USE CONTROLS

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.



- ❑ **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 21.78 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 6-18.

Table 6-18 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.	28'
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	General commercial 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.			

For the residential land use categories, *development intensity* is defined according to the maximum number of residential units permitted on an acre of land. 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 2-19 describes the housing types by permitted uses.



Table 6-19 Housing Types Permitted Under the Zone Districts				
Use	Zone District			
	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	X
Residential Care >6	C	C	C	X
Emergency Shelter	Emergency shelters are permitted in the Cheli area.			
Single-Room Occupancy	X	X	X	P ¹
Manufactured Homes	P	P	P	X
Transitional and Supportive Housing	Transitional and supportive housing uses are not currently identified as a permitted use in any Zone District. New programs have been added (refer to Section 3)			
Second Units	P	P	P	P
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 2-20.

Table 6-20 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 2 nd Floor/1 st Floor
R-1	25'/5'/10'	25'/7'/10'	.50 FAR or 2,800 sq. ft.	.50 FAR or 2,800 sq. ft.	28'	80%
R-2	25'/5'/10'	25'/7'/10'	.50 FAR or 2,800 sq. ft.	.50 FAR or 2,800 sq. ft.	28'	80%
R-3 < 8,000 sq. ft.	25'/5'/10'	25'/7'/20'	.28 FAR or 2,800 sq. ft.	.28 FAR or 2,800 sq. ft.	30'	80%
R-3, C-3R > 8,000 sq. ft. size lots	25'/5'/10'	30'/10'/20'	.28 FAR or 2,800 sq. ft.	.28 FAR or 2,800 sq. ft.	30'	80%
Source: City of Bell, 2015						



The City works closely with developers to expedite approval procedures so as not to put any unnecessary timing constraints on development. For a typical project, an initial pre-consultation meeting with the community development department, public works, and the fire department is arranged to discuss the development proposal. Then a tentative parcel map application or a description of project must be filed with a site plan, which is first reviewed by the planning department and other agencies, such as public works, for consistency with City ordinances and General Plan guidelines.

The City also encourages the joint processing of related applications for a multiple-family project. For example, a request for a rezoning may be reviewed in conjunction with the site plan, a tentative tract map, and any variances. Such procedures save time, money, and lowers the cost to the developer. As indicated previously, the City works closely with developers to expedite approval procedures so as not to put any unnecessary timing constraints on development. In addition, the City makes full use of the CEQA Infill Housing Exemption.

For a typical housing project, an initial pre-consultation meeting with the Community Development Department, public works, and the fire department is arranged to discuss the development proposal. After the project is approved, the building department performs plan checks and issues building permits. Throughout the construction of a multiple-family development, the Building Department will perform building checks to monitor the progress of the project. This process does not put an undue time constraint on most developments because of the close working relationship between City staff, developers, and the decision-making body. Table 2-21 outlines typical approval requirements for a single-family infill project, a typical subdivision, and a typical multiple-family rental housing development.

The City's Architectural Review Board (ARB) comprised of City planning staff reviews residential development in the City. The ARB application provides a detailed description of the proposed project and informs the City of environmental concerns related to the proposed development. A complete application will require submittal of three sets of a site plan, floor plan, and elevation plan of the proposed project. In addition, the City may require written verification of approval from outside agencies (e.g., water company) and departments (e.g., fire department). The developer must also determine if the proposed project is a "Priority Project" and subject to the National Pollutant Discharge Elimination System (NPDES) Permit's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements. If the project is subject to these requirements, it must meet SUSMP requirements prior to issuance of grading and building permits. In addition, school fees must be paid to school districts prior to issuance of building permits. School fees for Los Angeles School District is \$4.00 per livable square-foot, the fee varies between school districts. The design review process is not applicable when the following conditions exist:

- When the requested building permit is for security purposes or is to correct a safety hazard threatening life or property, including fire damage, and when time is of the essence in making such remedial corrections;
- For interior modifications requiring building permits or for residential patio covers;
- Administrative approval of building additions shall be limited to additions of 15% of the existing



gross floor area of the building to which the addition is to be added;

- The right to waive such Architectural Review Board approvals is the responsibility of the Director of Community Development; and,
- Approvals from the Development Review Board is not required for attached additions to single-family dwellings which are located in the R-3 or C-3R zones.

The ARB approval process generally requires 30 to 60 days. The ARB review process ensures that a project complies with the applicable zoning standards. Except for single-family homes, multiple-family residential developments must receive approval from the ARB prior to the issuance of a building permit. The ARB review process is essentially a component of the City’s site plan review process. When the proposal is discretionary, the architecture and site plan are among the elements the City considers along with any requested discretionary approvals. Depending on the complexity of the project, a single-family project is approved in two to three weeks from date of plan submission if no variances, exceptions, or zone changes are required. After the project is approved, the Building Department performs plan checks and issues building permits. In some instances the Community Development Director may approve *Minor Variances* where the deviation is less than 10% of the applicable standard. Table 6-21 identifies the typical processing time most common in the entitlement process. It should be noted that each project does not necessarily have to complete each step in the process (i.e., small scale projects consistent with General Plan and Zoning designations do not generally require Environmental Impact Reports [EIR], General Plan Amendments, Rezones, or Variances).

Table 6-21 Permit Review Timelines in the City of Bell		
Type of Approval or Permit	Typical Processing Time	Approval Body
Site Plan Review	2-3 weeks	City Staff
Minor Variance of Development	1-2 weeks	Chief Building Official
Conditional Use Permit	60-90 days	City Council
Variance	60-90 days	City Council
Zone Change	90-120 days	City Council
General Plan Amendment	90-120 days	City Council
Final Subdivision Map	6-8 months	City Council
Tentative Subdivision Maps	60-90 days	City Council
Parcel Maps	60-90 days	City Council
Negative Declaration	3-4 months	City Council
Environmental Impact Report	6- months	City Council
Source: City of Bell, 2016		



The City does not restrict occupancy of unrelated individuals in local housing. The Zoning Ordinance does include a definition for “family” in its listing of definitions, which will be removed as part of the Zoning Ordinance revision. The removal of “family” from the definitions is a State requirement.

NON-GOVERNMENTAL CONSTRAINTS TO HOUSING DEVELOPMENT

Three market factors are cited by State law as a necessary part of the constraints analysis: 1) land cost; 2) construction costs; and, 3) financing availability. Housing costs as a constraint on affordability must be examined in light of the rental and ownership costs within the means of various economic segments. State law identifies four economic segments: Very low-income; Low-income; Moderate-Income; and High-Income. The annual income limits of these four groups are further defined by the U.S. Department of Housing and Urban Development (HUD) in reference to the median income for Los Angeles County and household size.

NON-GOVERNMENTAL CONSTRAINTS-MARKET CONSTRAINTS

Affordable housing costs are computed on a basis of 30% of monthly income. The affordable ownership costs, or purchase price of a home, are calculated on the basis of the rule of thumb of 2.5 times the annual household income. These affordable housing costs then can be compared to the prevailing costs in Bell to confirm the existence of market constraints. A household is generally considered to be overpaying for housing if it is paying more than 30% of its gross monthly income for housing.

One of the major problems facing households in the City of Bell, and the broader regional housing market, is affordability. This problem is related to the match between household income and the size and cost of owning or renting a home. The Census data indicated that for owner-occupied housing units, median mortgage and selected monthly service costs in 2010 were \$1,829. In 2010, owner-occupied households (50.7%) 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 ten 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 \$979 in 2010. This dollar amount refers to the contract rent (i.e., monthly rent agreed to, or contracted for) plus the estimated average cost of utilities if paid for by the renter. This definition was used by the Census in an attempt to eliminate differentials due to varying practices in rent structuring. According to the most recent Census, a total of 3,309 renter-occupied households (47.8%) paid in excess of 30% of their monthly incomes for housing.

Although private financing is generally available at market rates, low- and moderate-income households usually need below market rate financing to enable them to repair existing homes or purchase resale or new housing units. Also, all potential developers of housing projects are provided information on the various Los Angeles County financing programs available for low-income rental construction or rehabilitation projects. Additionally, a survey of local banking institutions completed as part of this



Housing Element's preparation revealed that redlining does not appear to be occurring in Bell. In fact, a number of banks have established programs to encourage lower-income residents to purchase homes, and to improve homes that they already own.

NON-GOVERNMENTAL CONSTRAINTS-LAND PRICES

Land costs are a major contributor to overall housing production prices. The balance of the City's housing production will occur in the infill areas. In these areas, the land costs are, in part, associated with the costs of the single-family dwellings now on the sites. Land prices for new residential construction range from \$20 to \$25 per square-foot. The practical effect of land prices relates primarily on infill sites that are underutilized. Consequently, the land costs (i.e., resale homes) would need to be adjusted to per-unit land costs based on the existing density.

NON-GOVERNMENTAL CONSTRAINTS-CONSTRUCTION COSTS

Construction costs include the materials and labor necessary to build the structure. These costs will vary widely depending on the quality features (e.g., size, roofing, carpeting, etc.) that are incorporated in the structure. The cost for the construction of a single-family home is in the area of \$50 to \$75 per square-foot.

NON-GOVERNMENTAL CONSTRAINTS-HAZARDOUS MATERIALS

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 Los Angeles County Fire Department on a yearly basis. If the hazardous materials inventory of a business should change, a revised business plan must be submitted. Hazardous material users and generators in the City include gasoline stations, auto repairs shops, printers and photo labs, clinics, dry cleaners, schools, fire stations, and a variety of other commercial and industrial land uses.

A total of 141 establishments in Bell are listed in the California Facility Inventory Database of the California Environmental Protection Agency Hazardous Materials Data Management Program. The State of California defines a hazardous material as a substance that is toxic, ignitable, flammable, or reactive and/or corrosive. An extremely hazardous material is defined as a substance that shows high acute or chronic toxicity, carcinogenicity, bio-cumulative properties, persistence in the environment, or is water reactive (California Code of Regulations, Title 22). 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 includes secondary containment of substances, segregation of chemicals to reduce reactivity during a release, sprinkler and alarm systems, monitoring, venting and auto shut-off 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 area (that portion of Bell located to the west of the Los Angeles River), on the UPRR line along the west side, and on the AT & SF railroad in the Cheli industrial area, also carry hazardous cargoes. The City has no jurisdiction or control over the transport of hazardous materials on freeways and railroads. The California Highway Patrol is in charge of spills that occur 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.

NON-GOVERNMENTAL CONSTRAINTS-SEISMICITY

Major faults in the region include the Whittier Elsinore, Norwalk, Newport Inglewood, Santa Monica, Sierra Madre, Palos Verdes, and San Andreas Faults. According to the Los Angeles County Safety Element, no known or suspected active fault traces pass through or are located near the City. There are no designated Alquist-Priolo Special Studies Zones found within the City. The City is located within an area that may be subject to liquefaction hazards. However, the level of risk within the City is no greater than that anticipated for the region.

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. 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.

NON-GOVERNMENTAL CONSTRAINTS-FLOODING AND INUNDATION

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

Large areas downstream of the Hansen and Sepulveda Dams, including the City of Bell, are at risk of inundation in the event of dam failure. The Hansen and Sepulveda Dams are operated by the Army Corps of Engineers and were constructed primarily for flood control. The flood hazards associated with dam failure will affect most areas south of the dams. The Hansen Dam is located on the northern edge of the San Fernando Valley, approximately four miles west of Sunland. The inundation area of the Hansen Dam include areas along the Tujunga Creek and several communities in the valley, the City of Los Angeles,



cities in south central Los Angeles, and areas along the Los Angeles and San Gabriel Rivers. The City of Bell is located approximately 25 miles south of the dam but dam failure will affect the entire City of Bell. Flood waters will arrive 17.75 hours after failure with a maximum depth of one foot approximately 21 hours after failure.

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.

The Cheli Industrial Area, which contains the Salvation Army Bell Shelter, is located within the inundation area of the Garvey Reservoir in Monterey Park. 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. Flood waters are estimated to reach the Cheli area within 30 minutes of failure. Emergency response and evacuation plans for the affected areas have been established by the County Sheriff's Department and the U.S. Corps of Engineers, to facilitate emergency operations in the event of dam failure or river overflow.

INFRASTRUCTURE CONSTRAINTS-WATER SYSTEM

The City is completely developed and any potential housing redevelopment site is currently served by basic infrastructure. 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, 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.

INFRASTRUCTURE CONSTRAINTS-SEWERS

The Los Angeles County Sanitation District (LACSD) No. 1 and 2 provide sewer service to the City. 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 has a design capacity of 385 million gallons per day (mgd) and currently treats 330 mgd. Thus, a remaining capacity of 55 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 Randolph Street); the Wilcox Avenue Extension Trunk Sewer No. 1 (a 15-inch diameter line in Wilcox Avenue from Gage Avenue to 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.

INFRASTRUCTURE CONSTRAINTS-STORM DRAINAGE

The regional 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. Local storm drains and catch basins are maintained by the City.

PUBLIC HOUSING AND THE RISK OF CONVERSION

There are presently no public housing units at risk of conversion in the City. The Bell Community Housing Authority (BCHA) provides low and moderate-income housing opportunities in the City. The BCHA is responsible for the acquisition, maintenance, financing, and day-to-day management of low and moderate-income City-owned housing, comprised of two distinct units: Rentals and Mobile Home Parks.

- ❑ ***The Residential Rental Units (e.g. apartments, duplexes, single-family units)*** consist of 63 residential units located throughout the City. Prospective tenants may submit a rental apartment application, along with required proof of income, a valid ID Card, a Social Security number, and a credit report to the BCHA office. Rental listings are made public as units become available.
- ❑ ***The Mobile Home Park Unit*** includes the Bell Mobile Home Park (4874 Gage Avenue) and the Florence Village Mobile Home Park (5162 Florence Avenue). The City does not rent mobile homes at either location. Mobile home sites are rented on a contractual basis. Mobile homes currently located within both parks were brought on-site by their respective property owners that are owner-occupied. Both parks feature single wide spaces available for rent for \$648 per month. Double wide spaces are also available for rent at \$698 per month.

6.3 PLANNING VISION FOR HOUSING

HOUSING POLICIES

The City of Bell, with the implementation of this Housing Element, will address a number of key issues through the adoption of policies and the implementation of corresponding programs. The following objectives will be realized through the implementation of the policies and programs contained in the Housing Element:

- ❑ To continue the City's commitments to those efforts designed to preserve and maintain the existing housing resources, including affordable housing;
- ❑ To continue the City's commitment in continuing assistance in the development of new housing for all income groups.
- ❑ To remain committed to the identification of prospective development sites for a continued variety and diversity of new housing;
- ❑ To continue to explore and implement strategies designed to remove those governmental constraints related to the production of new housing; and,
- ❑ To underscore the City's commitment to equal housing opportunities.



The City's Housing Element's policies are outlined in the section that follows. The policies are arranged under each of the issue areas discussed above. The following policies will establish the policy framework for the Housing Element.

- ❑ **Issue: To continue the City's commitments to those efforts designed to preserve and maintain the existing housing resources, including affordable housing.**

Housing Element Policy 1. The City of Bell shall promote the maintenance of the existing housing units throughout the City. The City shall proactively seek grants that may be made available to residents to maintain and rehabilitate their housing units. The City shall establish a residential code compliance task force.

Housing Element Policy 2. The City of Bell shall encourage property owners to maintain their housing so the units are maintained in a safe, healthful, and aesthetically pleasing condition. The Community Development Department staff shall encourage residents to maintain their properties and or/residences in good condition through Code Enforcement and Community outreach and education.

Housing Element Policy 3. The City of Bell shall encourage the investment of both public and private resources to reverse neighborhood deterioration and to prevent the unnecessary demolition of housing units. The City shall accomplish this by using existing housing program(s) and encouraging reinvestment into the community. In addition, housing rehabilitation, instead of demolition, should be encouraged.

Housing Element Policy 4. The City of Bell shall minimize housing displacement and require expeditious and equitable relocation in the event units are demolished. A Housing Relocation Plan must be established prior to any demolition of housing.

Housing Element Policy 5. The City of Bell shall encourage an adequate supply of dwelling units to meet the needs of all income groups consistent with the General Plan's land use policy. The City shall strive to attract housing developers to provide new owner-occupied and rental housing to meet the needs for all income groups in the City.

Housing Element Policy 6. The City of Bell shall strive to ensure that all persons with special housing needs, such as the elderly and handicapped, have an adequate choice of suitable dwelling units. All new and rehabilitated housing units must conform to ADA regulations. The City shall also direct seniors and individuals with special needs to available county, State, and private programs. The City shall also develop a City program to assist persons with special housing needs.

Housing Element Policy 7. The City of Bell shall minimize displacement in future development activities, while at the same time, promote the expeditious and equitable housing replacement. New residential projects involving displacement must assist in the relocation of displaced residents.

Housing Element Policy 8. The City of Bell shall vigorously oppose any public agency initiative that would result in the removal of existing housing units without the provision of replacement



housing. Any agency looking into development with removal of residential units shall be required to provide either relocation or replacement housing prior to the development's implementation.

Housing Element Policy 9. The City of Bell shall work with property owners to bring any illegal additions or building construction up to the current Building Code and other health and safety code requirements. New and existing structures shall comply with current building and safety codes. Prior to the approval of housing rehabilitation plans, building permits will only be issued following inspection of the units for compliance with current codes.

Housing Element Policy 10. The City of Bell shall protect the existing residential neighborhoods from the intrusion of incompatible uses. The City shall ensure the Zoning Code and the Municipal Code are enforced.

Housing Element Policy 11. The City of Bell shall continue to cooperate with other public agencies and NGOs as a means to maintain and preserve the existing emergency and transitional housing in the Cheli area of the City. The City shall explore other sites for emergency shelters within the City that would be located near services and employment. Finally, the City shall cooperate with other agencies and non-governmental organizations (NGO's) involved in the provision of emergency, transitional, and supportive housing.

❑ **Issue: To continue the City's commitment in continuing assistance in the development of new housing for all income groups.**

Housing Element Policy 12. The City of Bell shall assist developers in the identification of land suitable for new housing developments for all incomes. The City shall continue to provide developers with information concerning potential development sites.

Housing Element Policy 13. The City of Bell shall use available Federal and State assistance programs, including CDBG programs, to promote the development of an adequate supply of affordable housing. The City shall also use BCHA funds to purchase new units in order to provide an adequate supply of affordable housing. Finally, the City shall seek new grant opportunities and inform residents of the available program(s).

Housing Element Policy 14. The City of Bell shall encourage the development of new housing for all households including lower-income households. The City shall promote Bell as a friendly place for all income levels through the City's website, media, etc.

Housing Element Policy 15. The City of Bell shall require quality design and sound construction of new rental housing. The Community Development Department shall continue to use current applicable codes in its review of new development or housing rehabilitation.

Housing Element Policy 16. The City of Bell shall require the design of new residential developments to foster a secure and sustainable living environment. All new residential



developments shall implement all pertinent requirements so as to implement sustainability objectives. These objectives will be addressed during the plan check phase.

Housing Element Policy 17. The City of Bell shall promote sustainable development and the protection of significant environmental resources. The City shall sponsor workshops that provide training related to sustainable and low impact development. The City shall also control over watering of landscaping, and promoting Xeriscape landscape designs. Finally, the City shall encourage solar panel installations, limit lawn watering, and promote drought tolerant landscapes.

- **Issue: To remain committed to the identification of prospective development sites for a continued variety and diversity of new housing.**

Housing Element Policy 18. The City of Bell shall seek to develop underutilized housing sites that could accommodate future affordable housing needs as well as other types of potential infill development.

Housing Element Policy 19. The City of Bell shall establish specific housing goals that address both affordable and market rate housing. These goals will apply to both owner-occupied and rental housing.

Housing Element Policy 19. The City of Bell shall ensure that housing provided for lower-income level households are not concentrated in any single area or neighborhood of the City. The Bell Community Housing Authority shall promote the development of affordable housing throughout the City of Bell.

Housing Element Policy 20. The City of Bell shall explore opportunities for new residential development within those areas of the City occupied by vacant, obsolete commercial and industrial uses. The City shall undertake a comprehensive citywide survey to identify such sites.

Housing Element Policy 21. The City of Bell shall work to ensure that potential sites for residential development, located in those areas that were previously occupied by non-residential land uses, are investigated to determine whether or not previous on-site uses present potential health risks. This will be accomplished through soils studies, soils and site assessment, soils testing, and where appropriate, as part of the CEQA review of new developments.

- **Issue: To continue to explore and implement strategies designed to remove those governmental constraints related to the production of new housing.**

Housing Element Policy 22. The City of Bell shall review and streamline administrative procedures for processing residential development permits to minimize time, costs, and uncertainty. The City shall implement a Planning Commission that will make the discretionary approval process more efficient, providing development applications on-line, and will indicate development regulations and the Zoning Code online.



Housing Element Policy 23. The City of Bell shall periodically review and update codes and standards to facilitate housing development and rehabilitation. The City shall review the existing Codes to identify what requires revision. The City shall adopt new standards for both new development and/or rehabilitation as soon as possible.

Housing Element Policy 24. The City of Bell shall ensure that new higher-density residential projects are compatible in design with adjacent residential areas. This will be achieved through the continued review of development projects by the City’s Design Review Board, through the Building and Planning Department’s plan reviews, and through Plan Checks.

Housing Element Policy 25. The City of Bell shall explore new land use designations, such as mixed-use, for key areas of the City that could accommodate such development. New commercial development located along Gage Avenue, Atlantic Boulevard, and Florence Avenue shall be encouraged to explore mixed-use development that includes residential uses within the development.

□ **Issue: To underscore the City’s commitment to equal housing opportunities for all income levels.**

Housing Element Policy 26. The City of Bell shall ensure adequate housing services are provided for all persons, regardless of income, age, race, sex, marital status, or ethnic background. The City shall continue to enforce equal housing opportunity protection laws through the Bell Community Housing Authority and implement its Equal Housing Program.

Housing Element Policy 27. The City of Bell shall vigorously oppose those prejudices, practices, and market behavior that results in housing discrimination. This support will be enhanced through the development of a new program to combat housing discrimination within the City of Bell. Finally, the City’s stance on this subject shall be clearly identified on the City’s website.

Housing Element Policy 28. The City of Bell shall adopt its own equal housing ordinance that will support the existing Federal and State Fair Housing laws.

Housing Element Policy 29. The City of Bell shall assist low- and moderate-income households with property maintenance by informing residents regarding the available programs and available low-interest and deferred loans. These programs will be advertised to the public using the City’s website and flyers provided at the Planning Counter.

Housing Element Policy 30. The City of Bell shall continue participating in the Section 8 Housing Assistance Payment program in cooperation with the Los Angeles County Housing Authority. New and existing structures shall comply with current building and safety codes. Prior to the approval of housing rehabilitation plans, building permits will only be issued following inspection of the units for compliance with current codes.



HOUSING PROGRAMS

The programs that will be effective in the implementation of the Housing Element policies are described in the sections that follow.

- ❑ ***Bell Code Enforcement Program.*** Under this program, the City will continue proactive enforcement of existing Municipal Code provisions relating to the appropriate use and development of properties throughout the City. The Code Enforcement Program is designed to bring properties up to City Code requirements and to clean up and improve unsightly or unsafe properties. Under this program, City Code Enforcement personnel will continue to refer property owners cited for Code violations to the housing rehabilitation assistance programs as a means to provide financial assistance to qualifying households. The majority of the Code violations in the City were related to property maintenance and outdoor storage. No additional funding and/or staffing will be required or are anticipated with this program's continued implementation. The code enforcement efforts will be linked with the housing rehabilitation programs in that property owners of substandard units receiving code violation notices will also be informed of rehabilitation programs. Under this Housing Element, the program will be continued over the entire planning period applicable to this Housing Element update. This program's implementation strategy is summarized below:
 - *Source of Funding:* General Fund and Community Development Block Grant (CDBG).
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- ❑ ***Emergency Shelter Program.*** As required by SB-2, the City will continue to provide for an Emergency Shelter Program. The City will maintain the appropriate zoning to allow the continued operation of the Salvation Army Shelter in the Cheli district. The base zone district and the uses permitted would continue to apply. ***Program Implementation.*** The City will continue to inform those special service agencies and organizations of the grants through mailing and brochures. The implementation strategy is summarized below:
 - *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- ❑ ***Equal Housing Program.*** The City will continue to refer equal housing-related complaints to the Fair Housing Council of Los Angeles County which acts as an independent third-party to discrimination complaints. The City will make available literature on the Program at the Bell City Hall, Chamber of Commerce, Library, City of Bell website, and other areas that the community gathers information. This program is currently in existence. Therefore, additional funding and/or staffing will not be required or are anticipated with this program's continued implementation. This program will be continued over the entire planning period applicable to



this element. The City will continue to provide these services to Bell residents and will advertise the availability of this program through brochures. Brochures describing the services of Fair Housing are available in the Community Development Department. Further marketing of the services available from Fair Housing will occur through informational pieces in the citywide newsletter and through information provided on the City's official website. This program's implementation strategy is summarized below:

- *Source of Funding:* General Fund.
- *2017-2021 Program Objectives:* To maintain the existing service level.
- *Agency Responsible for Implementation:* Community Development Department.
- *Implementation Schedule:* The program is ongoing and will be continued.

- ***Housing Rehabilitation Program.*** The City will continue this program which is supported through the Community Development Block Program (CDBG). The City of Bell provides qualified City homeowners assistance with their property maintenance through two federally funded programs: The Housing Rehabilitation Program and the Handyworker Program. The Housing Rehabilitation Program provides grants to low- and moderate-income homeowners. The single-family residential homeowners who qualify can receive a maximum of \$15,000 for eligible improvements and mobile home owners may be granted a maximum of \$8,000. The City's Housing Rehabilitation Program offers homeowners the opportunity to make repairs and improvements. This program's implementation strategy is summarized below:

- *Source of Funding:* Community Development Block Grant (CDBG).
- *2017-2021 Program Objectives:* To maintain the existing service level.
- *Agency Responsible for Implementation:* Community Services Department.
- *Implementation Schedule:* The program is ongoing and will be continued.

- ***Handy-worker Program.*** The City will continue this program which is supported through the Community Development Block Program (CDBG). The Handy-worker Program provides grants to low-and moderate-income homeowners. Those who qualify can receive a maximum of \$1,000. This program enables homeowners to make repairs and improve the value of their property. This program's implementation strategy is summarized below:

- *Source of Funding:* Community Development Block Grant (CDBG).
- *2017-2021 Program Objectives:* To maintain the existing service level.
- *Agency Responsible for Implementation:* Community Services Department.
- *Implementation Schedule:* The program is ongoing and will be continued.

- ***Land Use and Zoning Conformity Program.*** The City of Bell will continue to review the Zoning Ordinance to ensure that the development standards are consistent with those identified in the Sustainability and Land Use Element. The City will initiate appropriate changes to the Zoning Map to ensure conformity between the Land Use Element and Zoning Map. The City will also update its General Plan in coming months to ensure the land use designations conform to the State's density requirements. No additional funding and/or staffing will be required or are anticipated with this program's continued implementation. Under this Housing Element, the



program will be continued over the entire planning period. This program's implementation strategy is summarized below:

- *Source of Funding:* General Fund.
- *2017-2021 Program Objectives:* Not Applicable.
- *Agency Responsible for Implementation:* Community Development Department.
- *Implementation Schedule:* The City's Zoning Ordinance will undergo an annual review.

□ ***Review of Governmental Constraints and the Zoning Ordinance.*** This program is an existing program that will be continued through the 2013-2021 Planning Period. In 2012, the City reduced its plan check fees by 23%-58% plus its building permit fees by 23%. This program involves the comprehensive review of the City's Zoning Ordinance. The review will also include development standards related to building height, setbacks, and Density Bonus requirements for qualified affordable housing. The zoning requirements will be revised to ensure that it conforms to the Density Bonus requirements outlined in Government Code Section 65915. This section requires the City to undertake the following:

- The City must adopt an ordinance to implement the requirements of Section 65915 regarding Density Bonuses.
- The City must adopt a procedure to waive or modify development standards which preclude or interfere with the effect of the Density Bonus.
- The Zoning Ordinance revision will eliminate the definition of "family" as part of the current revision.
- The development standards for the residential zones will be reviewed to make sure they do not serve as a constraint to residential development.
- The Zoning Ordinance must be revised to address single room occupancy (SRO) housing and supportive housing.

This program's implementation strategy is summarized below:

- *Source of Funding:* General Fund.
- *2017-2021 Program Objectives:* To maintain the existing service level.
- *Agency Responsible for Implementation:* Community Development Department.
- *Implementation Schedule:* The review will be completed by the fourth quarter of 2015.

□ ***Transitional Housing Program (Existing Program).*** Transitional housing is a type of supportive housing used to facilitate the movement of homeless individuals and families to permanent housing. A person may live in a transitional housing unit for up to two years while receiving supportive services that enable independent living. The City will continue to permit the existing Bell Shelter, which includes a transitional housing facility, to operate. The City intends to comply with State law regarding the provision of transitional housing. The existing Bell Salvation



Army Shelter located in the City includes a transitional housing facility. The following will be applicable to transitional housing:

- Transitional housing will be subject to the same permitting procedures as that required for other permitted uses for the zone without undue special regulatory requirements.
- The residential zones are in close proximity to transportation service providers, schools, parks, and other public services and facilities.
- Parking requirements, fire regulations, and design standards for transitional housing will be the same as that required for the corresponding residential zone districts. As a result, the applicable development standards will not impede the efficient use of the site as transitional housing.

The implementation strategy is summarized below:

- *Source of Funding:* Community Development Block Grant (CDBG).
 - *2017-2021 Program Objectives:* To maintain the existing service level.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is ongoing and will be continued.
- ***Accessory (Second) Unit Ordinance Program.*** This new Second Unit Ordinance permits the construction of second units pursuant to the City’s Zoning Code as required in Section 65852.2 of the State of California Government Code. The current Zoning Ordinance provides for a “guest house or accessory use.” However, the City’s Zoning Ordinance will need to be updated to conform to current State requirements. This program provides for the preparation, adoption, and subsequent implementation of a new Second Unit Ordinance that is required under State law. The Ordinance will enable owners of single-family properties to construct accessory units. The Ordinance will also enable the City to establish development standards for such units. The implementation of this program will begin with the preparation and review of the new Second Unit Ordinance that will be included in the City’s Zoning Ordinance. Once the ordinance meets all pertinent State and local requirements, it will be adopted by the City Council. Finally, the Second Unit Ordinance will be advertised on the City’s website and printed handouts will be prepared and provided at the Planning Department counter. This program’s implementation strategy is summarized below:
- *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* The City will revise its Zoning Ordinance consistent with State law.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The City’s Zoning Ordinance will be amended within 12 months following the Housing Element’s adoption.



□ **Density Bonus Program.** The City is required under State law to have adopted density bonus regulations in its Zoning Ordinance. This new program provides for the incorporation of density bonuses and other incentives in the City's Zoning Ordinance to developers who construct projects with qualifying percentages of affordable housing units. As indicated previously, the Density Bonus Law (found in California Government Code Sections 65915–65918), is a State mandate. A developer who meets the requirements of the State law is entitled to receive the density bonus and other benefits. In addition to the density bonus, the City is also required to provide one or more "incentives" or "concessions" to each project which qualifies for the density bonus. Cities and counties are required to grant a Density Bonus and other incentives or concessions to housing projects that contain one of the following:

- At least 5% of the housing units are restricted to very low-income residents;
- At least 10% of the housing units are restricted to lower income residents;
- At least 10% of the housing units in a for-sale common interest development are restricted to moderate-income residents;
- The project donates at least one acre of land to the City or County for very low-income units, and the land has the appropriate general plan designation, zoning permits and approvals, and access to public facilities needed for such housing;
- The project is a senior citizen housing development (no affordable units required); and,
- The project is a mobile-home park age-restricted to senior citizens (no affordable units required).

The amount of the Density Bonus is set on a sliding scale, based upon the percentage of affordable units at certain prescribed income levels. In addition to the Density Bonus, the City is also required to provide one or more 'incentives' or "concessions" to each project which qualifies for the Density Bonus (except that market rate senior citizen projects with no affordable units and land donated for very low-income housing do not appear to be entitled to incentives or concessions). A concession or incentive is defined as:

- A reduction in site development standards or a modification of zoning code or architectural design requirements, such as a reduction in setback or minimum square footage requirements;
- Approval of mixed use zoning; or,
- Other regulatory incentives or concessions which actually result in identifiable and financially sufficient cost reductions.

The number of required incentives or concessions is based on the percentage of affordable units in the project:



- For projects with at least 5% very low-income, 10% lower income, or 10% moderate-income units, one incentive or concession is required;
- For projects with at least 10% very low-income, 20% lower income, or 20% moderate-income units, two incentives or concessions are required; and,
- For projects with at least 15% very low-income, 30% lower income, or 30% moderate-income units, three incentives or concessions are required.

The City is required to grant the concession or incentive proposed by the developer unless it finds that the proposed concession or incentive is not required in order to achieve the required affordable housing costs or rents, or would cause a public health or safety problem, cause an environmental problem, harm historical property, or would be contrary to law. Financial incentives, fee waivers, and reductions in dedication requirements may be, but are not required to be, provided by the City.

The City's Zoning Ordinance does not include any provisions related to the granting of Density Bonuses for affordable housing. The first step involves the review and adoption of a new Affordable Housing Density Bonus that conforms to State law. The City will then promote the program by providing brochures describing the program and its benefits and will making them available at the counter and information desk in City Hall. Promotion of this program will be accomplished by verbally communicating information regarding housing bonuses to housing developers as they are assisted by the Planning Department at the public counter or over the telephone. Under this Housing Element, the program will be continued over the entire planning period applicable to this Housing Element update. This program's implementation strategy is summarized below:

- *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* The City will advertise this program through handout materials and communication with developers.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program is a new program. The new Affordable Housing Density Bonus Ordinance will be adopted by the end of 2016. The brochure materials and handouts will be provided by the end of the second quarter of 2017.
- **Reasonable Accommodation Housing Program.** The State now requires all cities to maintain a "reasonable accommodation ordinance" to ensure that a city's zoning and development requirements do not hinder the implementation of housing improvements that aid disabled persons. These improvements may include ramps, wider doorways, hand rails, etc. The City of Bell does not have any such constraints though this commitment needs to be established through an amendment to the Zoning Ordinance that addresses reasonable accommodation. This program is a new program that will be implemented during the 2013 through 2021 planning period. Not all of the disability categories require physical alterations to the housing unit to



better accommodate the disabled resident. However, many residents will benefit from specific improvements that would better accommodate a disabled person.

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. 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.

- *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* Facilitate the development, maintenance, and improvement of housing for persons with disabilities; reduce processing time for reasonable accommodation requests by 50%.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program will be implemented within 12 months following the Housing Element's adoption.
- ***Energy Conservation Program.*** Under this program, the City will review the City's Zoning Ordinance and subdivision requirements, as well as other applicable codes, to promote energy conservation in housing rehabilitation and in the construction of new housing. This program will supplement existing City efforts in the enforcement of the State's construction codes requiring energy efficiency in new construction. The City of Bell will adopt a "Green City" ordinance in conformance to current State requirements. This program will ensure that developers and/or architects incorporate certain State-mandated energy and water conserving equipment in any new development. The City's website will be expanded to include a "Green City" section that will refer users to a wide range of initiatives from other energy and water providers that will be effective in helping to conserve these resources. The programs will include rebates from other energy providers for energy conserving refrigerators, water heaters, and other household appliances. The key elements of this program include the following:
- The City will encourage and support cost-effective energy technologies (passive solar space heating and cooling and water conservation) in the review of new residential development. The City shall permit the installation of photovoltaic/solar and solar water heating systems on new residential construction.
 - The City will establish an information kiosk in Civic Center near the planning counter that will include brochures and handouts promoting energy conservation from local utility



providers. In addition, the City's website will be updated to publicize the availability of the various rebate programs and tax incentives that will reduce the cost of installing energy-saving devices.

- City of Bell will update the Zoning Ordinance and subdivision requirements and other applicable codes to promote energy conservation in housing rehabilitation and in the construction of new housing.
- The City shall support ongoing programs from SCE and Sempra Energy that promote energy conservation. The programs sponsored by the utility providers include rebates for energy conserving refrigerators, water heaters, and other household appliances.
- The City will review the Zoning Ordinance to ensure that there are no requirements that are overly restrictive concerning the installation of solar panels. The City will then amend the Zoning Ordinance to ensure that solar panels are permitted in all Zone Districts.
- Title 24 of the California Building Code requires phasing out older, less energy efficient toilets by replacing them with toilets that use only 1.6 gallons per flush. The City will continue to ensure that this requirement is being implemented.

The City shall promote water conservation (drought-tolerant landscaping, water conserving plumbing fixtures, etc.) in the review of new development. No additional funding and/or staffing will be required or are anticipated with this program's continued implementation. Under this Housing Element, the program will be continued over the entire planning period. This program's implementation strategy is summarized below:

- *Source of Funding:* General Fund.
 - *2017-2021 Program Objectives:* The City will revise its ordinance consistent with State law and advertise it through handout materials available at the public counter through the City's web page and through periodic advertisements in the City newsletter.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program will be implemented within 12 months following the Housing Element's adoption.
- ***Single Room Occupancy Housing Program.*** The State requires all cities to update their zoning ordinances to provide for SRO housing. A single-room occupancy (SRO) development may serve as an important source of affordable housing for lower-income individuals, seniors, and persons with disabilities. A SRO unit usually is small ranging in size from 200 square feet to 350 square feet. Many of the older SROs have been lost due to deterioration, hotel conversions, and demolition. The purpose of this program is to establish appropriate regulations in the City's Zoning Ordinance that would permit SRO development in the C-3R Zone. This program is new and will be initiated during this planning period. The implementation elements are outlined below:
- *Source of Funding:* General Fund (for the rezoning).



- *Agency Responsible for Implementation:* Community Development Department.
 - *2017-2021 Program Objectives:* The City will amend the Zoning Ordinance as required by State law.
 - *Implementation Schedule:* The program will be implemented within 12 months following the Housing Element's adoption.
- **Supportive Housing Program.** The State requires all cities to update their zoning ordinances to provide for supportive housing. Supportive housing refers to permanent rental housing that also provides a wide array of support services that are designed to enable residents to maintain stable housing and lead more productive lives. Supportive housing is most often targeted to persons that have greater risk factors such as mental illness or drug dependence that could ultimately lead to prolonged homelessness. The types of support services that may be provided include medical and mental health care, vocational and employment training, substance abuse counseling, childcare, and independent living skills training. Most supportive housing is constructed and managed by non-profit housing developers in partnership with non-profit service providers. However, the State requires that local governments take a proactive role in facilitating the review and approval process. As a result, the City will be required to amend its Zoning Ordinance to permit such housing in its residential zone districts. Such housing is already located in the City though this program will enable the Bell Planning Department and other City agencies to better track and monitor such uses.

The State requires this Housing Element to identify zones that allow supportive housing development and demonstrate that zoning, local regulations (standards and the permit process) encourage and facilitate supportive housing. Supportive housing may include a single-family detached unit or an apartment building. The City of Bell will permit supportive housing within all of the residential Zone districts. The City will comply with all State requirements governing supportive housing. The implementation strategy is summarized below:

- *Source of Funding:* Community Development Block Grant (CDBG).
 - *2017-2021 Program Objectives:* The City will amend the Zoning Ordinance as required by State law.
 - *Agency Responsible for Implementation:* Community Development Department.
 - *Implementation Schedule:* The program will be implemented within 12 months following the Housing Element's adoption.
- **Extremely Low Income Housing.** The State also requires local governments to implement *Extremely Low-income (ELI) Household Incentive Program(s)*. The goal of these new ELI programs is to facilitate the provision of new housing opportunities for extremely low-income residents. Primary objectives of these programs are to promote the development of housing units for households earning 30% or less of the *Median Family Income* for Los Angeles County. Four programs will address this requirement: the *Accessory (Second) Unit Ordinance*, the *Density Bonus Program*, and the *Single-Room Occupancy Housing Program*.



6.4 PLANNING IMPLEMENTATION FOR HOUSING

INTRODUCTION TO THE RHNA

This section of the City of Bell Housing Element compares the housing need projections developed by the Southern California Association of Governments (SCAG) as part of the Regional Housing Needs Assessment (RHNA), with historic population, housing, and employment growth in the City. The projections were derived from population, housing, and employment figures developed by SCAG as part of the earlier planning process undertaken to develop the RHNA. The authority to determine housing needs for the various income groups for cities within the region has been delegated to the Southern California Association of Governments (SCAG), pursuant to Section 65584 of the Government Code. The housing needs are categorized according to income groups. The income categories include *Very low*, *Low*, *Moderate*, and *Above moderate-income* households, and the incomes of the selected income groups are based upon percentages of the median household income for the larger Los Angeles County region. The RHNA housing need for Bell is categorized according to the following income groups:

- ❑ The ***Very-Low-income*** households are those households whose income does not exceed 50% of the median household income for the greater Los Angeles area. The City's RHNA for this category is 11 units.
- ❑ The ***Low-income*** households earn from 51% to 80% of the median. The City's RHNA for this category is seven households.
- ❑ The ***Moderate-income*** groups earn from 81% to 120% of the median and the City's RHNA for this category is eight households.
- ❑ The ***Above-Moderate*** households earn over 120% of the median income and the City's RHNA for this category is 21 households.

The total projected construction need for Bell during the 2014 to 2021 planning period is 47 units. In 2013, the City approved a total of seven units. Table 6-22 illustrates the distribution of the projected housing needs for the four income categories. The additional housing required to accommodate the remaining RHNA need of 40 units may be met with new infill housing in the residential zones and in the C-3R zone.

The total projected construction need for Bell during the 2016 to 2021 planning period is 47 units. Table 6-22 illustrates the distribution of the projected housing needs for the five income categories. The additional housing required to accommodate the remaining RHNA need of 40 units may be met with new infill housing in the residential zones and in the C-3R zone.



Table 6-22 RHNA Allocation for Bell 2014 to 2021		
Income Level	RHNA-#	RHNA-%
Extremely Low-Income	6	12.8%
Very Low-Income	5	10.6%
Low-Income	7	14.9%
Moderate-Income	8	17.0%
Above Moderate-Income	21	44.7%
Total	47	100%
Source: SCAG RHNA.		

In other words, the future housing need for extremely low-income households in Bell is projected to be five units. The State Legislature also requires local governments to consider the projected needs for extremely low-income households. As indicated previously, those households that have incomes of 30% of the County median would fall into this category. Based on a 2010 Los Angeles County median income (\$61,632), an extremely low-income household would have a median annual income of \$18,490 or less. The adjusted RHNA that takes into account the units that have been provided during this current planning period is summarized in Table 6-23.

Table 6-23 Adjusted RHNA Allocation for Bell						
Income Level	RHNA	Units Constructed	Units Planned	Second Units	Total Units	RHNA Balance
Extremely Low-income	5		64 units			
Very Low-income	6					
Low-income	7		1			
Moderate-Income	8					
Above Moderate	21					
Total	47					
Source: SCAG RHNA and City of Bell, 2015.						



LAND AVAILABLE TO ACCOMMODATE RHNA HOUSING NEED

The City of Bell is fully developed and, as a result, any new residential development will consist of infill development within properties that are currently vacant or underutilized. The Land Use Element contains two residential land use categories and a single category each for commercial, industrial, open space, and institutional.

- ❑ **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.)
- ❑ **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 21.78 units per acre.

Table 6-24 also includes standards for development intensity and population density. For the residential land use categories, *development intensity* is defined according to the maximum number of residential units permitted on an acre of land. The development intensity corresponds to the number of units permitted under the corresponding residential zone districts. As indicated in Table 6-24, the potential build-out is 12,575 units. This build-out figure would permit an additional 3,358 units over the existing number (9,217 units).

Table 6-24 Land Use Designations and Build-Out				
Land Use Designation	Land Area		Development Intensity Standard	Potential Build-out
	Acres	% Area		
Low-Density Residential	65	4%	9 (8.71) units/acre	585 units
Medium-Density Residential	530	30%	22 (21.78) units/acre	11,660 units
Commercial Residential ³	151	8%	22 (21.78) units/acre	330 units
Total	1,796	100%	--	12,575 units
Source: City of Bell Draft Land Use Element				

A total of seven potential housing infill sites were identified as candidate sites for new residential development. Five of the candidate infill sites are located along the Gage Avenue or Florence Avenue commercial corridors. The zoning for these sites are all C-3R, which permits higher density residential development. The two remaining infill sites are vacant properties that are zoned R-3. Table 6-25 summarizes the characteristics of these infill properties while more detailed information and maps are provided for each infill site on the pages that follow. As indicated below in Table 6-25, the seven infill sites could potentially accommodate 89 new housing units, which well exceeds the remaining RHNA need of 40 units.



Table 6-25 Potential Housing Infill Sites				
Site No. and Parcel	Land Use	Zoning and General Plan Designations	Net Area¹	No. of Units
Site #1. 7116 Otis Ave.	Vacant lot	C-3R and Commercial	0.33 acres	10 units ²
Site #2. 4741 Florence Ave.	Paved surface parking lot and liquor store	C-3R and Commercial	0.41 acres	12 units ²
Site #3. 4765-4777 Gage Ave.	Vacant site and commercial building	C-3R and Commercial	0.40 acres	12 units ²
Site #4. 4460 Gage Ave.	Underutilized commercial property	C-3R and Commercial	0.48 acres	14 units ²
Site #5. 3550-3554 Gage Ave.	Paved surface parking area and commercial building	C-3R and Commercial	0.39 acres	11 units ²
Site #6. 6619 King Ave.	Vacant	R-3 and Medium-Density Residential	0.52 acres	11 units ³
Site #7. 6522 Walker Ave.	Vacant	R-3 and Medium-Density Residential	0.91 acres	19 units ³
Total for Sites #1 through #7			3.44 acres	89 units
RHNA (Unmet Need)				40 units

QUANTIFIED OBJECTIVES

Table 6-26 indicates the department responsible for overseeing the administration and/or implementation of the aforementioned programs. Table 6-26 also indicates the funding source for the program, the schedule for the program’s implementation, and finally, where appropriate, the number of units that will be assisted through the implementation of the housing program.

Table 6-26 5-Year Housing Program Implementation Matrix: 2016 to 2021				
Program Name	Responsible Agency	Funding Source	Implementation Schedule	Quantified Objective
Existing Programs				
Bell Code Enforcement Program	Community Development Department	General Fund and Community Development Block Grants	This program is ongoing and will be continued.	To maintain the current level of service.
Emergency Shelter Program	Community Development Department	General Fund	This program is ongoing and will be continued.	To continue with the existing shelter facility.



**Table 6-26
5-Year Housing Program Implementation Matrix: 2016 to 2021**

Program Name	Responsible Agency	Funding Source	Implementation Schedule	Quantified Objective
Equal Housing Program	Community Development Department	General Fund	This program is ongoing and will be continued.	To maintain the current level of service.
Housing Rehabilitation Program	Community Services Department	Community Development Block Grant	This program is ongoing and will be continued.	To maintain the current level of service.
Handy-Worker Program	Community Services Department	Community Development Block Grant	This program is ongoing and will be continued.	To maintain the current level of service.
Land Use and Zoning Conformity Program	Community Development Department	General Fund	This program is ongoing and will be continued.	To maintain the current level of service.
Review of Governmental Constraints and the Zoning Ordinance	Community Development Department	General Fund	This program is ongoing and will be continued.	To maintain the current level of service.
Transitional Housing Program	Community Development Department	General Fund	This program is ongoing and will be continued.	To maintain the current level of service.
Future Programs				
Accessory (Second) Unit Ordinance Program	Community Development Department	General Fund	Will be amended by the end of 2014	The City will revise its Zoning Ordinance.
Density Bonus Program	Community Development Department	General Fund	Will be adopted by the end of 2014	The City will advertise through handout materials.
Reasonable Accommodation Housing Program	Community Development Department	General Fund	To be completed by the second quarter of 2014	To reduce processing time for reasonable accommodation requests by 50%.
Energy Conservation Program	Community Development Department	General Fund	To be continued during the planning period	To revise ordinance consistent with State Law. Programs will be advertised on the City's webpage and newsletter.



**Table 6-26
5-Year Housing Program Implementation Matrix: 2016 to 2021**

Program Name	Responsible Agency	Funding Source	Implementation Schedule	Quantified Objective
Single Room Occupancy Housing Program	Community Development Department	General Fund	12 months of Housing Element adoption	Comply with applicable State requirements.
Supportive Housing Program	Community Development Department	Community Development Block Grant	Not Applicable	To implement this program as required by State law.

Source: City of Bell, 2014.

As indicated in Section 3.2 of this Housing Element, SCAG’s Regional Housing Needs Assessment estimated the construction need for Bell at 47 units. The four income levels are identified in State law that must be considered in the Future Need calculations: Very Low-income - less than 50% of the Los Angeles County median income; Low-income - 50% - 80% of the median income; Moderate-Income - 80% - 120% of the median income; and High-income - more than 120% of the median income for the County. Of the 47 housing units needed to accommodate future need, 11 units should be allocated to very low-income households; seven units should be provided for low-income households; eight units should be provided for moderate-income households; and 21 units should be provided for households with above-moderate-incomes. A total of seven units for above moderate income households have been provided. Table 6-27 summarizes the quantified housing objectives.

Table 6-27 Quantified Objectives			
Income Category (RHNA Objective)	New Construction	Rehabilitation	Conserved & Preserved Units
Extremely Low-income	5 units	Ongoing	Ongoing
Very Low-income	6 units		
Low-income	7 units		
Moderate-income	8 units		
Above Moderate-income	21 units		
	47 units		

