AGENDA

REGULAR MEETING OF THE BELL PLANNING COMMISSION

Wednesday, May 1, 2024

7:00 p.m. Regular Session
Closed Session will be held at the end of the Open Session

Location: Bell Community Center, 6250 Pine Avenue, Bell CA 90201

MEETING WILL BE HELD IN-PERSON AT THE BELL COMMUNITY CENTER

PUBLIC COMMENT: If you wish to make a comment on items listed on the agenda and non-agenda items, you may attend the meeting in-person at the Bell Community Center. Please complete a Request to Speak Card available in the location and wait until the chair calls you to approach the podium. Please clearly state your name and address and proceed to make your comments.

You may also submit input electronically through a temporary public comment email established for City of Bell City Council meetings at cityclerk@cityofbell.org. Your written comment must be submitted by 4pm on Wednesday, May 1, 2024. Any emails received after the time indicated will not be included in the record. Written Comments will be subject to the three minute time limitation (approximately 350 words).

The meeting will be recorded and live streamed on the City's website at http://www.cityofbell.org/?NavID=101

1. **Call to Order:**

2. **Roll Call of the Planning Commission:**

   Commissioner Rodrigo Rodarte
   Commissioner Ali Sleiman
   Commissioner Jessica Vallejo
   Vice-Chair Rihan Bedier
   Chair Luis Mesa

3. **Pledge of Allegiance**

4. **Communications from the Public:**

   This is the time for members of the public to address the Planning Commission on matters that are listed on the agenda and non-agenda items that are under the subject matter jurisdiction of the Planning Commission. (Each speaker is limited to 3 minutes)

5. **Presentation(s):**

   None

6. Public Hearings

a. Request for approval of a Conditional Use Permit (CUP 2023-01) to establish (permit) a public charter high school (grades 9-12) within an existing commercial building on a property located at 4210 Gage Avenue, in the C-3R (General Commercial & Residential) and R-3 (High Density Multiple-family Residential) zones.

Recommendation: *It is recommended that the Bell Planning Commission read by title only, waive further reading and adopt Resolution 2024-04PC titled:*

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING A CONDITIONAL USE PERMIT (CUP 2023-01), TO ESTABLISH (PERMIT) A PUBLIC CHARTER HIGH SCHOOL (GRADES 9-12) WITHIN AN EXISTING COMMERCIAL BUILDING ON A PROPERTY LOCATED AT 4210 GAGE AVENUE, IN THE C-3R (GENERAL COMMERCIAL & RESIDENTIAL) AND R-3 (HIGH DENSITY MULTIPLE-FAMILY RESIDENTIAL) ZONES.

b. Request for approval of a Master Sign Program to allow the installation of fourteen wall signs on an existing commercial building and the replacement of two sign copies (faces) of an existing freestanding sign on a property located at 6607 Atlantic Avenue, in the C3 (Heavy Commercial) zone.

Recommendation: *It is recommended that the Bell Planning Commission:*

1. Continue the item to the next regular Planning Commission meeting of June 5, 2024, allowing the applicant to revise the proposal with reduced signage focused solely on business identification.

2. Read by title only, waive further reading and adopt Resolution 2024-05PC titled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL DENYING A MASTER SIGN PROGRAM (MSP 2024-01), FOR THE INSTALLATION OF FOURTEEN WALL SIGNS ON AN EXISTING COMMERCIAL BUILDING AND THE REPLACEMENT OF TWO SIGN COPIES (FACES) OF AN EXISTING FREESTANDING SIGN ON A PROPERTY LOCATED AT 6607 ATLANTIC AVENUE, IN THE C3 (HEAVY COMMERCIAL) ZONE.

c. Consideration of a resolution recommending a finding that the CEMEX Aggregate Transloading Facility Located at 5091 Rickenbacker Road in the Bell Business Center is a use customarily conducted in the open

Recommendation: *It is recommended that the Bell Planning Commission:*

1. Receive the staff report and receive public input; and

2. Read by title only, waive further reading and adopt Resolution 2024-06PC titled:

A RESOLUTION OF THE CITY OF BELL PLANNING COMMISSION FINDING AN AGGREGATE TRANSLOADING FACILITY TO BE A USE CUSTOMARILY CONDUCTED IN THE OPEN AND

RECOMMENDING THE CITY COUNCIL APPROVE THIS RESOLUTION

7. **Regular Session:**

   a. Approval of the minutes for the Planning Commission Meetings of January 3, 2024.

   Recommendation: *It is recommended that the Planning Commission approve the minutes for the March 1, 2023, June 7, 2023, August 16, 2023, and April 3, 2024 meeting.*

8. **Planning Commissioner Announcements; Request for Future Agenda Items; Conference/Meeting Reports:**

9. **Community Development Director's Comments:**

10. **City Attorney Comments:**

11. **Adjournment:** *Next Regular Planning Commission Meeting is scheduled for Wednesday, June 5, 2024 at 7pm.*

RECESS TO CLOSED SESSION

The Planning Commission will recess to closed session to confer with legal counsel regarding the following matters:

a. Potential Initiation of litigation pursuant Government Code Section 54956.9 - *Salvation Army V. City of Bell* Case, Los Angeles Superior Court Case No. 19STCP00693

RECONVENE TO OPEN SESSION

City Attorney Report

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

ADA Compliance Statement

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate in this meeting, please contact the Community Development Department at (323) 588-6211, Ext. 2615, at least 48 hours prior to the scheduled meeting in order for the City to make reasonable arrangements to ensure accessibility to this meeting.

I, Marisa Craft, Planning Commission Secretary, certify that a true, accurate copy of the foregoing agenda was posted on April 26, 2024 at least seventy two (72) hours prior to the meeting as required by law.

Marisa Craft

Marisa Craft, Planning Commission Secretary

AGENDA ITEM 6A

City of Bell
Planning Commission
Agenda Report

DATE: May 1, 2024

TO: Honorable Chair and Planning Commission Members

FROM: Manuel Acosta, Director of Community Development

PREPARED BY: Rodrigo Pelayo, Associate Planner

SUBJECT: Conditional Use Permit (CUP 2023-01)

PROJECT PROPOSAL / REQUEST:

Request for approval of a Conditional Use Permit (CUP 2023-01) to establish (permit) a public charter high school (grades 9-12) within an existing commercial building on a property located at 4210 Gage Avenue, in the C-3R (General Commercial & Residential) and R-3 (High Density Multiple-family Residential) zones.

BACKGROUND:

Project Overview

- General Plan Designation: Commercial
- Zoning: C-3R (Heavy Commercial) & R-3 (High Density Multiple-family Residential)
- Project Location: 4210 Gage Avenue
- Assessor's Parcel Number(s): 6325-009-002, 6325-009-003, 6325-009-004, 6325-009-005, 6325-009-006, & 6325-009-007
- Site Characteristics: The subject site is irregularly shaped, measures approximately 50,820 square feet, and is comprised of a total of six parcels and a public alley. Three of the parcels are located along the northerly portion of the site fronting Gage Avenue, a public alley spanning east-west from Otis Avenue to Fishburn Avenue bisects the site approximately in half. The remaining three parcels are located at the southerly portion of the site, with two parcels fronting Fishburn Avenue and one parcel fronting Otis Avenue. The primary site frontage is along Gage Avenue, and the secondary (side) frontages are along Otis and Fishburn Avenues.

  The site is currently developed with a two-story commercial building that measures approximately 15,142 square feet and is currently occupied by the applicant (charter high school). The existing building is situated facing Otis Avenue, measures approximately 25.5 feet in height, is predominantly rectangular in shape, consists of a flat roof with varying parapet heights and a main entrance canopy element with flat roofing along the westerly frontage. The existing site is also developed with surface-level open parking spaces and landscaping planters along the westerly frontage of the site. Two steel storage containers each measuring approximately 180 square feet and 360 square feet are also situated along

southerly boundary of the site. Two large open spaces located throughout the easterly frontage of the site are dedicated to recess, lunch, and outdoor recreational activities for students.

- Surroundings: Surrounding properties include single-story multi-family residential properties and a water purveyor facility (Golden State Water) adjacent to the south of the subject site; a mix of single-family and multi-family residential properties, and a liquor store across Fishburn Avenue to the east; single-family residences and a vacant two-story commercial building with a surface-level parking lot across Otis Avenue to the west; and one-story commercial buildings consisting of retail stores, a barber shop, dental office, youth center, and an automotive body shop across Gage Avenue to the north.

- Project Description: The project proposal includes a request for approval of a Conditional Use Permit (CUP) to permit a charter high school (Westbrook High School) serving grade levels 9 through 12 with a maximum enrollment of 260 students and 30 faculty and staff members.

- Applicant: LA Promise Fund

- Municipal Code Requirements for a CUP: Pursuant to the City of Bell Municipal Code (BMC) Section 17.96.030(78)(a-d), “schools, charter, vocational, public” shall be permitted with the approval of a CUP. School uses shall:

    a. Provide sidewalks, bike and vehicle facilities necessary to accommodate vehicular, pedestrian and bicycle traffic on site and between the nearest collector street and the school site;

    b. Comply with the parking requirements in Chapter 17.76 of the Zoning Code, unless the applicant can provide and guarantee alternative parking arrangements, such as shared parking or bussing of staff and students, subject to the review and approval of the Planning Commission;

    c. Construct a six-foot fence around all play areas at elementary schools adjacent to private or public streets; and

    d. Landscaping shall be restricted to trees with canopies higher than ten feet (10') and bushes less than three feet (3') high to deter hiding.

- Required Findings for a CUP: Pursuant to BMC Section 17.96.040, a Conditional Use Permit may be approved only if all of the following findings are made:

    a. That the site for the proposed use is adequate in size, shape and topography to accommodate the proposed use; and

    b. That the site has sufficient access to public streets and highways adequate in width and pavement type, to carry the quantity and quality of vehicular and pedestrian traffic expected to be generated by the proposed use; and

    c. That all buildings and structures proposed to be constructed or utilized in conjunction with the use will be architecturally compatible with existing and prospective uses of land located in the immediate vicinity of the site; and

d. That the location of the proposed use on the site will be compatible with existing and prospective uses of land located in the immediate vicinity of the site; and

e. That the conduct of the proposed use will be in compliance with the applicable provisions of any specific plan applicable to such site, and with the city's general plan.

ANALYSIS:

Description of Site Improvements

The project does not propose any improvements to the existing building. However, the building has deferred maintenance and unpermitted signage. Specifically, all the facades have dust and watermarks throughout the wall areas above the storefronts and along the parapets. In addition, the stucco finish on the exterior walls have significant cracks and perforations from previously removed wall signage. There are also vandalized/damaged door and window panels along the northerly façade, some which are covered with unpermitted vinyl graphics. A recommended condition will require that the applicant repair and/or replace all the vandalized doors and windows, and that the damaged wall areas be patched and painted as needed to match the unaffected wall areas. Another recommended condition will require that the building facades be washed or repainted to eliminate the dust and watermarks. Lastly, another recommended condition will require that all unpermitted vinyl graphics and banners throughout the site be removed and that new signage shall be reviewed and approved in conformance with the signage development standards of the Zoning Code prior to installation. Overall, the recommended conditions of approval will ensure that the building's facades are well-maintained and exhibit an overall great appearance.

Minor site improvements are also proposed to repurpose a portion of the existing open space located at the southeasterly frontage of the site to accommodate additional off-street parking spaces. The proposed striping will provide 23 additional parking spaces within the site for a total of 41 parking spaces. A new bicycle rack is also proposed to be installed in front of the building's main entry facing Otis Avenue. As a result, the proposed site improvements will increase the overall parking count and minimize the existing overall deficiency in on-site parking.

Business Operations

The charter high school has a current enrollment of 171 students and 33 faculty and staff members. However, the applicant is requesting approval for a maximum enrollment of 260 students and 30 faculty and staff members to increase the capacity beginning the 2024-25 school year. The proposed hours of operation are as follows:

- Regular school hours:
  Monday, Tuesday, Thursday, & Friday (8:30am – 3:35pm)
  Wednesday (8:30am – 1:55pm)

- Breakfast/ Nutrition/Lunch:
  Breakfast: Monday through Friday (8:00am – 8:30am)
  Nutrition: Monday, Tuesday, Thursday, & Friday (10:56am – 11:09am)
  Wednesday (10:03am – 10:13am)

Lunch: Monday, Tuesday, Thursday, & Friday (12:35pm – 1:05pm)
Wednesday (11:49am – 12:19pm)

- Physical education hours:
  Monday, Tuesday, Thursday, & Friday (8:30am – 12:35pm & 1:05pm – 3:35pm)
  Wednesday (8:30am – 11:49am & 12:19pm – 1:55pm)

- After school/sports hours:
  Monday, Tuesday, Thursday, & Friday (3:35pm – 4:30pm)

Some of the students walk or bike to and from school, while others are dropped off and picked up via private vehicles and public-school buses. Private vehicle drop-off and pick-up zones are proposed within the parking lot and alley areas of the campus, including one staff member to monitor and guide on-site traffic. Up to four school buses are also proposed to drop off and pick up students along Fishburn Avenue daily. The drop-off and pick-up times for the buses are staggered so that only two buses are parked at any time.

The proposed drop-off and pick-up times are as follows:

Drop-off: Monday through Friday 7:00am – 8:30am

Pick-up: Monday, Tuesday, Thursday, & Friday (3:35pm – 3:45pm)
Wednesday (1:55pm – 2:05pm)

Compatibility

Through the implementation of the recommended conditions of approval, the appearance of the building and the site will be in keeping with the surrounding context. The stucco-clad facades, aluminum-frame storefronts, and exterior building colors and materials are consistent with the goals and policies of the General Plan and compatible with the surrounding neighborhood.

Land Use and Sustainability Element Policy 1 specifies, “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.” The proposed high school is an allowable use within the C-3R and R3 zoning districts of the City subject to the approval of a Conditional Use Permit. Therefore, if the CUP is granted, the proposed project will be consistent with Land Use and Sustainability Element Policy 1.

Off-street Parking

Pursuant to the BMC Section 17.76.020(8)(b), high school uses require 1 parking space for each 5 students and 1 parking space for each faculty member and employee.

In accordance with the City’s parking standards, a total of 82 off-street parking spaces are required for the proposed enrollment of 260 students and 30 faculty members. The project proposes 31 standard parking spaces, 2 accessible (ADA) parking spaces, and 8 compact spaces, totaling 41 off-street parking spaces. Therefore, the site will be deficient 41 parking spaces.

OFF-STREET PARKING REQUIREMENTS	
Parking Ratio	1 parking space for each 5 students: (260 students / 5 = 52 parking spaces) 1 parking space per faculty member/employee (30 employees = 30 parking spaces)
Required parking	52 + 30 parking spaces = **82 parking spaces required**
Proposed parking	41 parking spaces
Parking Deficiency	41 parking spaces

However, a traffic impact analysis was conducted for the project, which notes that most students don't drive to school and assumes that they will either be bussed to school and the remaining will either walk, bike, use public transit, or be dropped off.

Pursuant to BMC Section 17.76.020(18), the off-street parking and loading space requirements for any use for which a CUP is required, shall be set by the Planning Commission. Based on the traffic impact analysis, the proposed 41 off-street parking spaces will be adequate for the scale of the school operations. Therefore, staff recommends a condition of approval requiring that 41 off-street parking spaces shall be maintained at all times; and that any future changes in the school operations which may affect the off-street parking needs, including but not limited to, the curriculum, an increase in student enrollment or employees, shall be subject to review and approval by the Planning Commission.

Lot Tie/Merger and Alley Vacation

The site is comprised of six parcels and an existing 10-foot-wide public alley that spans between Otis and Fishburn Avenues, bisecting the subject site. There are existing wrought iron gates at both ends of the alley which were installed without the approval of the City. As a result, the alley has solely been accessible, utilized, and maintained by the current high school operator.

The project request includes use of the alley as a student drop-off/pick-up zone for private vehicles. The alley also currently serves access to the parking areas within the site and is the only egress point within the site. Staff recommends that the parcels be merged or tied and that the alley be vacated to grant full rights to the property owner of the school site. A lot tie/merger of would prevent non-conforming conditions I the site were to change uses or be redeveloped in the future. An alley vacation would also allow for adequate on-site circulation and access to the parking areas within the site for the proposed use. Therefore, if the project is approved, Staff recommends a condition requiring the applicant to complete the lot tie/merger and alley vacation processes within six months of the approval of the CUP, in accordance with the City regulations and to the satisfaction of the City Engineering Department.

Conditional Use Permit

A CUP is required to allow the establishment/operation of a high school use. In granting approval of a CUP, the Planning Commission must make certain findings, as set forth in the BMC. CUP may be approved only if all of the following findings are made:

A. The site for the proposed use is adequate in size, shape and topography to accommodate the proposed use. ***The site is developed with an existing two-story building with nine classrooms, multiple staff offices, restrooms, and storage facilities which had been previously occupied by a vocational school. The proposed high school will occupy the existing building without the need for tenant improvements. The existing site is predominantly flat, and contains parking areas, and landscaping planters. Therefore, the existing building and site are adequate in size, shape, and topography to accommodate the proposed high school operations.***

B. The site has sufficient access to public streets and highways adequate in width and pavement type, to carry the quantity and quality of vehicular and pedestrian traffic expected to be generated by the proposed use. ***Based on a transportation analysis conducted, the number of net new trips generated is less than 110 daily trips. Therefore, the Project can be presumed to have a less than significant transportation impact on VMT. As a result, the site is expected to have sufficient access to public streets and highways adequate to carry the quantity and quality of vehicular and pedestrian traffic expected to be generated.***

C. All buildings and structures proposed to be constructed or utilized in conjunction with the use will be architecturally compatible with existing and prospective uses of land located in the immediate vicinity of the site. ***With recommended conditions, the project will consist of ordinary maintenance and repairs to the existing building which will enhance its exterior appearance and the overall site. The proposed improvements will be compatible with existing surrounding uses, therefore, will not adversely impact the subject site or surrounding area.***

D. The location of the proposed use on the site will be compatible with existing and prospective uses of land located in the immediate vicinity of the site. ***The site was previously re-developed with an educational facility and no tenant improvements are being proposed. In addition, the site has been previously occupied by other similar uses including a vocational school, which have some similar operating characteristics of class settings and offices that are compatible with the existing surrounding commercial and residential land uses within the immediate vicinity.***

E. The conduct of the proposed use will be in compliance with the City's General Plan. ***The subject site's General Plan Land Use Designations are Commercial and Medium Density Residential. High school uses are allowable within all zoning districts of the City subject to approval of a CUP. Therefore, with the approval of a CUP, the proposed high school use will be in compliance with the Zoning Code requirements and the City's General Plan. The proposed land use will address the current and future need of the residential sector by providing an educational facility for children residing within the surrounding residential areas. Therefore, the proposed project satisfies the Land Use and Sustainability Element Policy 1 of the General Plan.***

Conclusion

Based on the above analysis, the staff has determined that with the recommended conditions of approval, the proposed project complies with the BMC, and all of the required findings in support of a Conditional Use Permit can be made.

ENVIRONMENTAL ANALYSIS:

Staff has reviewed the CUP application and determined that in accordance with the California Environmental Quality Act (CEQA), this project qualifies for a categorical exemption under CEQA Guidelines Section 15301, (Class 1) "Existing Facilities", in that the project does not involve any alterations or expansion to an existing commercial building, and thereby is exempt from CEQA.

Traffic Impact and Air Quality Analyses

Although not required by CEQA, a transportation analysis was conducted and determined that the Project is screened-out for vehicle miles traveled (VMT) as well as transportation impact analysis per County of Los Angeles Transportation Impact Analysis Guidelines (July 23, 2020) given that the number of net new trips generated is less than 110 daily trips. Therefore, the Project can be presumed to have a less than significant transportation impact on VMT and no further VMT analysis is required. In addition, an air quality analysis was conducted and determined that there are no significant impacts to air quality.

COMMENTS FROM OTHER DEPARTMENTS

Staff routed the project for comments to the Building & Safety Division. The Building & Safety Division provided comments which pertain to Building Code requirements. If the project is approved, the comments would be incorporated as conditions of approval.

RECOMMENDATION

Based on the evidence presented, Staff recommends that the Planning Commission find that the project is categorically exempt from the CEQA under Section 15301, (Class 1) "Existing Facilities", make the required findings and requirements set forth in the Bell Municipal Code, and **approve the application for Conditional Use Permit (CUP 2023-01)** subject to the following proposed conditions of approval and/or other conditions that the Planning Commission may wish to impose.

CONDITIONS OF APPROVAL:

Planning Division

1. The applicant shall agree to defend, indemnify and hold harmless the City of Bell, its agents, officers, and employees from any claim, action, or proceeding against the City of Bell or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of Bell, its legislative body, advisory agencies, or administrative officers concerning the subject Application. The City of Bell will promptly notify the Applicant of any such claim, action, or proceeding against the City of Bell and the Applicant will either undertake the defense of the matter and pay the City's associated legal or other consultant costs or will advance funds to pay for the defense of the matter by the City Attorney. If the City of Bell fails to promptly notify the applicant of any such claim, action, or proceeding or fails to cooperate fully in the defense, the Applicant shall not, thereafter, be responsible for defending, indemnify or hold harmless the City of Bell. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following

an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

2. Except as set forth in subsequent conditions, all-inclusive, and subject to department corrections and conditions, the property shall be developed substantially in accordance with the applications, environmental assessment, and plans submitted.

3. The proposed project shall comply with all Federal, State, County, and Local laws and ordinances that may apply to this permit, stated herein or not.

4. The Applicant and property owner shall submit plans to the Los Angeles County Fire Department for review for compliance with Fire regulations prior to the issuance of Building Permits. Proof of Fire Department approval (including sprinkler plan approval) is required. If revisions are made to the project plans (i.e. setbacks, building height, building design, driveway width, driveway configuration, landscaping, etc.) as a result of Fire Department requirements, changes to the plans may require Planning Commission review and approval as determined by the Community Development Director.

5. The Conditional Use Permit approval shall expire if the alley vacation, lot tie/merger, and building permits are not completed/issued within six months from the date of approval, unless an extension has been granted by the Planning Commission.

6. An anti-graffiti finish, as approved by the Planning Division, shall be applied to all exterior building surfaces that are visible to the public and likely to attract graffiti prior to the issuance of the Certificate of Occupancy.

7. Any graffiti placed on any building or structure located on the property shall be removed promptly after its placement. Failure on the Applicant's behalf to remove such graffiti upon twenty-four (24) hours written notice shall empower the City to enter upon the property and cause such removal, or painting over, of said graffiti, at the expense of the Applicant. The Applicant shall promptly pay, upon receipt of an invoice from the City, all the City's reasonable costs of such work.

8. The Community Development Director is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications achieve substantially the same results, as with strict compliance with said plans and conditions.

9. The applicant shall clean, repair, and/or replace all the vandalized storefront doors and windows fronting Gage Avenue.

10. All the building wall areas exhibiting stucco cracking and perforations from previously removed wall signage shall be patched and painted to match the unaffected facade areas. And all water and dirt/dust stains throughout all sides of the building shall be washed off or repainted.

11. All unpermitted vinyl graphics, banners, and wall signage throughout the site shall be removed. All new signage shall be reviewed and approved in conformance with the sign development standards of the Zoning Code prior to installation.

12. The parking areas shall be re-striped as noted on the approved plans to include 41 off-street parking spaces which shall be always maintained. Any future changes in the school

operations which may impact the off-street parking, including but not limited to, the curriculum, an increase in student enrollment or employees, shall be subject to review and approval by the Planning Commission.

13. The applicant shall complete a lot tie/merger and an alley vacation process within six months of the approval of the CUP, in accordance with the City regulations and to the satisfaction of the City Engineering Department.

14. The applicant and property owner shall agree in writing to the above conditions.

Building & Safety

15. Charter school facilities construction projects must be submitted to the Division of the State Architect (DSA) for plan review and construction oversight if the project will be funded by the Charter School Facilities Program, independent of land ownership (see Education Code Section 17078.54). Construction projections includes new building and facility construction, reconstruction, rehabilitation, alterations, and additions. Occupying an existing school that was not under DSA jurisdiction previously may be subject to plan review by DSA due to the new source of funding.

16. If the project will not be funded by the Charter School Facilities Program, the project must be submitted to either:
    - DSA for plan review and construction oversight (see Education Code Section 47610.5(a)); or
    - The local building enforcement agency with jurisdiction over the area in which the charter school is located (see Education Code Section 47610(d)).

17. Plan review by DSA, if applicable, in general only covers disciplines of accessibility, structural, and fire and life safety. Plan review for other areas of disciplines may have to be deferred to the Building Division.

18. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

19. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

20. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

21. The proposed work involving the creation of new parking spaces shall be limited to the actual striping itself. The existing pavement and its drainage pattern within the striping area shall not be altered in any way unless separate grading and drainage plans are submitted for additional review.

22. All State of California disability access regulations for accessibility shall be complied with.

23. Project shall comply with the CalGreen Non-Residential mandatory requirements.

24. An allowable building area analysis shall be provided to justify that the as-built floor area for the existing 2-story building of Education Group E Occupancy with Type VB construction is not exceeded per Chapter 5 of the Building Code.

25. Unless a lot merger is executed and properly recorded between two contiguous parcels (APN 6325-009-003 and 6325-009-004), the opening at existing egress door at southeast corner of the building is not permitted and shall be infilled to maintain fire safety requirement Table 705.8 of the Building Code. As an alternate, an easement for egress shall be established and properly recorded within the parcel with APN 6325-009-004 for the benefit of existing building.

ATTACHMENTS:

1. Resolution No 2024-04PC
2. Applicant Submittal, Including Current Plans and Elevations

RESOLUTION NO. 2024-04PC

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING A CONDITIONAL USE PERMIT (CUP 2023-01), TO ESTABLISH (PERMIT) A PUBLIC CHARTER HIGH SCHOOL (GRADES 9-12) WITHIN AN EXISTING COMMERCIAL BUILDING ON A PROPERTY LOCATED AT 4210 GAGE AVENUE, IN THE C-3R (GENERAL COMMERCIAL & RESIDENTIAL) AND R-3 (HIGH DENSITY MULTIPLE-FAMILY RESIDENTIAL) ZONES.

WHEREAS, LA Promise Fund ("the Applicant"), filed a complete application requesting the approval of a Conditional Use Permit (CUP 2023-01) described herein ("Application"); and

WHEREAS, the Application pertains to an approximate 50,820 square-foot property with Los Angeles County Assessor's Parcel Numbers 6325-009-002, 6325-009-003, 6325-009-004, 6325-009-005, 6325-009-006, 6325-009-007, more commonly known as 4210 Gage Avenue, Bell California ("Property");

WHEREAS, the Applicant requests approval of a Conditional Use Permit (CUP) to establish (permit) a public charter high school (grades 9-12). Pursuant to the City of Bell Municipal Code (BMC) Section 17.96.030(78)(a-d), "schools, charter, vocational, public" shall be permitted with the approval of a CUP; and

WHEREAS, the City staff reviewed the project's environmental impacts under the California Environmental Quality Act (California Public Resources Code §§ 21000, *et seq.*, "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, *et seq.*, the "CEQA Guidelines") and determined that the project is exempt under a Class 1 Categorical Exemption pursuant to section 15301(a) (Existing Facilities) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations); and

WHEREAS, notice of the Planning Commission public hearing of May 1, 2024 was published in compliance with State law in a local newspaper of general circulation. In addition, a public notice was mailed 10 days in advance of the hearing to each property owner, occupants and resident within a 300-foot radius of the project site, indicating the date and time of the public hearing in accordance with California Government Code 65091; and

WHEREAS, on May 1, 2024 the Planning Commission held a public hearing to receive public testimony and other evidence regarding the Application, including without limitation, information provided to the Planning Commission by City staff and public testimony; and

WHEREAS, this Resolution and its findings are made based upon evidence presented to the Commission at its public hearing including, without limitation, the staff report submitted by the Community Development Department; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have been met**.**

NOW, THEREFORE, THE PLANNING COMMISSION DOES HEREBY FIND, DETERMINE AND DECLARE AS FOLLOWS:

SECTION 1. All of the facts set forth in the recitals are true and correct and are incorporated herein by reference.

SECTION 2. Based upon substantial evidence presented to this Planning Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony, site plans, and Conditions of Approval ("Conditions") attached hereto as Exhibit "A," the Planning Commission hereby specifically finds as follows:

A. That the site for the proposed use is adequate in size, shape and topography to accommodate the proposed use. *The site is developed with an existing two-story building with nine classrooms, multiple staff offices, restrooms, and storage facilities which had been previously occupied by a vocational school. The proposed high school will occupy the existing building without the need for tenant improvements. The existing site is predominantly flat, and contains parking areas, and landscaping planters. Therefore, the existing building and site are adequate in size, shape, and topography to accommodate the proposed high school operations.*

B. **That the site has sufficient access to public streets and highways adequate in width and pavement type, to carry the quantity and quality of vehicular and pedestrian traffic expected to be generated by the proposed use.** *Based on a transportation analysis conducted, the number of net new trips generated is less than 110 daily trips. Therefore, the Project can be presumed to have a less than significant transportation impact on VMT. As a result, the site is expected to have sufficient access to public streets and highways adequate to carry the quantity and quality of vehicular and pedestrian traffic expected to be generated*.

C. **That all buildings and structures proposed to be constructed or utilized in conjunction with the use will be architecturally compatible with existing and prospective uses of land located in the immediate vicinity of the site.** *With recommended conditions, the project will consist of ordinary maintenance and repairs to the existing building which will enhance its exterior appearance and the overall site. The proposed improvements will be compatible with existing surrounding uses, therefore, will not adversely impact the subject site or surrounding area.*

D. **That the location of the proposed use on the site will be compatible with existing and prospective uses of land located in the immediate vicinity of the site.** *The site was previously re-developed with an educational facility and no tenant improvements are being proposed. In addition, the site has been previously occupied by other similar uses including a vocational school, which have some similar operating characteristics of class settings and offices that are compatible with the existing surrounding commercial and residential land uses within the immediate vicinity.*

E. **That the conduct of the proposed use will be in compliance with the applicable provisions of any specific plan applicable to such site, and with the city's general plan.** *The subject site's General Plan Land Use Designations are Commercial and Medium Density Residential. High school uses are allowable within all zoning districts of the City subject to approval of a CUP. Therefore, with*

the approval of a CUP, the proposed high school use will be in compliance with the Zoning Code requirements and the City's General Plan. The proposed land use will address the current and future need of the residential sector by providing an educational facility for children residing within the surrounding residential areas. Therefore, the proposed project satisfies the Land Use and Sustainability Element Policy 1 of the General Plan.

SECTION 3. The Planning Commission reviewed the project's environmental impacts under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, et seq., the "CEQA Guidelines") and finds the project to be exempt under a Class 1 Categorical Exemption pursuant to section 15301(a) (Existing Facilities) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations); and

SECTION 4. The Planning Commission hereby approves CUP 2023-01 subject to the execution and fulfillment of Conditions of Approval set forth in Exhibit "A" attached to this Resolution.

SECTION 5. That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED, APPROVED, AND ADOPTED this 1st day of May 2024

_____
Luis Mesa, Chair

ATTEST:

_____
Angela Bustamante,
Planning Commission Secretary

APPROVED AS TO FORM:

_____
Lona Laymon, Deputy City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, Angela Bustamante, Planning Commission Secretary of the City of Bell, do hereby certify that the foregoing Resolution 2024-04PC was adopted at a regular meeting of the Planning Commission of the City of Bell held on the 1st day of May 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

EXHIBIT “A”

CONDITIONS OF APPROVAL FOR CUP 2023-01

Planning Division

1. The applicant shall agree to defend, indemnify and hold harmless the City of Bell, its agents, officers, and employees from any claim, action, or proceeding against the City of Bell or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of Bell, its legislative body, advisory agencies, or administrative officers concerning the subject Application. The City of Bell will promptly notify the Applicant of any such claim, action, or proceeding against the City of Bell and the Applicant will either undertake the defense of the matter and pay the City's associated legal or other consultant costs or will advance funds to pay for the defense of the matter by the City Attorney. If the City of Bell fails to promptly notify the applicant of any such claim, action, or proceeding or fails to cooperate fully in the defense, the Applicant shall not, thereafter, be responsible for defending, indemnify or hold harmless the City of Bell. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

2. Except as set forth in subsequent conditions, all-inclusive, and subject to department corrections and conditions, the property shall be developed substantially in accordance with the applications, environmental assessment, and plans submitted.

3. The proposed project shall comply with all Federal, State, County, and Local laws and ordinances that may apply to this permit, stated herein or not.

4. The Applicant and property owner shall submit plans to the Los Angeles County Fire Department for review for compliance with Fire regulations prior to the issuance of Building Permits. Proof of Fire Department approval (including sprinkler plan approval) is required. If revisions are made to the project plans (i.e. setbacks, building height, building design, driveway width, driveway configuration, landscaping, etc.) as a result of Fire Department requirements, changes to the plans may require Planning Commission review and approval as determined by the Community Development Director.

5. The Conditional Use Permit approval shall expire if the alley vacation, lot tie/merger, and building permits are not completed/issued within six months from the date of approval, unless an extension has been granted by the Planning Commission.

6. An anti-graffiti finish, as approved by the Planning Division, shall be applied to all exterior building surfaces that are visible to the public and likely to attract graffiti prior to the issuance of the Certificate of Occupancy.

7. Any graffiti placed on any building or structure located on the property shall be removed promptly after its placement. Failure on the Applicant's behalf to remove such graffiti upon twenty-four (24) hours written notice shall empower the City to enter upon the property and cause such removal, or painting over, of said graffiti, at the expense of the Applicant. The Applicant shall promptly pay, upon receipt of an invoice from the City, all the City's reasonable costs of such work.

8. The Community Development Director is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications achieve substantially the same results, as with strict compliance with said plans and conditions.

9. The applicant shall clean, repair, and/or replace all the vandalized storefront doors and windows fronting Gage Avenue.

10. All the building wall areas exhibiting stucco cracking and perforations from previously removed wall signage shall be patched and painted to match the unaffected facade areas. And all water and dirt/dust stains throughout all sides of the building shall be washed off or repainted.

11. All unpermitted vinyl graphics, banners, and wall signage throughout the site shall be removed. All new signage shall be reviewed and approved in conformance with the sign development standards of the Zoning Code prior to installation.

12. The parking areas shall be re-striped as noted on the approved plans to include 41 off-street parking spaces which shall be always maintained. Any future changes in the school operations which may impact the off-street parking, including but not limited to, the curriculum, an increase in student enrollment or employees, shall be subject to review and approval by the Planning Commission.

13. The applicant shall complete a lot tie/merger and an alley vacation process within six months of the approval of the CUP, in accordance with the City regulations and to the satisfaction of the City Engineering Department.

14. The applicant and property owner shall agree in writing to the above conditions.

Building & Safety

15. Charter school facilities construction projects must be submitted to the Division of the State Architect (DSA) for plan review and construction oversight if the project will be funded by the Charter School Facilities Program, independent of land ownership (see Education Code Section 17078.54). Construction projections includes new building and facility construction, reconstruction, rehabilitation, alterations, and additions. Occupying an existing school that was not under DSA jurisdiction previously may be subject to plan review by DSA due to the new source of funding.

16. If the project will not be funded by the Charter School Facilities Program, the project must be submitted to either:
    - DSA for plan review and construction oversight (see Education Code Section 47610.5(a)); or
    - The local building enforcement agency with jurisdiction over the area in which the charter school is located (see Education Code Section 47610(d)).

17. Plan review by DSA, if applicable, in general only covers disciplines of accessibility, structural, and fire and life safety. Plan review for other areas of disciplines may have to be deferred to the Building Division.

18. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

19. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

20. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

21. The proposed work involving the creation of new parking spaces shall be limited to the actual striping itself. The existing pavement and its drainage pattern within the striping area shall not be altered in any way unless separate grading and drainage plans are submitted for additional review.

22. All State of California disability access regulations for accessibility shall be complied with.

23. Project shall comply with the CalGreen Non-Residential mandatory requirements.

24. An allowable building area analysis shall be provided to justify that the as-built floor area for the existing 2-story building of Education Group E Occupancy with Type VB construction is not exceeded per Chapter 5 of the Building Code.

25. Unless a lot merger is executed and properly recorded between two contiguous parcels (APN 6325-009-003 and 6325-009-004), the opening at existing egress door at southeast corner of the building is not permitted and shall be infilled to maintain fire safety requirement Table 705.8 of the Building Code. As an alternate, an easement for egress shall be established and properly recorded within the parcel with APN 6325-009-004 for the benefit of existing building.

RUSSELL WESTBROOK WHY NOT? HIGH SCHOOL
CUP PLANNING APPLICATION
4210 GAGE AVENUE, BELL, CA 90201

SCOPE OF WORK

General Plan Amendment, Zone Change, and a (new) Conditional Use Permit to establish a Public Charter High School (grades 9-12) within an existing commercial building, and vacation of an existing alley that bisects the project site.

ZONING AND SITE INFORMATION

Associated APNs:	6325-009-002	C3R	6,500 SF
	6325-009-003	C3R	13,000 SF
	6325-009-004	C3R	9,750 SF
	6325-009-005	R3	8,220 SF
	6325-009-006	R3	5,200 SF
	6325-009-007	R3	8,150 SF
	Total Parcels SF (no alley)		50,820 SF

CBC Occupancy Group: E (K-12 Educational)

CBC Type of Construction: V-B

Existing Building Area
Existing 1st Floor: 11,688
Existing 2nd Floor: 3,454
Total Existing Building Area: 15,142 SF

(E) Floor Area Ratio: 15,142 / 50,820 = 0.30 FAR

CLASSROOM COUNT MATRIX

	No. Students
Classroom 101 (Science)	32
Classroom 103	28
Classroom 104	29
Classroom 105	28
Classroom 109	29
Classroom 110	29
Classroom 112	28
Classroom 203	28
Classroom 204	29
Total Students	260

FACULTY AND STAFF COUNT

Operations will have 30 Faculty and Staff

PARKING

Required Parking: 1 parking space for each 5 students and 1 parking space for each faculty member and employee

260 / 5 = 52 Parking Spaces for Students
30 Parking Spaces for Faculty and Staff
Total 84 Parking Spaces Required per Zoning Code

Proposed Parking Provided: (41) Spaces
See Parking Study by GTS for Data to support Proposed Parking Count

Total Compact Spaces: 11
Compact Spaces as Required Parking: 3
3 / 33 = 9% (up to 20% allowed)

CLIENT:

LA Promise Fund
Lori Hashimoto
1933 S Broadway - Suite 1108
Los Angeles, CA, 90007
(213) 745-4928

ARCHITECT:

IntuArch
Michael Wacht, AIA
8758 Venice Boulevard - Suite 200
Los Angeles, CA 90034
(310) 954-1346

PROPERTY OWNER:

"4210 E GAGE LLC"
Andranik Sogoyan
3012 Riverside Drive
Los Angeles, CA 90039
(213) 688-8815

DRAWING LIST

A000	Cover Sheet
A100	Operating Site Plan
A105	Traffic Site Plan
A110	Floor Plans
A200	Existing Elevations

ABBREVIATIONS

A.F.F.	ABOVE FINISH FLOOR	I.D.	INSIDE DIMENSION
CLG	CEILING	MAX.	MAXIMUM
CLR	CLEAR	MIN.	MINIMUM
(E)	EXISTING	(N)	NEW
ENGR	ENGINEER	O.D.	OUTSIDE DIMENSION
EXTG	EXISTING	OPP	OPPOSITE (REVERSE)
FIN	FINISH	REFL	REFLECTED
FLR	FLOOR	SIM	SIMILAR
GWB	GYPSUM WALL BOARD	VIF	VERIFY IN FIELD
HR	HOUR		

SYMBOLS

XX / XXXX — EXTERIOR ELEVATION DRAWING NUMBER / EXTERIOR ELEVATION SHEET NUMBER

XX — WINDOW NUMBER

XX — DOOR NUMBER

ROOMNAME / 000 — ROOM NAME / ROOM NUMBER

X'-0" — CEILING HEIGHT (FIN)

XX / AXXX — SECTION DRAWING NUMBER / SECTION SHEET NUMBER



VICINITY SITE PLAN

ARCHITECT:

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(310) 954-1346
mwacht@intuarch.com

CLIENT:

LA PROMISE FUND
LA Promise Fund
1933 S Broadway - Suite 1108
Los Angeles, CA, 90007

PROJECT:

RUSSELL WESTBROOK WHY NOT? HIGH SCHOOL

Russell Westbrook Why Not? High School
CUP Modification / Planning Application
4210 Gage Avenue
Bell, CA 90201

VERSIONS:

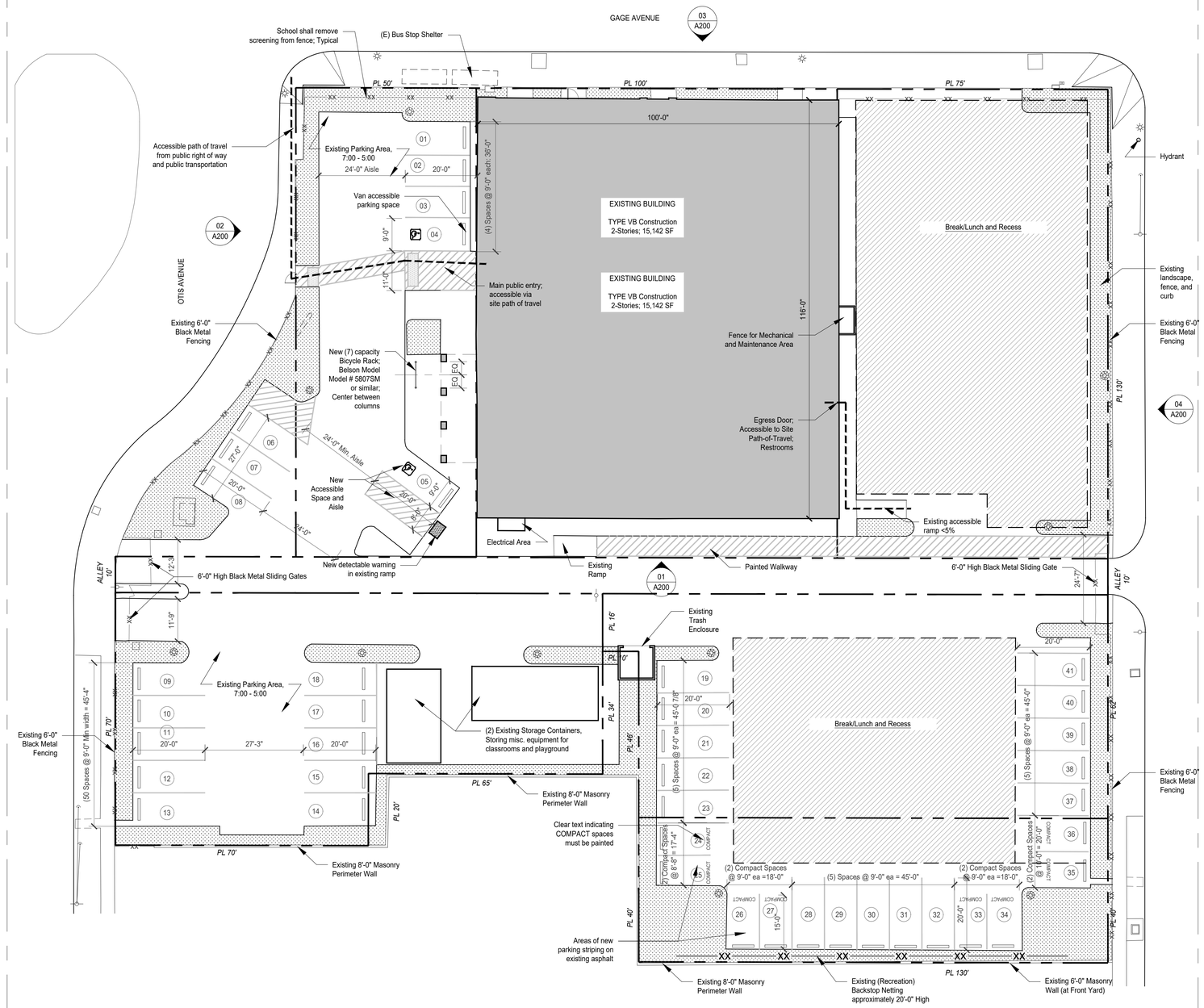
#	DATE	DESCRIPTION
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	10/11/2022	Operations Revision
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	11/17/2023	Planning Corrections
	03/19/2024	Planning Corrections

DRAWING INFO:

COVER

A000

PLOTTED 4/23/2024



01 OPERATING SITE PLAN
Scale: 1/16" = 1'-0"

SITE KEY

- = Accessible Path of Travel
- (#) = Parking Space Count
- PL XX' = Property Line
- XX = 6'-0" High Black Metal Fence
- XX = 20'-0" High Backstop Netting
- = Outdoor Play Area

LANDSCAPED AREA

Commercial Lots
Area (Total): 29,250 SF

Landscaped Area: 2,032 SF
Building Footprint: 11,661 SF
Hardscape Area: 15,557 SF

Landscape %: 2,032 / 29,250 = 6.9%
--> 6% required, complies

Residential Lots
Area (Total): 21,550 SF

Landscaped Area: 3,469 SF
Hardscape Area: 18,081 SF

Landscape %: 3,469 / 21,550 = 16.1%

SCHOOL OPERATIONS

Enrollment
Current Enrollment: (171)
Future Operations: (260) Students
Teachers and Staff: (30) Adults

Regular School Hours
M, T, Th, F 8:30 am - 3:35pm
W 8:30 am - 1:55 pm

After School Hours
M, T, Th, F - 3:35 pm - 4:30pm

School Staff on Site
M, T, Th, F 7:00 am - 5:00 pm
W 7:00 am - 4:30 pm

Breakfast/Lunch and Recess
Breakfast M, T, W, Th, F 8:00 - 8:30 am
Nutrition: M, T, Th, F 10:56- 11:09; W 10:03-10:13
Lunch: M, T, Th, F 12:35 - 1:05; W 11:49 - 12:19

Physical Education
M, T, Th, F 8:30 am - 12:35 & 1:05 - 3:35pm
W 8:30 am - 11:49 pm and 12:19 pm - 1:55 pm

After School Sports
M, T, Th, F - 3:35 pm - 4:30pm

ARCHITECT:

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8758 Venice Boulevard - Suite 200
Los Angeles, CA 90034
(310) 954-1346
mwacht@intuarch.com

CLIENT:

LA PROMISE FUND
LA Promise Fund
1933 S Broadway - Suite 1108
Los Angeles, CA, 90007

PROJECT:

RUSSELL WESTBROOK WHY NOT? HIGH SCHOOL
Russell Westbrook Why Not? High School
CUP Modification / Planning Application
4210 Gage Avenue
Bell, CA 90201

VERSIONS:

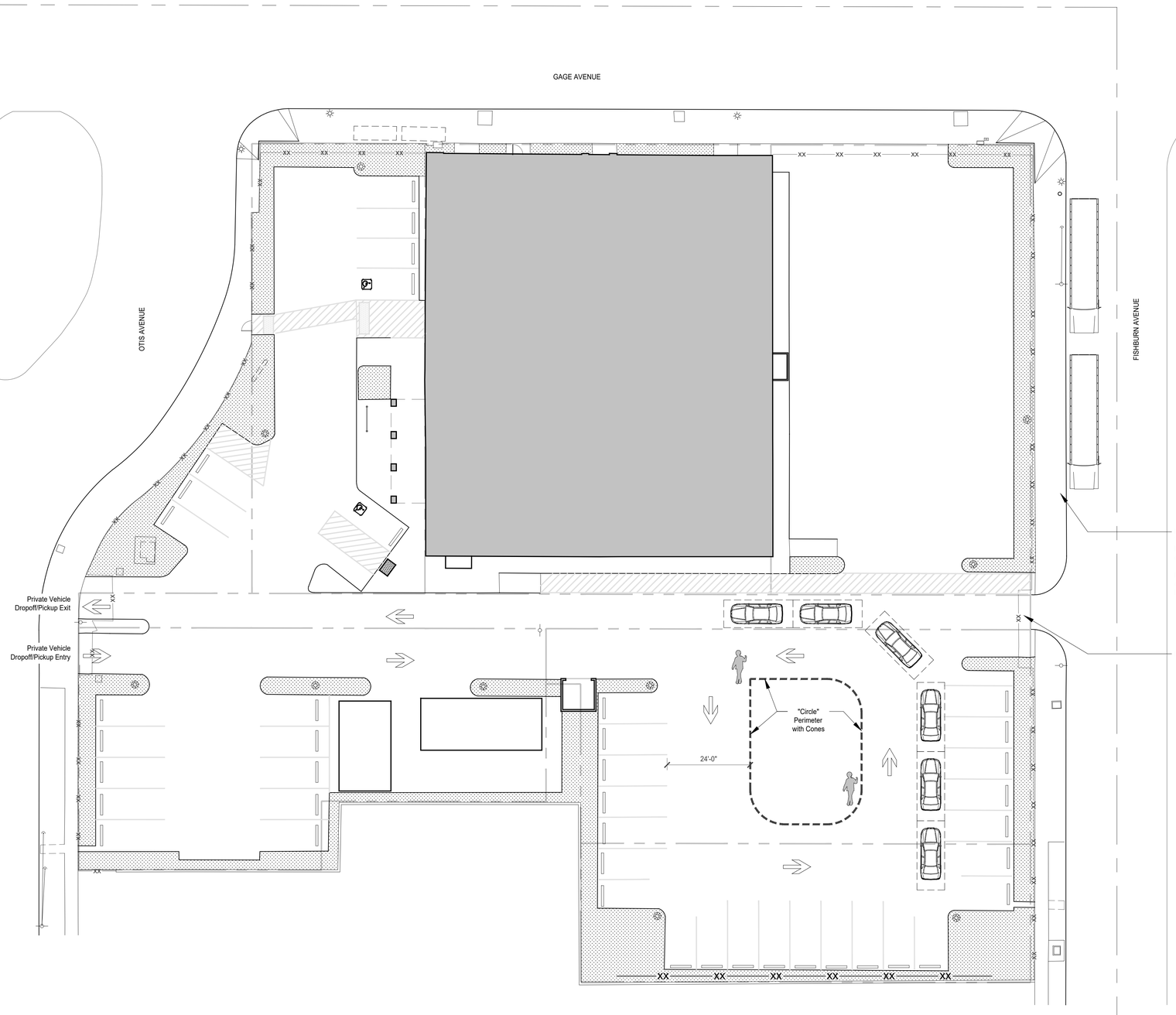
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DRAWING INFO:

OPERATING SITE PLAN

A100

PLOTTED 4/23/2024



01 TRAFFIC SITE PLAN
Scale: 1/16" = 1'-0"

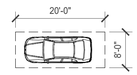
Drop-Off Hours
M-F: 7:00 - 8:30 am

Pick-Up Hours
M, T, Th, F: 3:35 - 3:45 pm
W: 1:55pm - 2:05pm

TRAFFIC PLAN NOTES

1) Private Vehicle Drop-Off/Pick-Up - will occur on site facilitated by Uniformed Staff. All vehicles will enter and exit at Otis during specified times. A new traffic "circle" will be created via cones and signage during Drop-Off/Pick-Up times.

2) Bus Drop-Off/Pick-Up - will occur along Fishburn adjacent to the Commercial Zone Lots. Due to the turning radius and power poles at the Alley entrances, Bus loading is possible only along Fishburn.



= TRAFFIC MONITOR

ARCHITECT:
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mwacht@intuarch.com

CLIENT:
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Los Angeles, CA, 90007

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DRAWING INFO:

TRAFFIC SITE PLAN

A105

PLOTTED 4/23/2024

CODE ANALYSIS

Allowable Floor Area:
Type V-B Construction

E Occupancy: Allows for maximum of 28,500 SF (Sprinklered, no Area Increase)

-> Existing Floor Area is 15,142 SF, Complies

Allowable Number of Stories:
Type V-B Construction

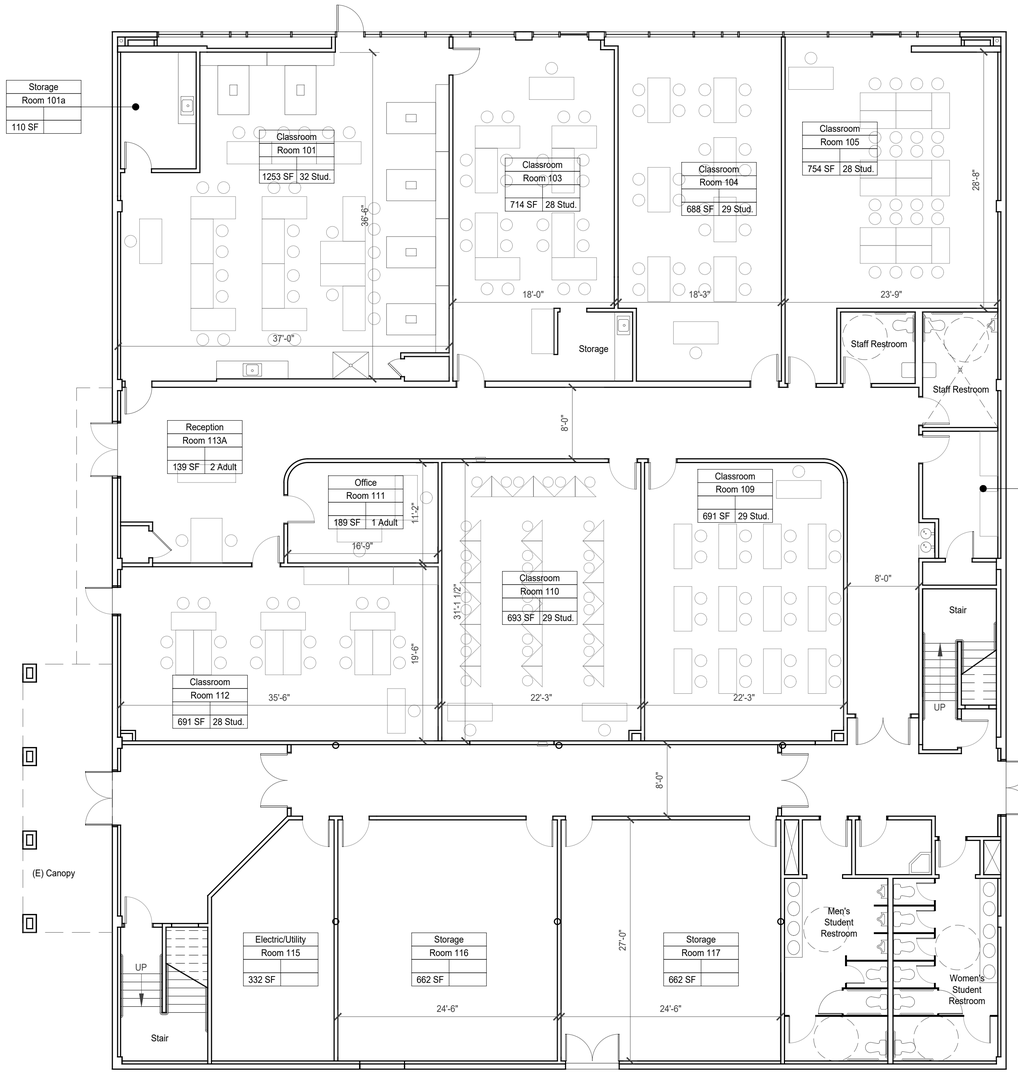
E Occupancy: Allows for maximum of 2 Stories (Sprinklered, no Area Increase)

->Existing Stories: 2, Complies

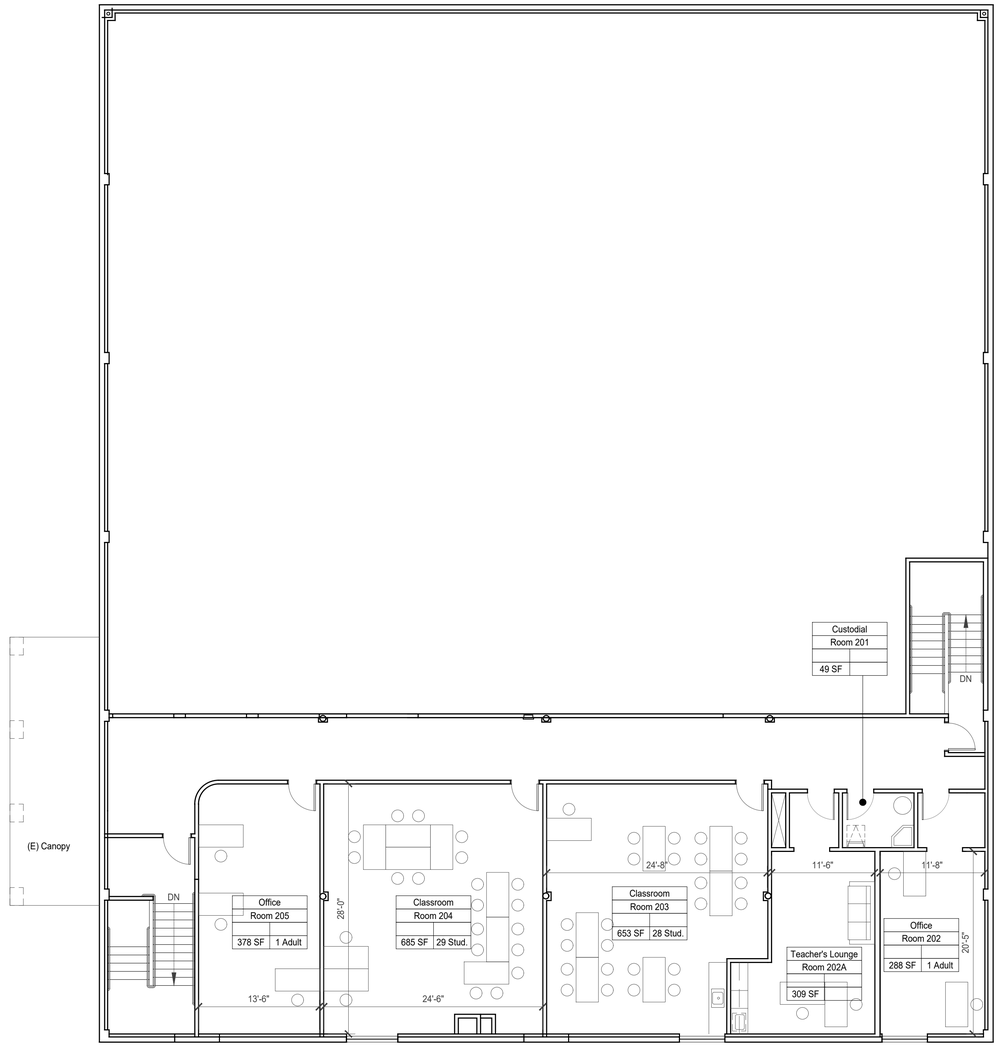
Allowable Height:
Type V-B Construction

E Occupancy: Allows for maximum of 60 Feet (Sprinklered, no Area Increase)

->Existing Building Height: 26'-0", Complies



01 FIRST FLOOR PLAN
Scale: 1/8" = 1'-0"



02 SECOND FLOOR PLAN
Scale: 1/8" = 1'-0"

ARCHITECT:

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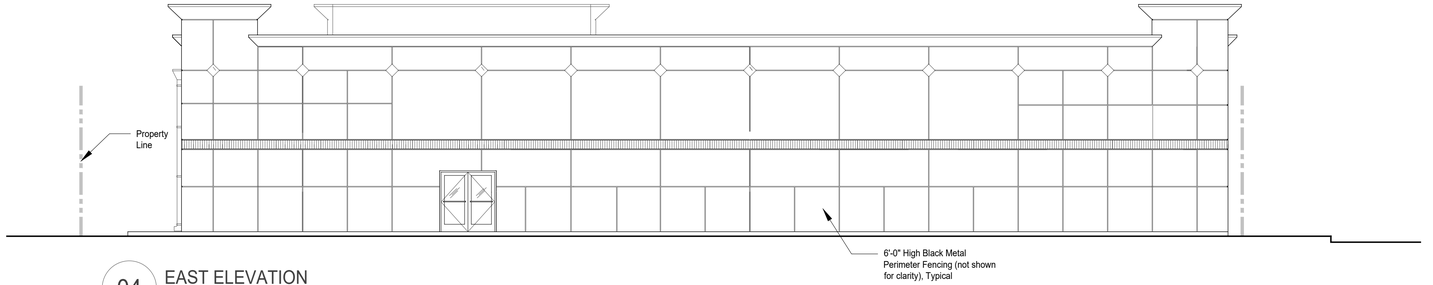
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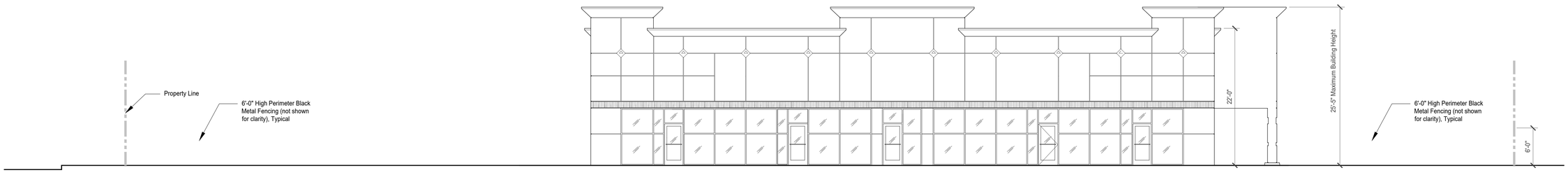
FIRST FLOOR PLAN
SECOND FLOOR PLAN

A110

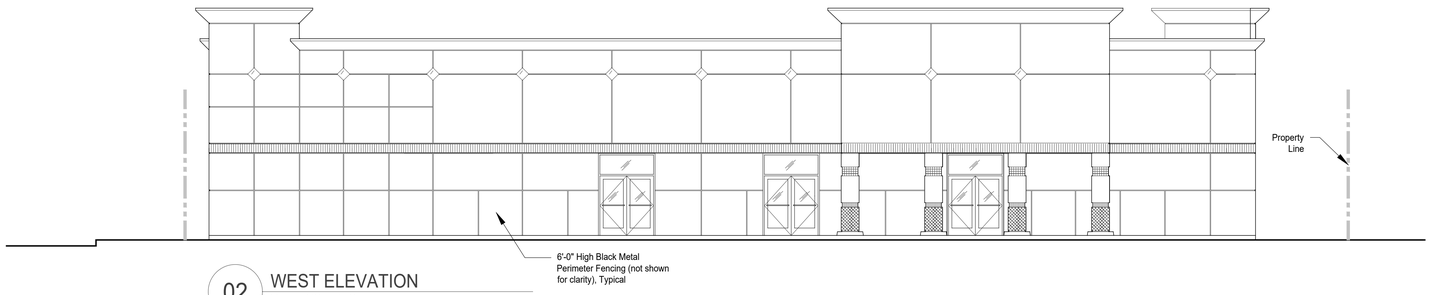
PLOTTED 4/23/2024



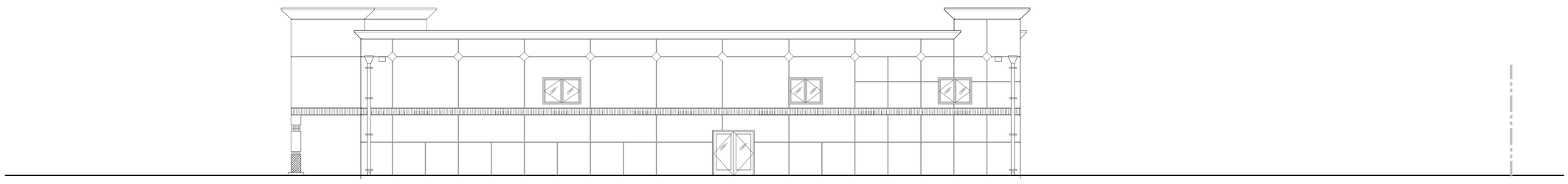
04 EAST ELEVATION
Scale: 1/8" = 1'-0"



03 NORTH ELEVATION
Scale: 1/8" = 1'-0"



02 WEST ELEVATION
Scale: 1/8" = 1'-0"



01 SOUTH ELEVATION
Scale: 1/8" = 1'-0"

ARCHITECT:

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DRAWING INFO:

ELEVATIONS

A200

PLOTTED 4/23/2024

AGENDA ITEM 6B

City of Bell
Planning Commission
Agenda Report

DATE: May 1, 2024

TO: Honorable Chair and Planning Commission Members

FROM: Manuel Acosta, Director of Community Development

PREPARED BY: Rodrigo Pelayo, Associate Planner

SUBJECT: Master Sign Program (MSP 2024-01)

PROJECT PROPOSAL / REQUEST:

Request for approval of a Master Sign Program to allow the installation of fourteen wall signs on an existing commercial building and the replacement of two sign copies (faces) of an existing freestanding sign on a property located at 6607 Atlantic Avenue, in the C3 (Heavy Commercial) zone.

BACKGROUND:

Project Overview

- General Plan Designation: Commercial
- Zoning: (C3, Heavy Commercial)
- Project Location: 6607 Atlantic Avenue
- Assessor's Parcel Number(s): 6325-020-416
- Site Characteristics: The subject site measures approximately 44,620 square feet and is comprised of one rectangular parcel with two street frontages. The primary frontage is along Atlantic Avenue, and the secondary (rear) frontage is along Clarkson Avenue. The site is currently developed with a one-story commercial building with a mezzanine that measures approximately 21,988 square feet and is undergoing comprehensive interior and exterior tenant improvements to accommodate a new single-tenant apparel (footwear and clothing) store (Warehouse Shoe Sales). The existing building is approximately 26'-6" tall and consists of an existing wing wall architectural element at the southeast corner that projects above the roof line, measuring approximately 45 feet from the finished floor surface. The existing site is also developed with surface-level open parking areas and landscaping planters throughout the northerly and westerly portions of the site, which connect to additional parking areas of the abutting parcels and other properties along the entire blockface. The site is accessible from an existing driveway entrance along Atlantic Avenue and a secondary driveway entrance along Clarkson Avenue. The site is also developed with an approximately 21-foot tall, legal non-conforming, pole sign that is located within the planter area abutting the sidewalk and driveway entrance at Atlantic Ave.

- Surroundings: Surrounding properties include single-story commercial/retail buildings adjacent to the north and south of the subject site ranging between 20-25 feet in height, a two-story motel building across Atlantic Avenue to the east, and one-story single-family residences across Clarkson Avenue to the west.

- Project Description: The proposed project includes a new installation of fourteen (14) wall signs on the existing commercial building and the replacement of two sign copies (faces) of an existing freestanding (pole) sign as described below:

Signage location	Signage type	Quantity	Size (area)
East building elevation, facing Atlantic Ave.	Business identification sign (WSS) Product brand logos: (Puma, Vans, Adidas, Jordan, Nike)	1 5	101.33 sf 26.27 sf 18.88 sf 22.39 sf 14.01 sf 36.72 sf
North building elevation, facing the site parking lot.	Business identification sign (WSS) Product brand logos: (Nike, Jordan, Adidas, Vans, Reebok)	1 5	101.33 sf 36.72 sf 14.01 sf 22.39 sf 18.88 sf 26.83 sf
Double-sided wing wall projecting above the roof at southeast corner of the building.	Business identification sign (WSS)	1 facing north 1 facing south	158.33 sf 158.33 sf
Planter area abutting the driveway entrance and sidewalk along Atlantic Ave.	Business identification sign in combination with product brand logos	1 sign face oriented north 1 sign face oriented south	101.66 sf 101.66 sf
	Total	**16 signs**	**959.74 sf**

- Applicant: Gus Navarro on behalf of Warehouse Shoe Sales (WSS)

- Municipal Code Requirements for a Master Sign Program (MSP): Pursuant to the City of Bell Municipal Code (BMC) Section 17.84.070(C), the Planning Commission may grant an MSP to accommodate unique commercial development needs that may include, but not be limited to:

    1. Multiple signs per business, exceeding the normal limit of two signs.

    2. Signs that are larger than the standard size allowed by the sign regulations.

    3. Signs that have a unique and creative design that does not conform to the standard regulation.

- Required Findings for an MSP: Pursuant to BMC Section 17.84.070(D), an MSP may be approved only if all of the following findings are made:

    1. The proposed signs are well-designed and consistent with other signs located on the subject property, as well as compatible with community character and harmonious with surrounding properties and buildings.

    2. The proposed sign program complies with all applicable chapters of this title and is consistent with the plans and policies of the general plan.

    3. The proposed signs are displayed in a manner that does not harm the public health, safety, and welfare.

ANALYSIS:

Description of Site Improvements

As noted in the table above, the project proposes a new installation of fourteen (14) signs on the existing commercial building which will vary in sizes and designs. Four of the proposed signs are intended to identify the business name "WSS", and their design will consist of aluminum (internally-illuminated) channel letters pin-mounted to aluminum raceways that will be mounted to the building walls. The additional ten (10) signs will consist of product brand names and logos varying in sizes. Their designs will consist of aluminum (non-illuminated) logo/channel letters that will be pin-mounted to the building walls. The combined area of the proposed wall signs is 756.42 square feet. Six signs are proposed to be mounted across the east building elevation fronting Atlantic Avenue; an additional six signs are also proposed to be installed across the north building elevation fronting the parking lot; and two signs are proposed to be mounted to the wing wall that projects above the roofline at the southeast corner of the building.

In addition, the project proposes to remove and replace the sign copies (sign faces) of an existing (legal non-conforming) double-faced, internally-illuminated freestanding (pole) sign located within the planter area abutting the driveway entrance and sidewalk along Atlantic Avenue. The pole component of the existing sign is approximately 10-feet tall and is clad with stucco; and the double-face cabinet above it measures approximately 9'-8" in width and 10'-2" in height and faces north and south. The proposed sign faces will be identical and depict the business logo in combination with three product brands. However, the plans submitted for staff review do not specify the proposed materials and finishes of the sign faces.

Pursuant to the sign regulations of BMC 17.84.050(B), business tenant spaces with multiple frontages are allowed a maximum of two wall signs. Furthermore, the maximum allowable sign area for each wall sign is 1.5 square feet per lineal feet of building frontage, up to a maximum of 80 square feet. In addition, the width of wall signs may not exceed 70% of the width of the tenant space or building wall which the wall sign is located on.

The proposed project significantly exceeds the number of allowable wall signs. In addition, several of the proposed wall signs exceed the allowable size limitations, and the arrangement of all the signage across each building elevation appears to span across more than 70 percent of each building frontage. Overall, the project design consists of signage predominantly identifying product brands across the facades, having minimal integration with the architectural elements of the building and site.

The subject building has two street frontages, is situated directly on the front property line, and has an ample surface level parking lot located along its northerly frontage which allows for extensive visibility from pedestrians or motorists traveling through Atlantic Avenue. There are no identified unique site or building conditions which preclude the business from complying with the sign regulations of the BMC.

However, the original wing wall element projecting above the roof at the southeast corner of the building serves as an adequate location for installation of an appropriately-size sign that is compatible with the scale of the building. In addition, removal of the sign faces on the existing legal-nonconforming pole sign and their replacement with new sign faces consisting of channel letters mounted to a solid backer panel to fit within the existing cabinet structure would be examples of appropriate signage that warrant the approval of an MSP.

Compatibility

Pursuant to BMC 17.84.010(B), sign regulations are established to promote the public health, safety, and welfare by safeguarding and enhancing property values; protecting public and private investment in buildings and open spaces. The sign regulations are also intended to improve the appearance of the city as a place in which to live and work, and as an attraction to nonresidents who come to visit or trade. In addition, sign regulations are also established to encourage sound signing practices as an aid to business, and to provide information to the traveling public by preventing excessive and confusing sign displays, reducing hazards to motorists and pedestrians, and reducing visual blight.

The proposed project design does not fulfill the purposes of the City's sign regulations. Specifically, the overall project design consists of excessive signage that does not necessarily identify the business name or its services, but rather a menu of product brands. As a result, the excessive signage would create visual blight, detract from the architectural elements and character of the building and its surroundings, and cause distractions for pedestrians and motorists which may pose potential hazards.

Master Sign Program Analysis

In granting approval of a Master Sign Program to allow the installation of fourteen wall signs on an existing commercial building and the replacement of two sign copies (faces) of an existing freestanding sign, the Planning Commission must make findings in connection with the MSP, as set forth in the BMC. An MSP may be approved only if all of the following findings are made:

1. The proposed signs are well-designed and consistent with other signs located on the subject property, as well as compatible with community character and harmonious with surrounding properties and buildings.

   The proposed signage is excessive and not well-integrated to the overall building design. The majority of businesses within the immediate vicinity have one or two wall signs, at most. Therefore, allowing the proposed signage will create a significant inconsistency and disrupt the harmonious character of the surrounding properties along Atlantic Avenue.

2. The proposed sign program complies with all applicable chapters of this title and is consistent with the plans and policies of the general plan.

The Land Use and Sustainability Element Policy 5 of the General Plan specifies that 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.

Based on the excessive number of proposed signs, lack of unique site conditions justifying the excess, and the focus on product branding over business identification, the proposed sign program does not align with the Zoning Code's principles or the General Plan's objectives. Approving this program would constitute a special privilege, setting a problematic precedent for future sign requests.

3. The proposed signs are displayed in a manner that does not harm the public health, safety, and welfare.

   The proposed sign program has the potential to harm public health, safety, and welfare since the excessive signage may contribute to visual blight and may create distractions that pose hazards to pedestrians and motorists.

Conclusion

Based on the above analysis, the staff has determined that the proposed project does not comply with the BMC, and all of the required findings cannot be made in support of a Master Sign Program.

ENVIRONMENTAL ANALYSIS:

Staff has reviewed the Site Plan Review application and determined that in accordance with the California Environmental Quality Act (CEQA), this project would qualify for a categorical exemption under CEQA Guidelines Section 15311, (Class 11) “Accessory Structures”, in that the proposed project involves the installation of minor structures accessory to an existing commercial facility, including on-premise signs, and thereby would be exempt from CEQA.

RECOMMENDATION

Based on the evidence presented, Staff recommends that the Planning Commission consider the following options:

1. Continue the item to the next regular Planning Commission meeting of June 5, 2024, allowing the applicant to revise the proposal with reduced signage focused solely on business identification.

2. Adopt a Resolution to **deny** the proposed project.

ATTACHMENTS:

1. Resolution No 2024-05PC
2. Applicant Submittal, Including Current Plans, Elevations, and Detail Drawings

RESOLUTION NO. 2024-05PC

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL DENYING A MASTER SIGN PROGRAM (MSP 2024-01), FOR THE INSTALLATION OF FOURTEEN WALL SIGNS ON AN EXISTING COMMERCIAL BUILDING AND THE REPLACEMENT OF TWO SIGN COPIES (FACES) OF AN EXISTING FREESTANDING SIGN ON A PROPERTY LOCATED AT 6607 ATLANTIC AVENUE, IN THE C3 (HEAVY COMMERCIAL) ZONE.

WHEREAS, Gus Navarro, on behalf of ("the Applicant"), Warehouse Shoe Sales, filed a complete application requesting the approval of a Master Sign Program (MSP 2024-01) described herein ("Application"); and

WHEREAS, the Application pertains to an approximate 44,620 square foot property with Los Angeles County Assessor's Parcel Number 6325-020-416, more commonly known as 6607 Atlantic Avenue, Bell California ("Property");

WHEREAS, the Applicant requests approval of a Master Sign Program (MSP) to allow the installation of fourteen wall signs on an existing commercial building and the replacement of two sign copies (faces) of an existing freestanding sign. Pursuant to Bell Municipal Code, Section 17.84.070(C), the Planning Commission may grant an MSP to accommodate unique commercial development needs that may include, but not be limited to: (1) multiple signs per business, exceeding the normal limit of two signs; (2) signs that are larger than the standard size allowed by the sign regulations; and (3) signs that have a unique and creative design that does not conform to the standard regulation.

WHEREAS, the denial of a project is not subject to the California Environmental Quality Act (CEQA), as the decision to reject a project precludes any further environmental review; and

WHEREAS, notice of the Planning Commission public hearing of May 1, 2024 was published in compliance with State law in a local newspaper of general circulation. In addition, a public notice was mailed 10 days in advance of the hearing to each property owner, occupants and resident within a 300-foot radius of the project site, indicating the date and time of the public hearing in accordance with California Government Code 65091; and

WHEREAS, on May 1, 2024, the Planning Commission held a public hearing to receive public testimony and other evidence regarding the Application, including without limitation, information provided to the Planning Commission by City staff and public testimony; and

WHEREAS, this Resolution and its findings are made based upon evidence presented to the Commission at its public hearing including, without limitation, the staff report submitted by the Community Development Department; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have been met**.**

NOW, THEREFORE, THE PLANNING COMMISSION DOES HEREBY FIND, DETERMINE AND DECLARE AS FOLLOWS:

SECTION 1. All of the facts set forth in the recitals are true and correct and are incorporated herein by reference.

SECTION 2. Based upon substantial evidence presented to this Planning Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony, and project plans, the Planning Commission hereby specifically finds as follows:

1. **The proposed signs are not well-designed and consistent with other signs located on the subject property, as well as compatible with community character and harmonious with surrounding properties and buildings.** *The proposed signage is excessive and not well-integrated to the overall building design. The majority of businesses within the immediate vicinity have one or two wall signs, at most. Therefore, allowing the proposed signage will create a significant inconsistency and disrupt the harmonious character of the surrounding properties along Atlantic Avenue.*

2. **The proposed sign program does not comply with all applicable chapters of this title and is consistent with the plans and policies of the general plan.** *The Land Use and Sustainability Element Policy 5 of the General Plan specifies that 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.*

   Based on the excessive number of proposed signs, lack of unique site conditions justifying the excess, and the focus on product branding over business identification, the proposed sign program does not align with the Zoning Code's principles or the General Plan's objectives. Approving this program would constitute a special privilege, setting a problematic precedent for future sign requests.

3. **The proposed signs are not displayed in a manner that does not harm the public health, safety, and welfare.** *The proposed sign program has the potential to harm public health, safety, and welfare since the excessive signage may contribute to visual blight and may create distractions that pose hazards to pedestrians and motorists.*

SECTION 3. The Planning Commission finds that the denial of the proposed project is not subject to the California Environmental Quality Act (CEQA), as the decision to reject the project precludes any further environmental review; and

SECTION 4. The Planning Commission hereby denies MSP 2024-01.

SECTION 5. That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED, APPROVED, AND ADOPTED this 1st day of May 2024

_____
Luis Mesa, Chair

ATTEST:

_____
Angela Bustamante,
Planning Commission Secretary

APPROVED AS TO FORM:

_____
Lona Laymon, Deputy City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

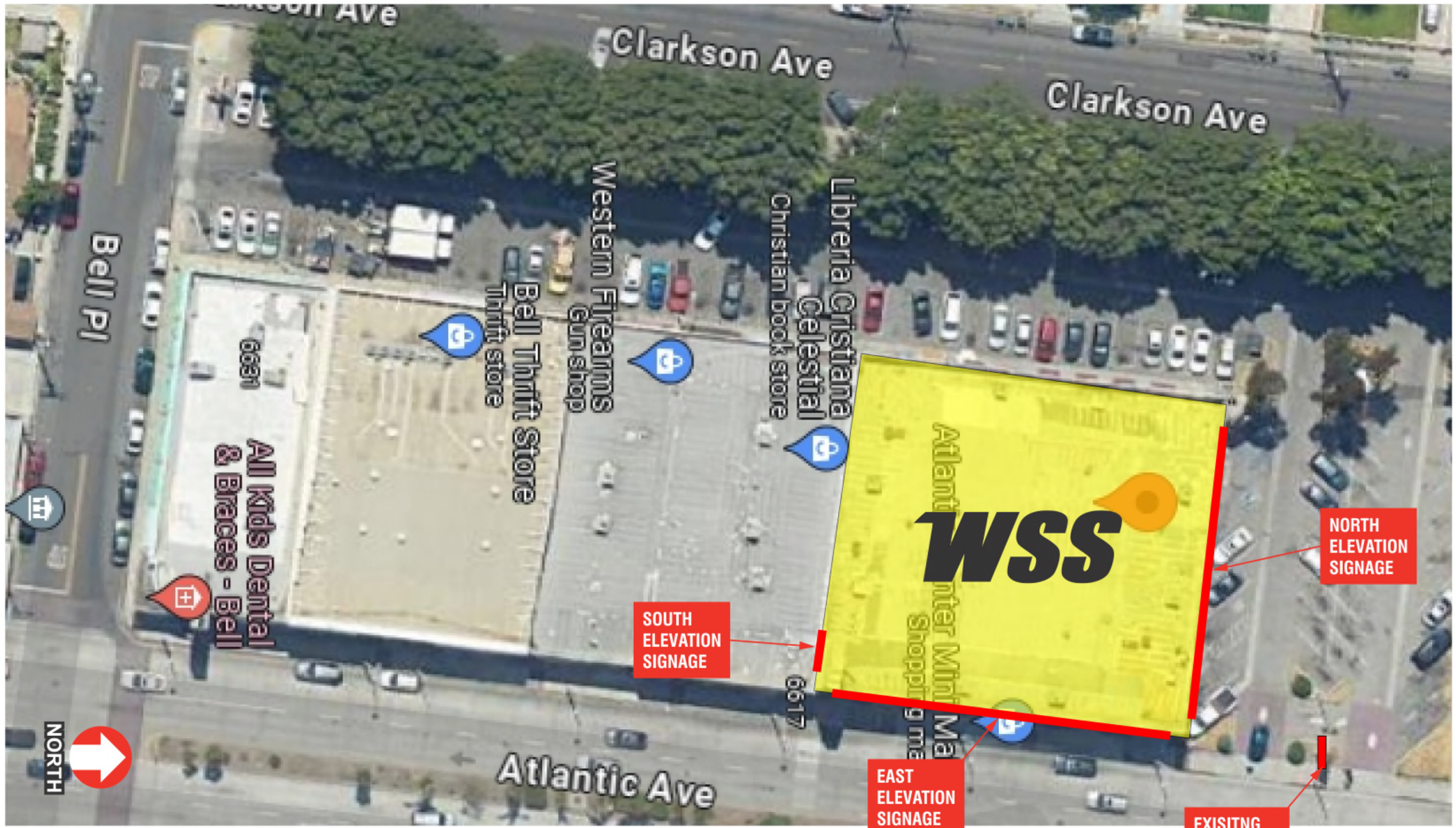
I, Angela Bustamante, Planning Commission Secretary of the City of Bell, do hereby certify that the foregoing **Resolution 2024-XX-PC** was adopted at a regular meeting of the Planning Commission of the City of Bell held on the 1st day of May 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:



SP **SITE-PLAN**

SCALE: NTS

SPESCO

SAN PEDRO ELECTRIC SIGN COMPANY
701 LAKME AVE.
WILMINGTON, CA 90744
PH. 310-549-4661
CA LIC. #351019-C45

PROJECT INFO

NAME: WSS WAREHOUSE SHOE SALE

ADDRESS: 6607 ATLANTIC AVE BELL, CA 90201

CUSTOMER APPROVAL:

LANLORD APPROVAL:

DESIGNER: AM

ACCOUNT MANAGER: GN

#	Date	Revision Notes:

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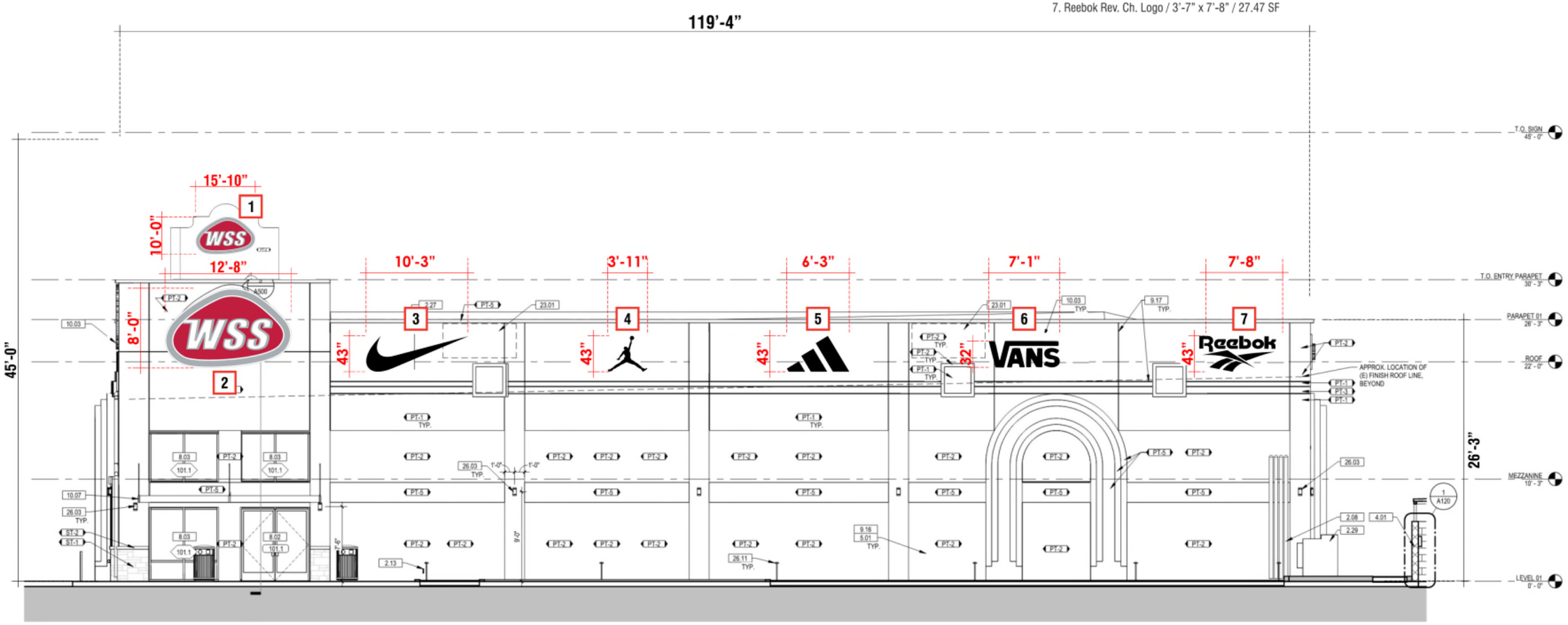
CLIENT: WSS

DRAWING # 24-02-8786

DATE: 04/15/2024

SIGN SUMMARY - NORTH ELEVATION

1. WSS Ch. Logo / 10'-0" x 15'-10" / 158.33 SF
2. WSS Ch. Logo / 8'-0" x 12'-8" / 101.33 SF
3. Nike Rev. Ch. Logo / 3'-7" x 10'-3" / 36.73 SF
4. Jordan Rev. Ch. Logo / 3'-7" x 3'-11" / 14.03 SF
5. Adidas Rev. Ch. Logo / 3'-7" x 6'-3" / 22.39 SF
6. Vans Rev. Ch. Logo / 2'-8" x 7'-1" / 16.22 SF
7. Reebok Rev. Ch. Logo / 3'-7" x 7'-8" / 27.47 SF

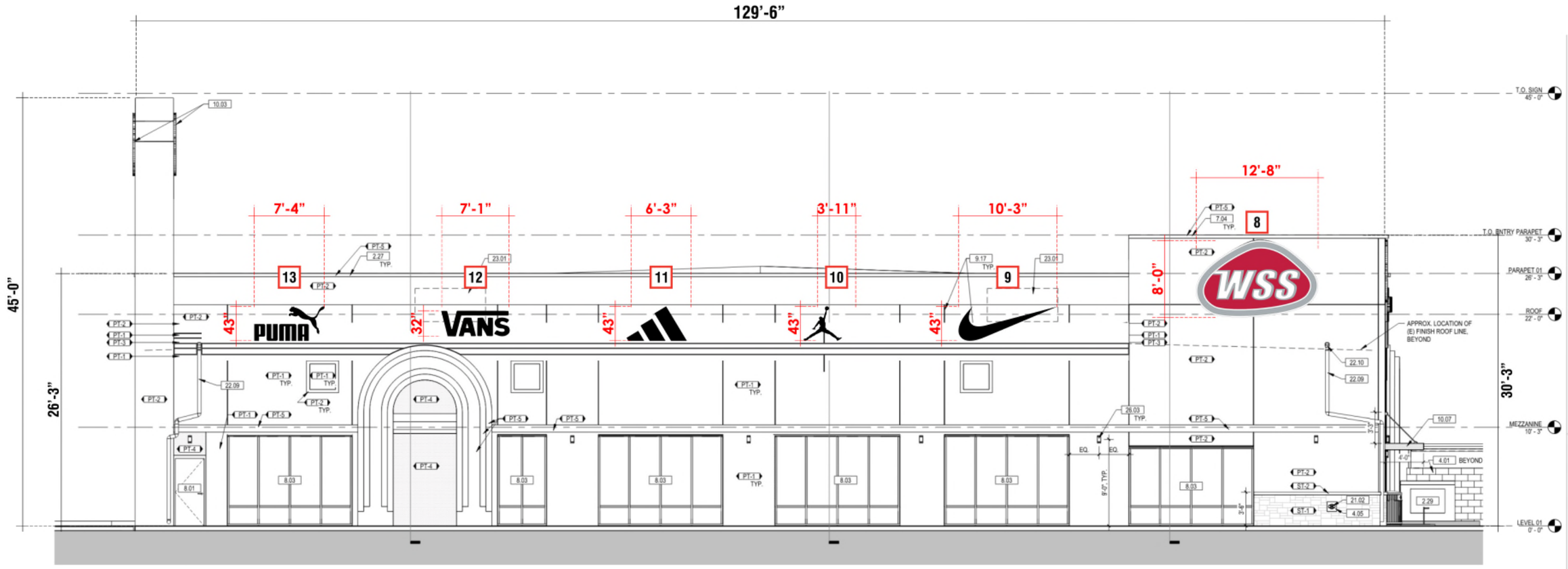


A NORTH ELEVATION (FACING E GAGE AVE)

SCALE: 3/32"=1'-0"

SIGN SUMMARY - EAST ELEVATION

8. WSS Ch. Logo / 8'-0" x 12'-8" / 101.33 SF
9. Nike Rev. Ch. Logo / 3'-7" x 10'-3" / 36.73 SF
10. Jordan Rev. Ch. Logo / 3'-7" x 3'-11" / 14.03 SF
11. Adidas Rev. Ch. Logo / 3'-7" x 6'-3" / 22.39 SF
12. Vans Rev. Ch. Logo / 2'-8" x 7'-1" / 16.22 SF
13. Puma Rev. Ch. Logo / 3'-7" x 7'-4" / 26.13 SF

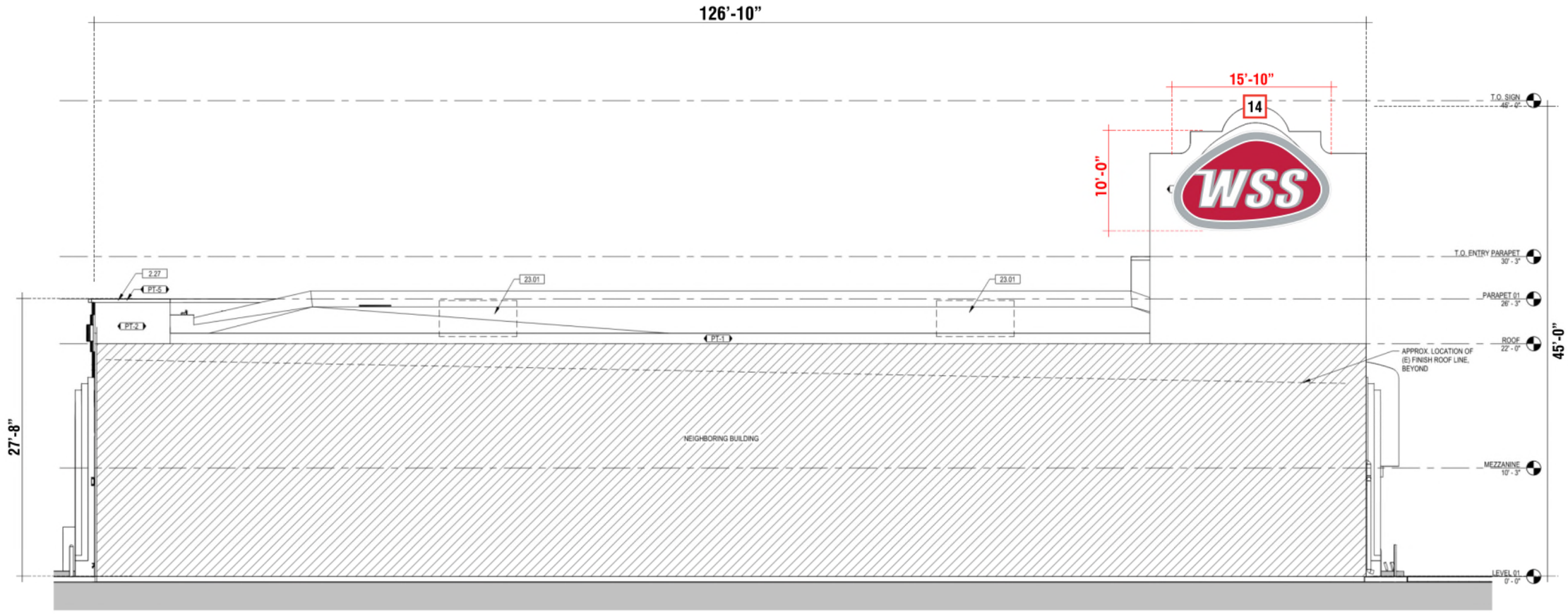


B **EAST ELEVATION (FACING ATLANTIC AVE)**

SCALE: 3/32"=1'-0"

SIGN SUMMARY - SOUTH ELEVATION

14. WSS Ch. Logo / 10'-0" x 15'-10" / 158.33 SF



C **SOUTH ELEVATION (FACING BELL PL)**

SCALE: 3/32"=1'-0"

SAN PEDRO ELECTRIC SIGN COMPANY
701 LAKME AVE.
WILMINGTON, CA 90744
PH. 310-549-4661
CA LIC. #351019-C45

PROJECT INFO

NAME: WSS WAREHOUSE SHOE SALE

ADDRESS: 6607 ATLANTIC AVE BELL, CA 90201

CUSTOMER APPROVAL:

LANLORD APPROVAL:

DESIGNER: AM

ACCOUNT MANAGER: GN

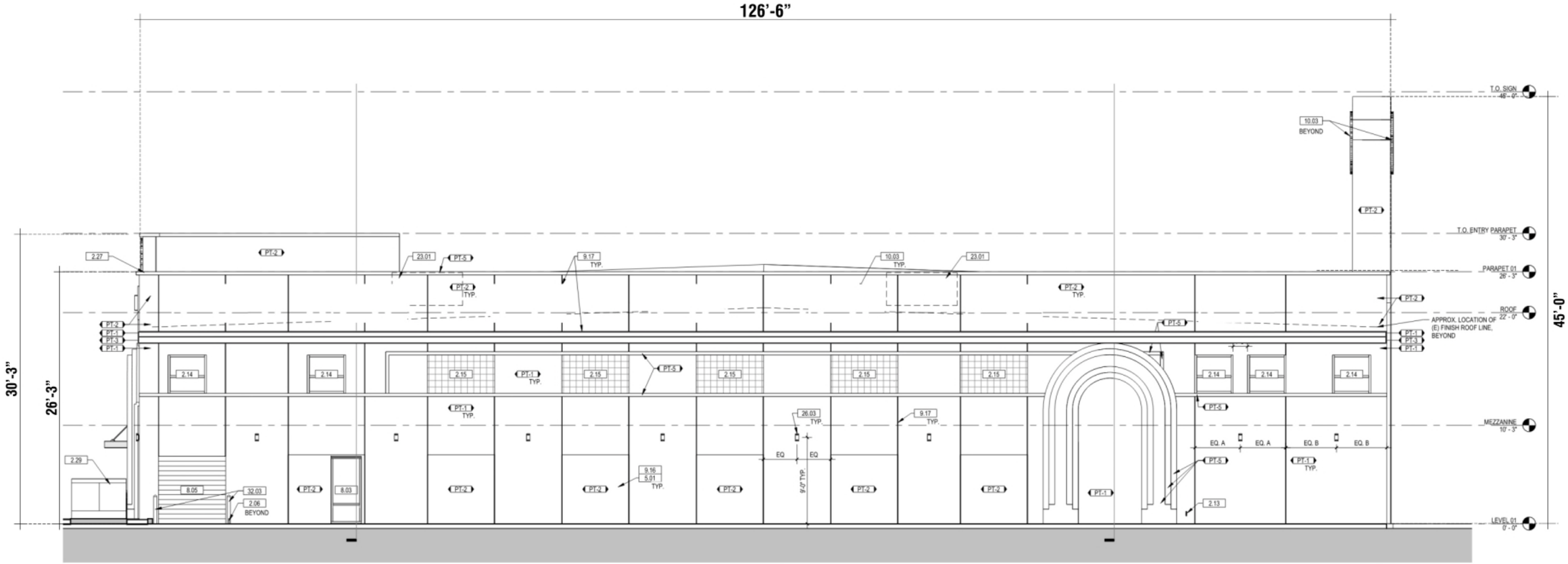
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CLIENT: WSS

DRAWING # 24-02-8786

DATE: 04/15/2024



D **WEST ELEVATION (FACING CLARKSON AVE)**

SCALE: 3/32"=1'-0"

NO SIGNS

SAN PEDRO ELECTRIC SIGN COMPANY
701 LAKME AVE.
WILMINGTON, CA 90744
PH. 310-549-4661
CA LIC. #351019-C45

PROJECT INFO

NAME: WSS WAREHOUSE SHOE SALE

ADDRESS: 6607 ATLANTIC AVE BELL, CA 90201

CUSTOMER APPROVAL:

LANLORD APPROVAL:

DESIGNER: AM

ACCOUNT MANAGER: GN

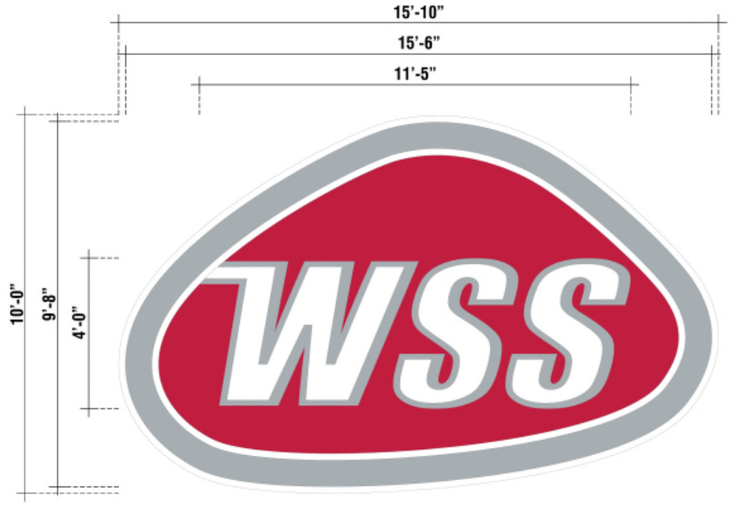
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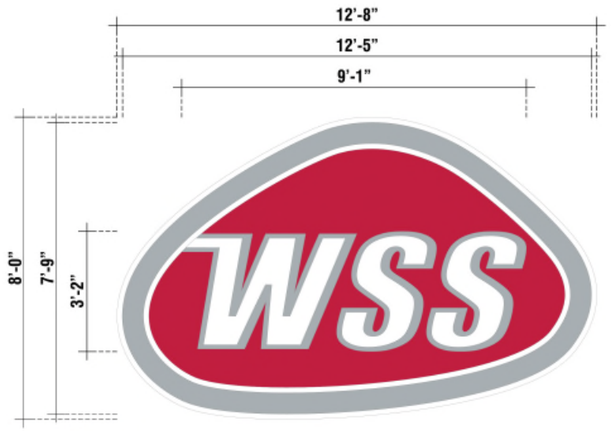
DATE: 04/15/2024



SIGN 1 / SIGN 14

1 WSS INTERNALLY ILLUMINATED CH. LOGO WITH BACKER

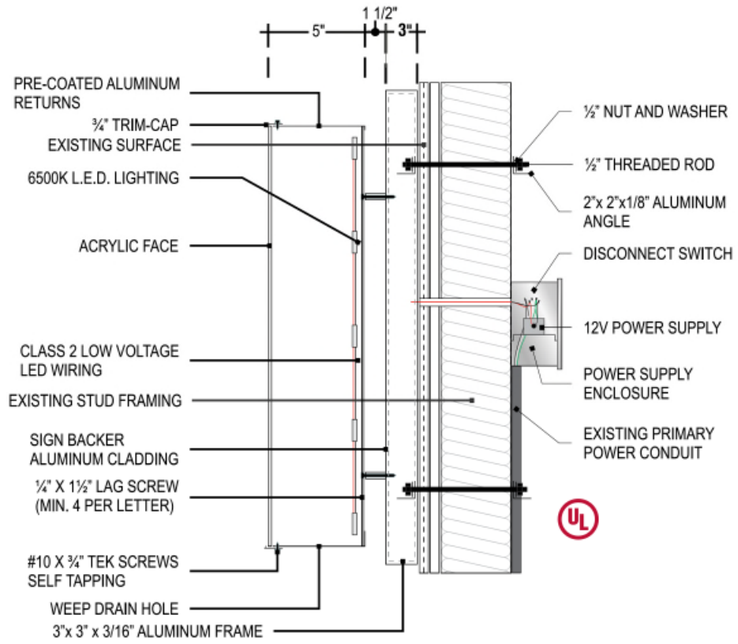
SCALE: 1/4"= 1'-0"



SIGN 2 / SIGN 8

2 WSS INTERNALLY ILLUMINATED CH. LOGO WITH BACKER

SCALE: 1/4"= 1'-0"



3 WSS INTERNALLY ILLUMINATED CH. LOGO WITH BACKER ATTACHMENT DETAIL

SCALE: NTS

SIGN SPECIFICATIONS

1. **WSS SIGN BACKER**
   SIGN FACE/BACK:
   SIGN FACE AND BACK TO BE .090 ALUMINUM, PAINTED MATTHEWS PAINT - WHITE with SATIN FINISH.
   RED BACKGROUND TO BE PAINTED TO MATCH 3M 3630-73 DARK RED USING MATTHEW PAINTS SYSTEM WITH SATIN FINISH.

   RETURNS:
   SIGN BACKER RETURNS TO BE 3" DEEP, .063 ALUMINUM, PAINTED MATTHEWS PAINT - WHITE with SATIN FINISH.

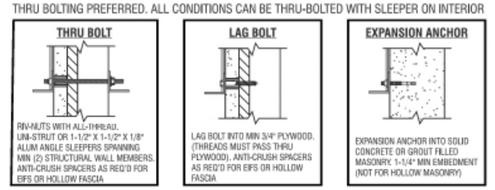
2. **INTERNALLY ILLUMINATED CHANNEL OUTLINE**
   FACE: CLEAR ACRYLIC
   RETURNS: 5" DEEP, PRE-COATED CLEAR ANODIZED, SATIN FINISH.
   VINYL: 3M 3630-51 TRASLUCENT VINYL, SILVER GREY, BACKED WITH 30% WHITE DIFFUSER FILM. VINYL TO BE APPLIED ONTO 2ND SURFACE.
   TRIM-CAP: 3/4", GREY
   LED: 6500K

3. **"WSS" INTERNALLY ILLUMINATED CHANNEL LETTERS**
   FACE: CLEAR ACRYLIC
   RETURNS: 5" DEEP, PRE-COATED CLEAR ANODIZED, SATIN FINISH.
   VINYL: 3M 3630-51 TRASLUCENT VINYL, SILVER GREY OUTLINE, BACKED WITH 30% WHITE DIFFUSER FILM. VINYL TO BE APPLIED ONTO 2ND SURFACE.
   TRIM-CAP: 3/4", GREY
   LED: 6500K

TYPICAL APPROVED MOUNTING OPTIONS PER WALL CONDITION

SIZE, LOCATION AND QTY NOTED ON DWG **SEAL ALL BUILDING PENETRATIONS**

THRU BOLTING PREFERRED. ALL CONDITIONS CAN BE THRU-BOLTED WITH SLEEPER ON INTERIOR

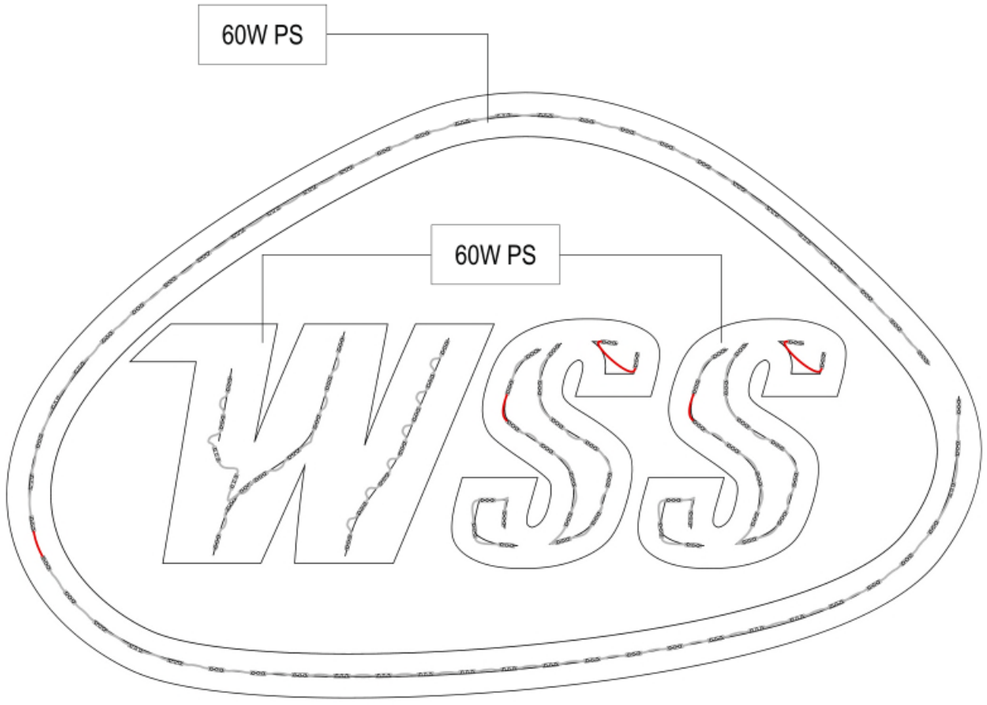


****ALL HARDWARE MUST BE NON-CORROSIVE****

MATTHEWS PAINT "WHITE"

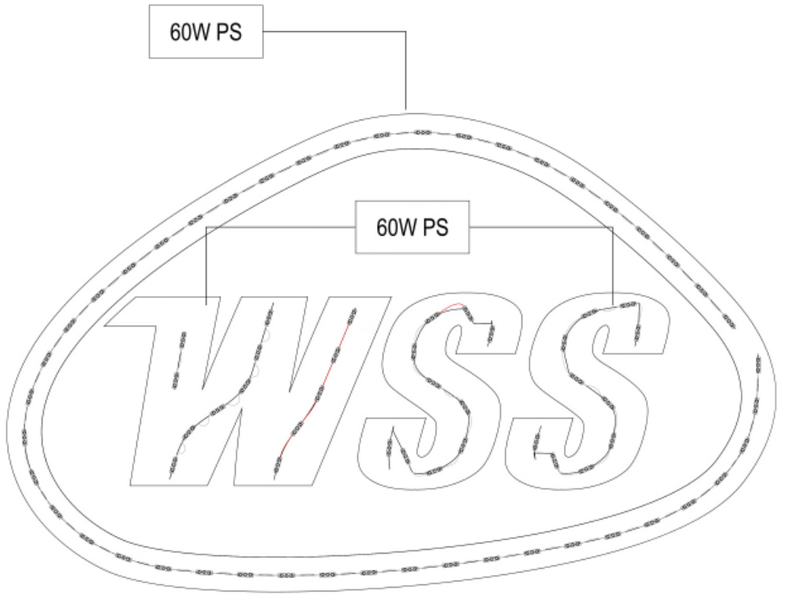
MATTHEWS PAINT TO MATCH PANTONE 193 M "DARK RED"

3M 3630-51 "SILVER GRAY" TRANSLUCENT VINYL



SIGN 1 / SIGN 14

10' WSS LOGO LIGHTING SUMMARY:
LED: 12V PRINCIPAL QWIK MOD 3 (PL-QM3-TW200-P)
MODS: 113
WATTS: 135.6
AMPS: 0.7523



SIGN 2 / SIGN 8

8' WSS LOGO LIGHTING SUMMARY:
LED: 12V PRINCIPAL QWIK MOD 3 (PL-QM3-TW200-P)
MODS: 78
WATTS: 93.6
AMPS: 0.7523

4 **SIGN LIGHTING**
SCALE: NTS

SPESCO

SAN PEDRO ELECTRIC SIGN COMPANY
701 LAKME AVE.
WILMINGTON, CA 90744
PH. 310-549-4661
CA LIC. #351019-C45

PROJECT INFO

NAME: WSS WAREHOUSE SHOE SALE
ADDRESS: 6607 ATLANTIC AVE BELL, CA 90201

CUSTOMER APPROVAL:
LANLORD APPROVAL:

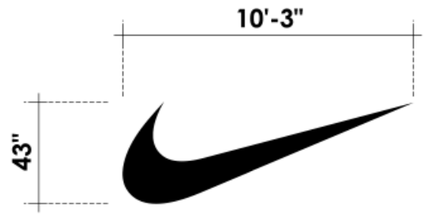
DESIGNER: AM
ACCOUNT MANAGER: GN

#	Date	Revision Notes:

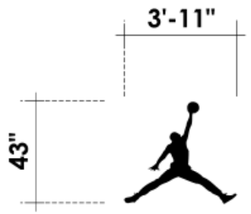
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CLIENT: WSS

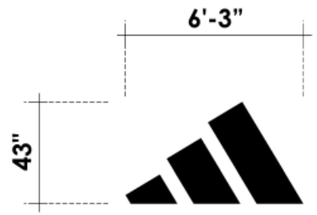
DRAWING # 24-02-8786
DATE: 04/15/2024



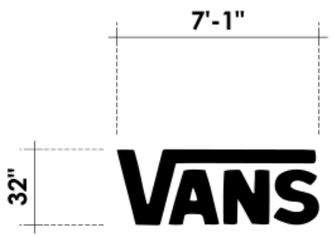
36.73 SF



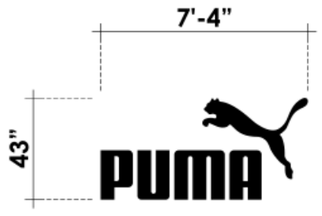
14.03 SF



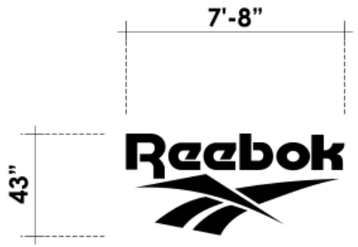
22.39 SF



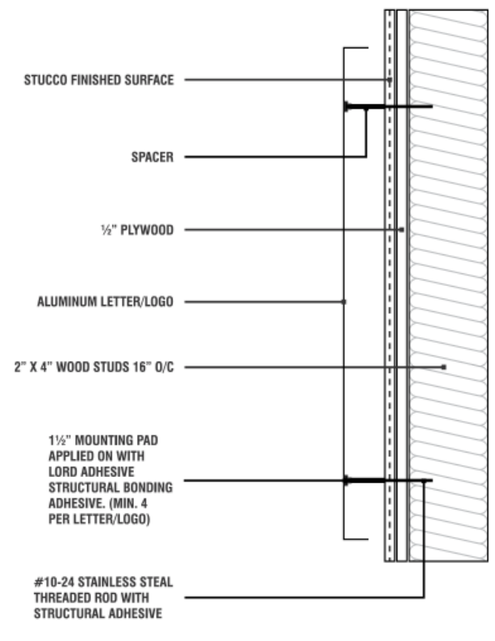
16.22 SF



26.13 SF

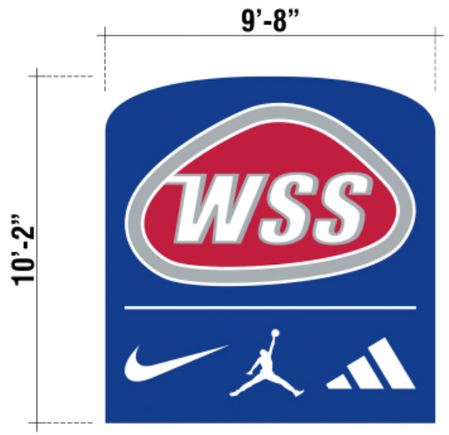


27.47 SF



5 PROPOSED NON-ILLUMINATED SHOE BRAND LOGOS SIGN SPECIFICATIONS

SCALE: 3/16"=1'-0"



CURRENTLY AS IS









6 **FACE CHANGE ON EXISTING D/F MONUMENT SIGN FACE**

SCALE: NTS

SPESCO

SAN PEDRO ELECTRIC SIGN COMPANY
701 LAKME AVE.
WILMINGTON, CA 90744
PH. 310-549-4661
CA LIC. #351019-C45

PROJECT INFO

NAME: WSS WAREHOUSE SHOE SALE

ADDRESS: 6607 ATLANTIC AVE BELL, CA 90201

CUSTOMER APPROVAL:

LANLORD APPROVAL:

DESIGNER: AM

ACCOUNT MANAGER: GN

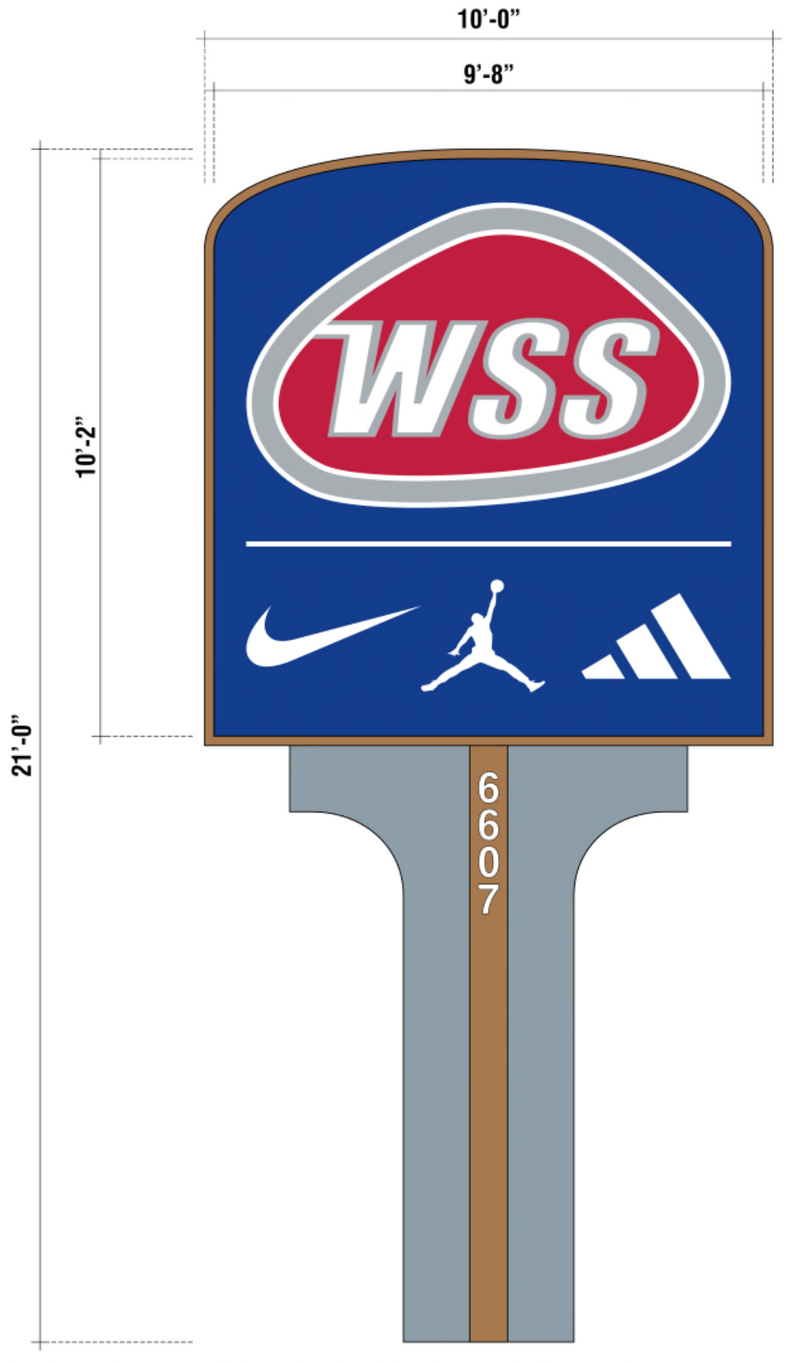
#	Date	Revision Notes:

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CLIENT: WSS

DRAWING # 24-02-8786

DATE: 04/15/2024





6 FACE CHANGE ON EXISTING D/F MONUMENT SIGN FACE

SCALE: 3/8"=1'-0"

(NIGHTVIEW)

SPESCO

SAN PEDRO ELECTRIC SIGN COMPANY
701 LAKME AVE.
WILMINGTON, CA 90744
PH. 310-549-4661
CA LIC. #351019-C45

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CLIENT:

WSS

DRAWING #

24-02-8786

DATE: 04/15/2024

AGENDA ITEM 6C

City of Bell
Agenda Report

DATE: May 1, 2024

TO: Honorable Chair and Planning Commission Members

FROM: Manuel Acosta, Director of Community Development

PREPARED BY: David J. Aleshire, City Attorney
June S. Ailin, Litigation Counsel

SUBJECT: Consideration of a resolution recommending a finding that the CEMEX Aggregate Transloading Facility Located at 5091 Rickenbacker Road in the Bell Business Center is a use customarily conducted in the open

RECOMMENDATION:

It is recommended that the Planning Commission:

1. Receive the staff report and receive public input; and

2. Read by title only, waive further reading and adopt Resolution 2024-06-PC titled: A RESOLUTION OF THE CITY OF BELL PLANNING COMMISSION FINDING AN AGGREGATE TRANSLOADING FACILITY TO BE A USE CUSTOMARILY CONDUCTED IN THE OPEN AND RECOMMENDING THE CITY COUNCIL APPROVE THIS RESOLUTION

BACKGROUND:

CEMEX Aggregate Transloading Facility in Bell Business Center

In 2013, the City Council approved a Development Agreement with PI Bell LLC for the Bell Business Center and sold the property that is the subject of the Development Agreement to PI Bell. The location of the Bell Business Center is depicted on the map attached hereto at Attachment 1. The Development Agreement provides that all uses permitted in the M and C-M zones established by the City's zoning ordinance are permitted in the Bell Business Center. The Development Agreement also provided for a Design Review Board ("DRB") to review improvements in the Bell Business Center for design consistency with the Development Agreement.

PI Bell leased Parcel A to Burlington Northern Railroad, which used the site for storage of rail cars. In 2018, Burlington Northern subleased Parcel A to CEMEX, which

proposed to develop Parcel A in the Bell Business Center as an aggregate transloading facility (the "Facility").

In October 2017, building permits were issued after review of development plans by the then-Community Development Director and an architectural review board, who were not the required design review board and who were not familiar with the Development Agreement. As a result of a settlement of litigation filed by East Yard Community for Environmental Justice ("EYCEJ") and others, CEMEX agreed to cover certain equipment in the Facility and the design of the Facility was then reviewed by the DRB provided for in the Development Agreement.

Notwithstanding the litigation (in fact EYCEJ was unsuccessful in obtaining a TRO), construction commenced, and was completed in May 2019 and the facility began operating.

Pre-washed construction aggregate is brought to the site by rail, using existing rail lines and a pre-existing rail spur located on Parcel A. The aggregate is off-loaded from the rail cars using conveyor belts that are covered to the extent possible, and then stored in containment silos. The containment silos do not have roofs, but the amount stored in them is limited to ensure aggregate will not be lost to winds and other forces. There may be times when aggregate will be stored temporarily outside a containment structure. When CEMEX receives an order for aggregate to be delivered to a construction site, trucks, which are loaded using a covered conveyor belt system, are used to transport aggregate to the construction site. The plans for the Facility are attached as Attachment 2.

<u>Litigation Highlights Need for Finding The Use Is One Customarily Conducted In the open</u>

In January 2019, the DRB adopted a resolution that found, among other things, the Facility was consistent with the Development Agreement. Litigation challenging the DRB's resolution was filed in March 2019 and in June 2023, the Court of Appeal issued an opinion finding that the use conducted at the Facility is one that would be permitted in the M zone in the City, if the Planning Commission were to make a finding that the use is one customarily conducted in the open, but no such finding had been made. The Court of Appeal concluded all other issues raised in the case were moot unless and until such a finding is made, and remanded the matter to the City to give the Planning Commission the opportunity to make such a finding, which would then be considered by the City Council.

Generally speaking, the operations carried out at the Facility are a permitted use under the M (Manufacturing) and C-M (Commercial Manufacturing) zones. Copies of relevant pages from the Scope of Development in the Development Agreement identifying the permitted uses are attached as Attachment 3. The operations at the Facility fall into the following categories identified in the Development Agreement:

- Distribution

- Logistics
- Loading and unloading of parcels and freight
- Onsite railroad service and transfer facility

The operations at the Facilities are within the scope of the following permitted uses in the M zone (see Municipal Code Section 17.40.020):

"3. Contractor or construction offices, ships, and yards, including but not limited to cement . . .

21. Sand, gravel, fill dirt, topsoil sales and storage

31. Warehousing, distribution and storage facilities"

Warehousing, distribution and storage facilities are also a permitted use in the C-M zone. (See Municipal Code Section 17.36.20.4.)

However, the City's zoning ordinance provides that all uses in the M and C-M zones are to be conducted in completely enclosed buildings, unless certain findings are made. The relevant provisions of the zoning ordinance are found in Municipal Code §§ 17.36.030 and 17.40.030, which read in part as follows:

> "A. All uses shall be conducted within a completely enclosed building except for those uses which are customarily conducted in the open, such as the sale of cars, boats and recreational vehicles, as determined by the planning commission pursuant to Section 17.04.090 of this code.
>
> B. All outdoor storage permitted under subsection A of this section shall be maintained in an area of a lot, approved by the director, completely enclosed by a view-obscuring fence or wall and paved with macadam or asphaltic pavement in accordance with adopted city standards therefor. Surfacing of such area shall be designated, constructed and maintained so as to dispose of all surface water."

Section 17.04.090 of the Municipal Code provides as follows:

> "If an ambiguity shall be found with reference to these regulations, including but not limited to, the appropriate classification of a particular use, the commission shall consider the matter and shall, by resolution, recommend to the city council the clarification of such ambiguity. When such a commission resolution has been approved by the city council, the same shall be deemed to be in force and effect and shall govern the interpretation of the affected provisions of this title, to which the same relates, until such time as an appropriate amendment thereto has been duly adopted."

Because City Council review and acceptance of the Planning Commission's recommendation is required by the Municipal Code in order for it to be effective, the Planning Commission's recommendation is not appealable to the City Council.

Accordingly, the purpose of this agenda item is to request that the Planning Commission make a determination regarding whether the operations conducted at the Facility constitute a use that is customarily conducted in the open and transmit that determination to the City Council as a recommendation for consideration and adoption by the City Council.

Evidence That the Use Conducted by CEMEX is One That is Customarily Conducted in the Open

Staff recommends that the Planning Commission determine that CEMEX's use at the Facility is one that is customarily conducted in the open and is therefore a permitted use in the M Zone and pursuant to the Development Agreement.

The evidence supporting that determination derives from the plans for the Facility, information regarding other similar types of facilities operation by CEMEX and others**,** federal and state standards for such facilities and *The Aggregates Handbook,* a publication of the National Stone, Sand and Gravel Association.

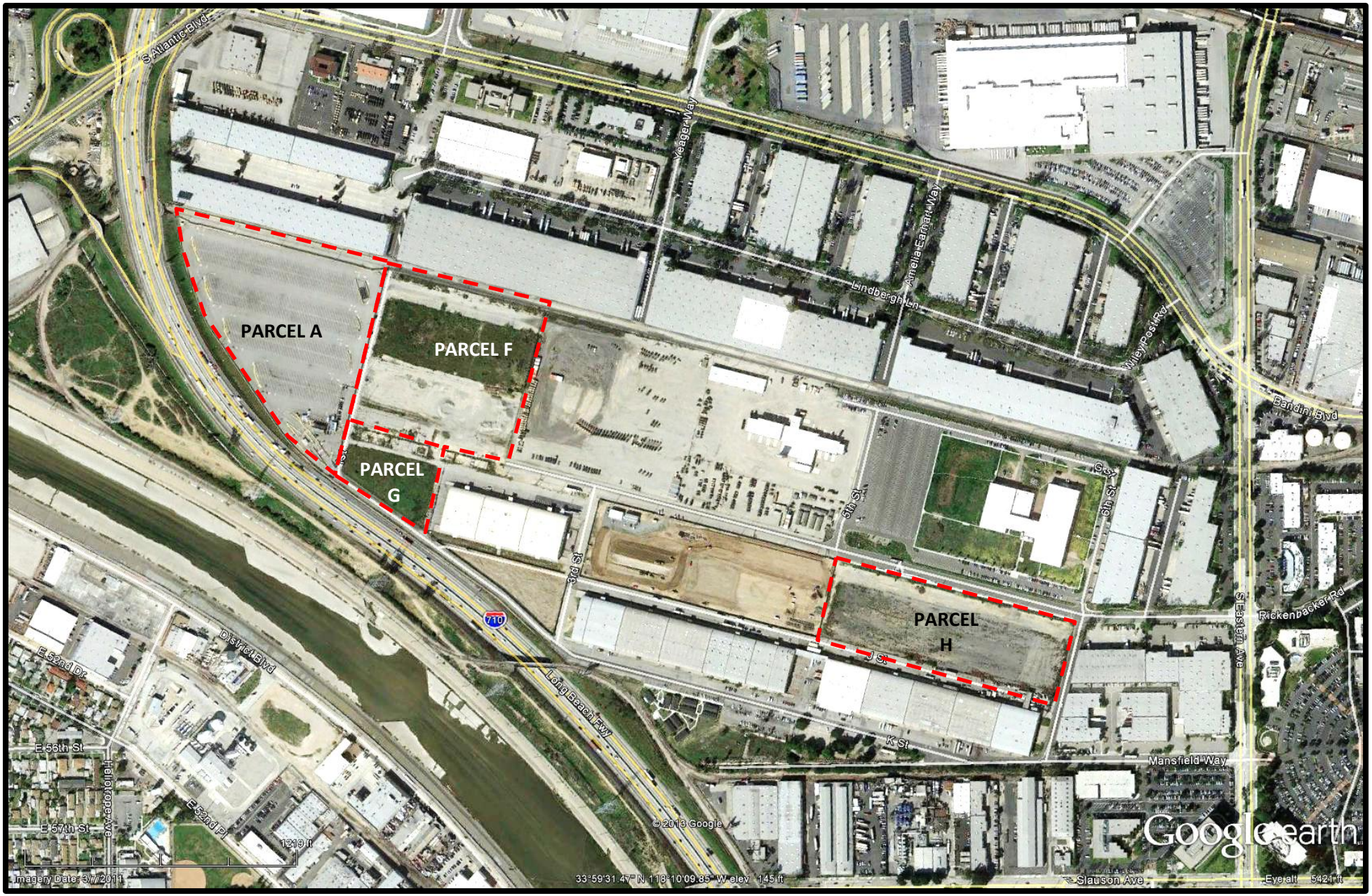
CEMEX reports that all of its other aggregate transloading facilities have open conveyors and do not have containment structures similar to those at the Facility. Photographs of similar facilities operated by CEMEX and other aggregate providers located in Texas, Georgia and California are attached as Attachment 4.

The U.S. Environmental Protection Agency recognizes that aggregate handling and storage typically involves open air storage piles. "Inherent in operations that use minerals in aggregate form is the maintenance of outdoor storage piles. Storage piles are usually left uncovered, partially because of the need for frequent material transfer into or out of storage." (See Attachment 5.) Similarly, South Coast Air Quality Management District Rule 1157, which establishes regulations for the reduction of emissions from aggregate-related operations, inherently assumes that aggregates will be stored in open storage piles. While the regulations note that there are alternative storage methods, including storing aggregate in silos or bunkers, the regulations do not prohibit outdoor storage. The existence of such a detailed rule supports a conclusion this use is customarily conducted in the open, as no such rule would be necessary if that were not the case. A copy of Rule 1157, with relevant portions highlighted, is attached as Attachment 6.

Finally, The Aggregates Handbook, Second Edition, a reference work published by the National Stone, Sand and Gravel Association regarding the production, marketing, use and regulation of aggregate products, contains various statements reflecting the inherently open air nature of this type of use, indicating open air stockpiles are a typical aspect of the use. A copy of excerpts from The Aggregates Handbook, Second Edition, with relevant portions highlighted, is attached as Attachment 7.

BELL BUSINESS CENTER

SITE LOCATIONS AERIAL MAP



These sources show that it is reasonable to conclude aggregate storage and loading is a use customarily conducted in the open. Further, the manner in which the Facility is designed and is operating, with covered aggregate conveyor equipment, is less exposed than is typical for this type of use. In addition, while it is not relevant to whether this type of use is customarily conducted in the open, it is noteworthy that since the facility began operating the City has received no complaints concerning dust and noise.

ENVIRONMENTAL ANALYSIS:

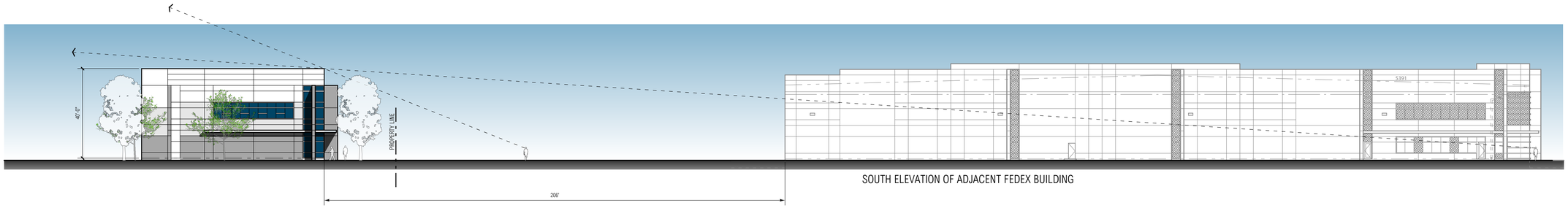
The making of the finding authorized by Municipal Code §§ 17.36.030 and 17.40.030 does not require review under CEQA for several reasons. First, the making of the finding is not approval of a project and does not commit the City to any definite course of action. Therefore, review under CEQA would be premature. Second, the Facility already exists and is operating. Therefore, the making of the finding is not a project within the definition in Public Resources Code § 21080 because it will not result in a change in the physical environment. That change has already occurred. Third, and similarly, the making of the finding falls within the scope of the common sense exception from CEQA, Guidelines § 15061(b)(3), in that there is no possibility making the finding will have a significant effect on the environment. The proposed resolution involves making a finding based on evidence. It does not address implementation of a physical change to the environment and does not address mitigation of impacts.

CONCLUSION:

Legal counsel and staff recommend that the Planning Commission make the finding that the operations at the Facility are a use customarily conducted in the open and adopted Resolution No. 2004-06PC, which is Attachment 8 to this report.

ATTACHMENTS:

Attachment 1	Map of Bell Business Center Location
Attachment 2	Plans for CEMEX Facility
Attachment 3	Scope of Development from Development Agreement
Attachment 4	Photographs of Aggregate Transloading Facilities
Attachment 5	U.S. EPA document - Compilation of Air Pollution Emission Factors
Attachment 6	South Coast Air Quality Management District Rule 1157
Attachment 7	The Aggregates Handbook
Attachment 8	Draft Resolution No. 2024-06-PC

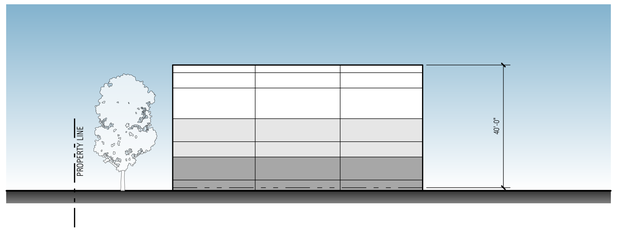


SOUTH ELEVATION OF ADJACENT FEDEX BUILDING

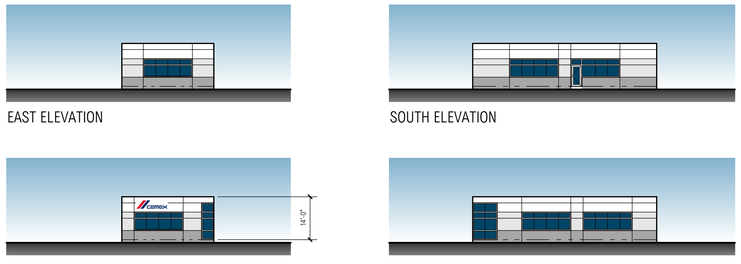
SOUTH ELEVATION
SCALE: 1" = 20'-0"



SIMILAR ELEVATION @ SE SITE ENTRANCE



NORTH ELEVATION
SCALE: 1" = 20'-0"



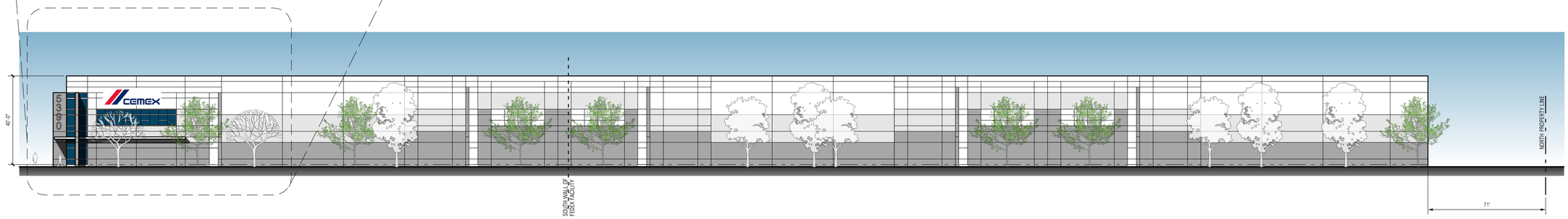
EAST ELEVATION

SOUTH ELEVATION

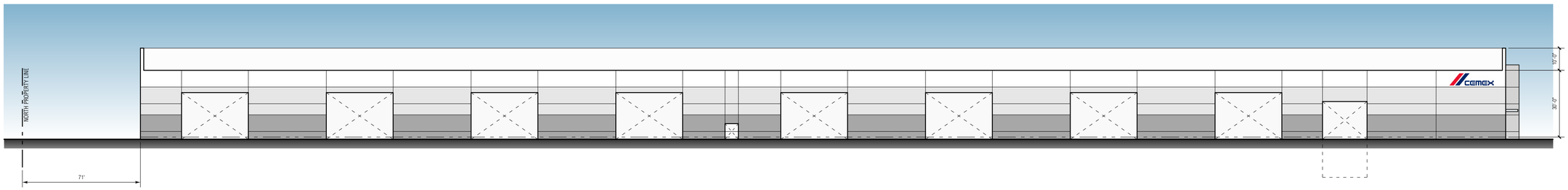
WEST ELEVATION

NORTH ELEVATION

ADMIN OFFICE ELEVATIONS
SCALE: 1" = 20'-0"



EAST ELEVATION
SCALE: 1" = 20'-0"



WEST ELEVATION
SCALE: 1" = 20'-0"

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

PACIFIC BUSINESS CENTER
PARCEL E

PI BELL, LLC
6272 PACIFIC COAST HWY, SUITE E
LONG BEACH, CA 90803
CONTACT: NEIL MISHURDA
310-430-4351
NEILM@PAC-INDUSTRIAL.COM

MARK	DATE	DESCRIPTION
SD	10/19/2016	SCHEMATIC DESIGN
DD		
PC		
BID		

RGA PROJECT NO:	16090.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	16090-00-A3-1
DRAWN BY:	CF
CHK'D BY:	DR

COPYRIGHT
RGA, OFFICE OF ARCHITECTURAL DESIGN

SHEET TITLE
ELEVATIONS

0' 5' 10' 20' 50'

SHEET: A3-1
BELL-3212

Conveyor Belt Covers - Full

Read and understand equipment operators manual before operating or performing maintenance. Failure to do so could result in serious injury or death.

Safety Information

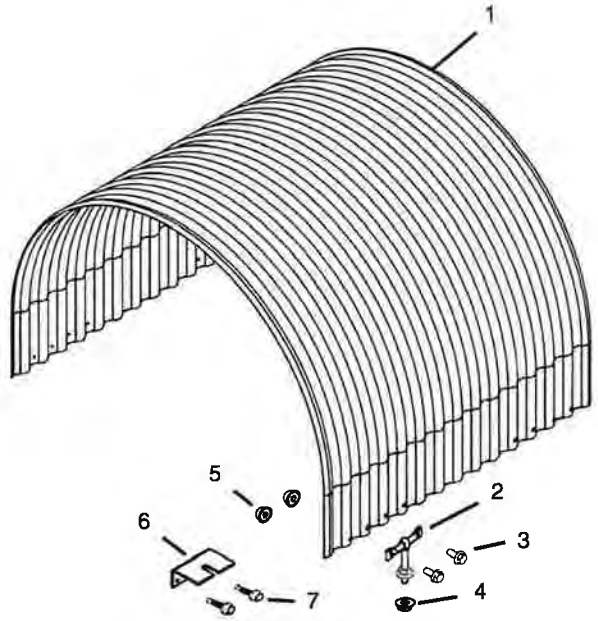
⚠ WARNING

Heed to the following warnings. Failure to do so could result in death or serious injury.

- Lockout/Tagout/Blockout before performing maintenance or installation.
- Use required PPE (personal protective equipment).
- Belt cover is not a safety guard.

Product Overview

Figure 1



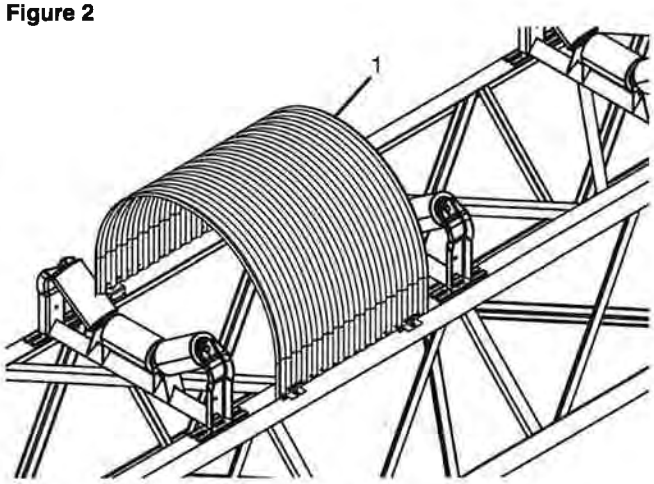
1. Cover
2. Lock Hinge (4 per cover)
3. Hex Head Screw-M6x16 (8 per cover)
4. Flange Nut-M12 (8 per cover)
5. Flange Nut-M6 (8 per cover)
6. Steel Bracket (4 per cover)
7. Self Drilling Screw-5.5x32mm (8 per cover)

Installation

NOTICE

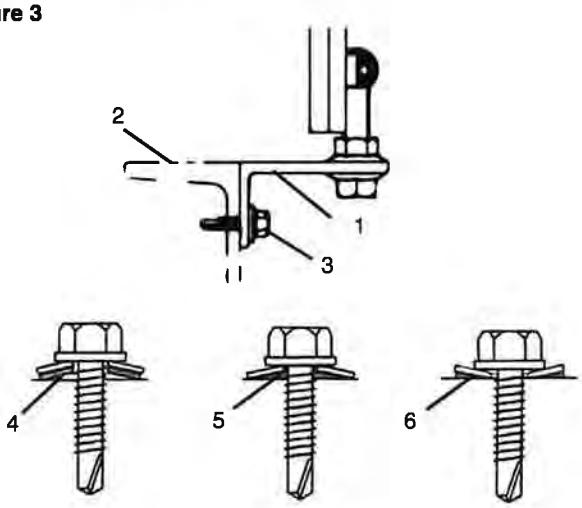
- Do not install all steel brackets at same time.
- Start at tail or head end of conveyor, depending on which end is critical to keep covered. Install each cover in alternating pattern.
- Tighten self drilling screws correctly. *(Figure 3)*

Figure 2



1. Determine location of first belt cover (1).

Figure 3



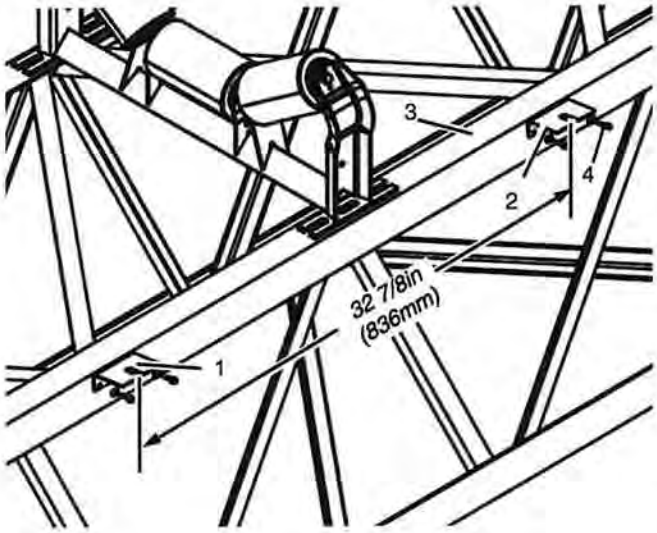
2. Attach first steel bracket (1) to conveyor structure (2) with self drilling screws (3).

Note: Pre-drilling holes for self drilling screws may be required.

Note: Screw Too Loose (4), Correct (5), Screw Too Tight (6).

Note: Steel bracket should be mounted flush to conveyor frame.

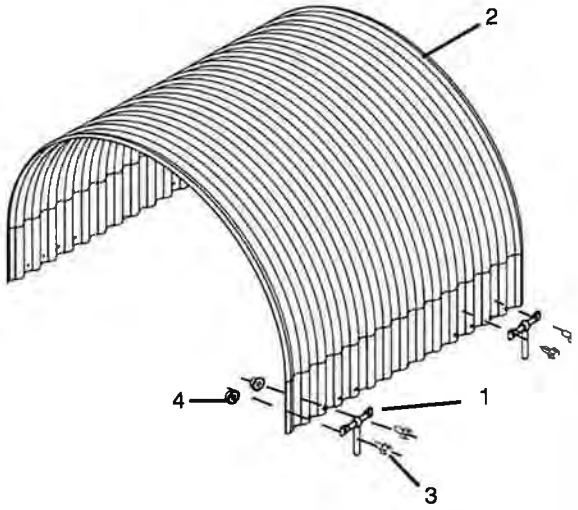
Figure 4



3. Measure 32 7/in (836mm) from center of first steel bracket (1) to center of second steel bracket (2).

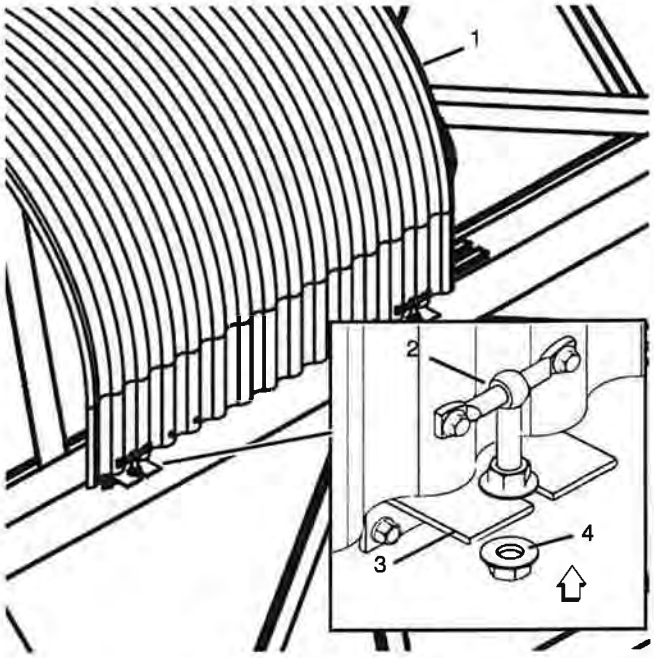
4. Attach second steel bracket (2) to conveyor structure (3) with self drilling screws (4).

Figure 5



5. Attach lock hinges (1) to cover (2) with M6x16 hex head screws (3) and M6 flange nuts (4).

Figure 6

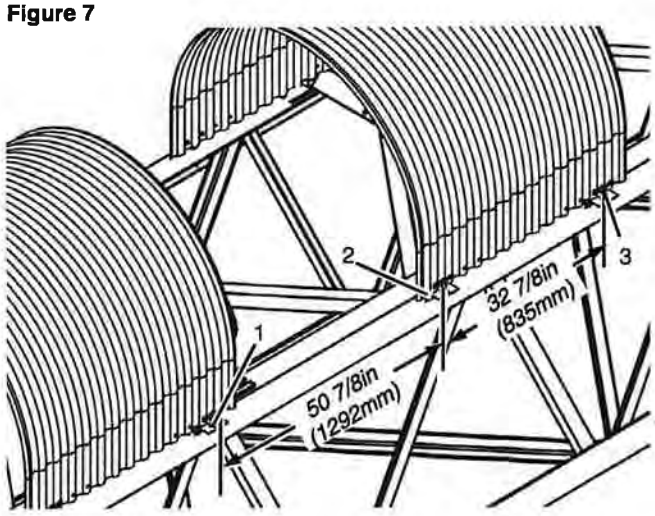


6. Lift cover into place (1) and secure lock hinges (2) to steel brackets (3) with the with M12 flange nuts (4).

7. Locate and mount opposite side steel brackets with self drilling screws on opposite side of conveyor.

8. Secure lock hinges to steel brackets with the with M12 flange nuts.

Figure 7



9. Measure 50 7/8in (1292mm) from center of last steel bracket (1) to center of next steel bracket (2).

10. Mount steel bracket (2) to conveyor structure with self drilling screws.

11. Measure 32 7/8in (835mm) from center of steel bracket (2) to center of next steel bracket (3). *(Figure 7)*

12. Mount steel bracket to conveyor structure with self drilling screws.

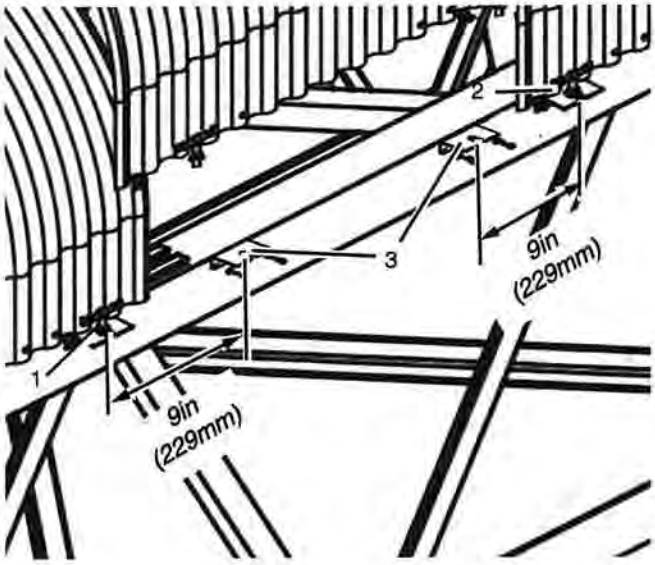
13. Attach lock hinges to cover with M6x16 hex head screws and M6 flange nuts.

14. Lift cover into place and secure lock hinges to steel brackets with the with M12 flange nuts.

15. Locate and mount opposite side steel brackets with self drilling screws.

16. Secure lock hinges to steel brackets with the with M12 flange nuts.

Figure 8



17. Measure 9in (229mm) from center of steel bracket on first cover (1) and 9in (229mm) from center of steel bracket on third cover (2).

18. Mount steel brackets (3) to conveyor structure with self drilling screws.

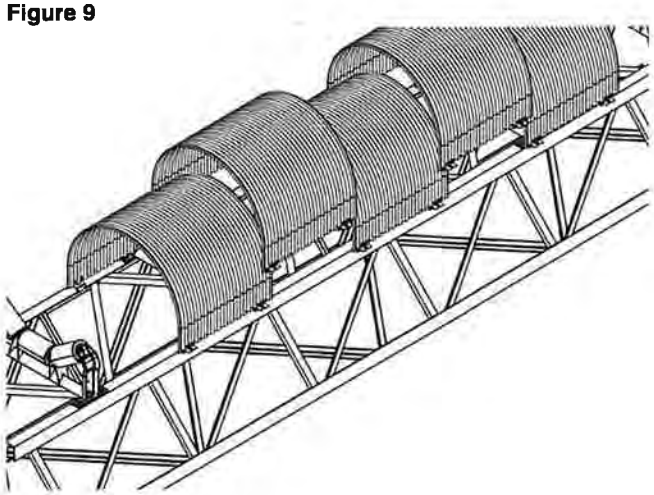
19. Attach lock hinges to cover with M6x16 hex head screws and M6 flange nuts.

20. Lift cover into place overlapping first and third covers. Secure lock hinges to steel brackets with the with M12 flange nuts.

21. Locate and mount opposite side steel brackets with self drilling screws.

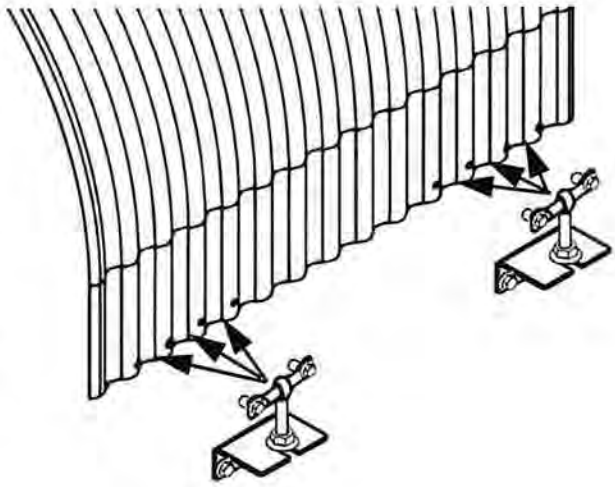
22. Secure lock hinges to steel brackets with the with M12 flange nuts.

Figure 9



23. Repeat mounting additional covers until conveyor is completely covered.

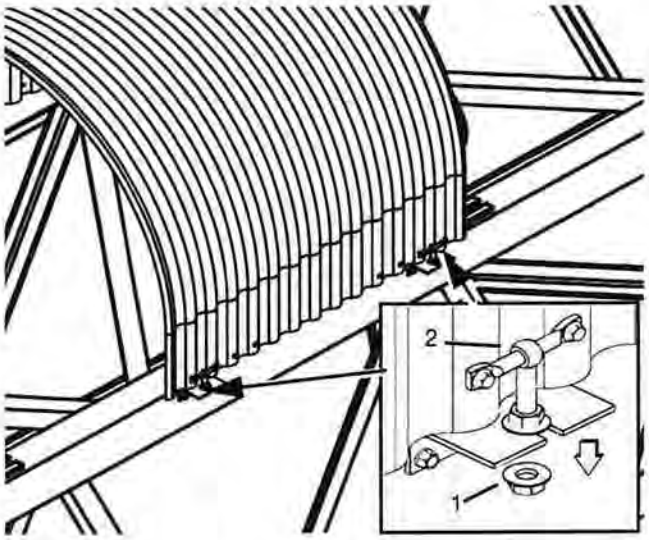
Figure 10



Note: Lock hinges and brackets can be mounted on any of the four holes on each side of belt hood depending on specifics of conveyor structure.

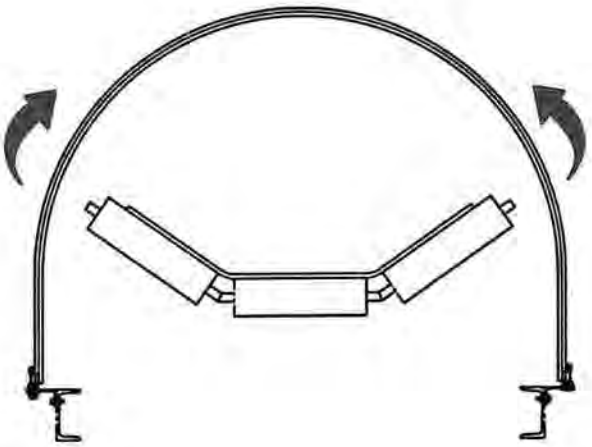
Belt Access

Figure 11



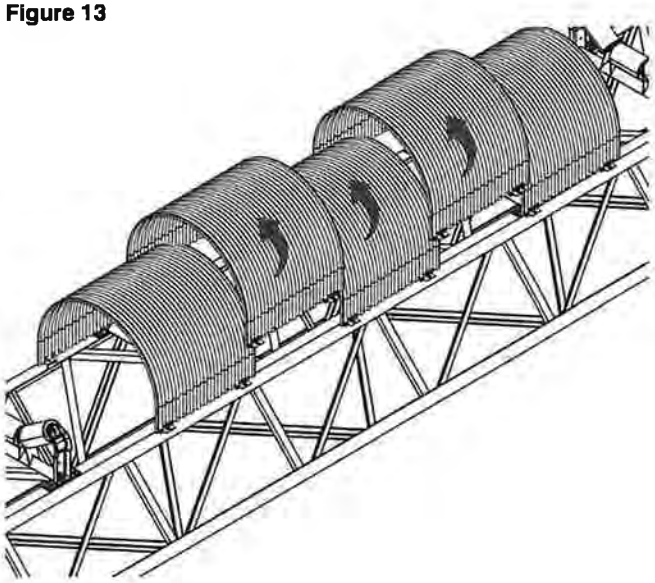
1. Remove bottom M6 flange nut (1) from both lock hinges (2) on one side of cover.

Figure 12



2. Lift cover on either side and rotate open

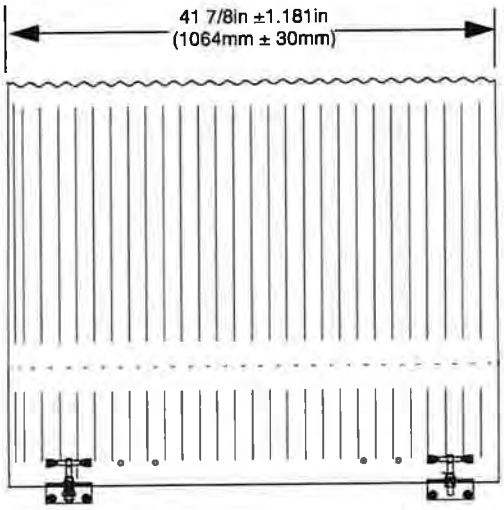
Figure 13



Note: To open a bottom cover, two top covers must be lifted first.

Specifications

Figure 14



Weight:

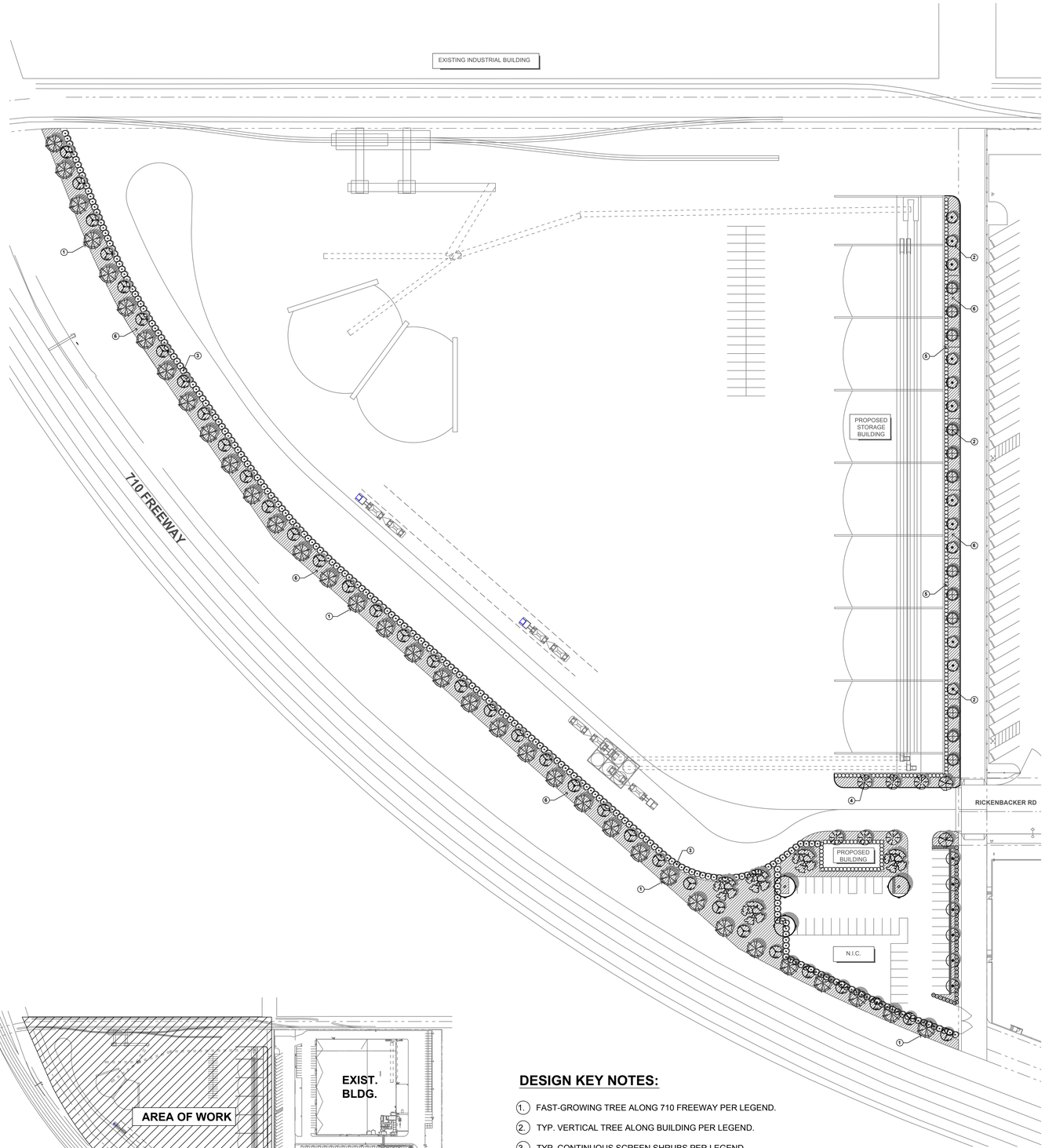
24" Belt Width 26lbs (11.79kg)
30" Belt Width 29lbs (13.15kg)
36" Belt Width 33lbs (14.97kg)
42" Belt Width 36lbs (16.33kg)
48" Belt Width 40lbs (18.14kg)
60" Belt Width 46lbs (20.87kg)

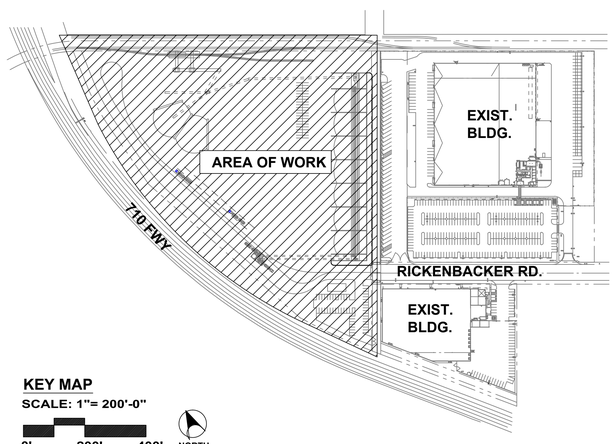
Sheet Thickness: 22ga (0.6mm)
18ga (1.2mm) on edges.

Part Replacement

The following parts are available from Superior Industries for part replacement.

Structure Width in (mm)	Part Number	Description
36 (914)	21-00376	Hood,Belt,24",BW,41"LG,Full,Glv
42 (1067)	21-00378	Hood,Belt,30",BW,41"LG,Full,Glv
48 (1219)	21-00380	Hood,Belt,36",BW,41"LG,Full,Glv
54 (1371)	21-00382	Hood,Belt,42",BW,41"LG,Full,Glv
60 (1524)	21-00384	Hood,Belt,48",BW,41"LG,Full,Glv
72 (1829)	21-00386	Hood,Belt,60",BW,41"LG,Full,Glv





KEY MAP
SCALE: 1"= 200'-0"
0' 200' 400' NORTH

DESIGN KEY NOTES:

1. FAST-GROWING TREE ALONG 710 FREEWAY PER LEGEND.
2. TYP. VERTICAL TREE ALONG BUILDING PER LEGEND.
3. TYP. CONTINUOUS SCREEN SHRUBS PER LEGEND.
4. NEW FLOWERING ACCENT TREE PER PLANTING LEGEND.
5. TYP. FOUNDATION SHRUBS.
6. NEW DROUGHT TOLERANT GROUND COVER AND SHRUB MASSES PER PLANTING.

PLANTING LEGEND

TREES

SYMBOL	TREE NAME	QTY.	WUCOLS
	FAST AND TALL GROWING SCREEN TREE ALONG 710 FWY. POPULUS NIGRA 'ITALIA', LOMBARDY POPLAR 36" BOX SIZE. DOUBLE STAKE.	35	L
	ACCENT TREE AT DRIVEWAY ENTRY MAGNOLIA 'SAMUEL SOMMER', MAGNOLIA 24" BOX SIZE. MULIT-TRUNK.	2	M
	FLOWERING ACCENT TREE LAGERSTROEMIA I. 'MUSKOGEE', CRAPE MYRTLE 24" BOX SIZE. STANDARD TRUNK.	6	M
	PARKING LOT SHADE TREE CINNAMOMUM CAMPHORA, CAMPHOR TREE 24" BOX SIZE. STANDARD TRUNK.	3	L
	SECONDARY PARKING LOT TREE PODOCARPUS GRACILIOR, FERN PINE 15 GAL. SIZE.	6	M
	VERTICAL EVERGREEN TREE ALONG BUILDING TRISTANIA CONFERTA, BRISBANE BOX 15 GAL. SIZE.	12	L
	VERTICAL EVERGREEN TREE ALONG BUILDING BRACHYCHITON POPULNEUS, BOTTLE TREE 15 GAL. SIZE.	12	L
	EVERGREEN BACKDROP TREE PINUS ELDARICA, MONDELL PINE 24" BOX SIZE.	35	L
	LARGE SPECIMEN TREE PLATANUS ACERIFOLIA 'COLUMBIA', LONDON PLANE TREE 24" BOX SIZE.	5	L

	SHRUB NAME SHRUBS SHALL BE FROM THE FOLLOWING:	WUCOLS
	DODONAEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	L
	BERBERIS THUNBERGII, JAPANESE BARBERRY 5 GAL. SIZE	L
	DIETES VEGATA 'VARIEGATA', VARIEGATED DIETES 5 GAL. SIZE	L
	FEIJOA SELLOWIANA, PINEAPPLE GUAVA 5 GAL. SIZE	L
	HELICHOTRICHON SEMPERVIRENS, BLUE OAT GRASS 5 GAL. SIZE	L
	LIGUSTRUM J. TEXANUM, TEXAS PRIVET 5 GAL. SIZE	L
	PITTOSPORUM 'CREME DE MINT', VARIEGATED PITTOSPORUM 5 GAL. SIZE	L
	ROSMARINUS O. 'TUSCAN BLUE', TUSCAN BLUE ROSEMARY 5 GAL. SIZE	L

	GROUND COVER/SHRUB MASS NAME GROUND COVER/SHRUB MASSES SHALL BE FROM THE FOLLOWING:	WUCOLS
	SENECIO MANDRALISCAEA, BLUE CHALK STICKS 6" POTS @ 12" O.C.	L
	ROSMARINUS O. 'PROSTRATUS', CREEPING ROSEMARY 1 GAL. SIZE @ 18" O.C.	L
	SALVIA GREGGII, AUTUMN SAGE 1 GAL. SIZE @ 36" O.C.	L
	PENNISETUM 'BUNNY TAILS', BUNNY TAILS FOUNTAIN GRASS 1 GAL. SIZE @ 18" O.C.	L
	LONICERA J. 'HALLIANA', HALL'S HONEYSUCKLE 1 GAL. SIZE @ 36" O.C.	L
	SESLERIA CEARULEA, BLUE MOOR GRASS 1 GAL. SIZE @ 12" O.C.	L
	TRACHELOSPERMUM JASMINOIDES, STAR JASMINE 1 GAL. SIZE @ 24" O.C.	L

NOTES:
- ALL PLANTERS AREAS SHALL RECEIVE A 2" LAYER OF MEDIUM WALK ON BARK (¾" - ½").
- THE ROOTBALL ON ANY PLANT SHALL NOT BE PLANTED CLOSER THAN 2' FROM ANY HARDSCAPE, BUILDING OR WALL.

GENERAL NOTES:
- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH 'BINDER' MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS,TRANSFORMERS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AB-1881 WATER ORDINANCE.

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION '3-SOUTH COASTAL'.

H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL= VERY LOW WATER NEEDS

NORTH
0' 30' 60' 90' 120'
SCALE: 1" = 30'-0"

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
CONSULTANT FX 949-341-0922

SPLA
SCOTT PETERSON LANDSCAPE ARCHITECT, INC.
5256 S. MISSION RD. SUITE NO. 121
BONSALL, CA 92003
PH: 760-842-8993

PROFESSIONAL SEALS
REGISTERED LANDSCAPE ARCHITECT SCOTT PETERSON NO. 2076 SIGNATURE DATE EXP. 11-30-17 STATE OF CALIFORNIA

CEMEX

PACIFIC BUSINESS CENTER
PARCEL E

PACIFIC INDUSTRIAL

PACIFIC INDUSTRIAL
6272 PACIFIC COAST HWY, SUITE E
LONG BEACH, CA 90803
CONTACT: NEIL MISHURDA
310-430-4351
NEILM@PAC-INDUSTRIAL.COM

MARK	DATE	DESCRIPTION
	10-17-16	
CD		
BID		
PC		
DD		
SD		

SPLA PROJECT NO:
OWNER PROJECT NO:
CAD FILE NAME:
DRAWN BY: AP
CHK'D BY: SP
COPYRIGHT SPLA, INC.
SHEET TITLE

CONCEPTUAL LANDSCAPE PLAN

SHEET: L-1
BELL-3218

ATTACHMENT 3

Exhibit C2. Development Standards and Permitted Land Uses ("Development Standards")

DEVELOPMENT STANDARDS

Maximum Building Area				
Parcel	Site Acres	Industrial/ Warehouse Space	Ancillary Office Space	Total Building Size
A	14.5	274,860	20,000	294,860
F	11.6	234,528	10,000	244,528
G	3.6	68,002	4,000	72,002
H	10.5	219,000	10,000	229,000
TOTAL PROJECT AREA	40.2	796,390	44,000	840,390
Projects will be reviewed to ensure that they do not exceed the maximum building area for industrial/warehouse/logistics use, office use or total building size for their parcel. Projects that exceed any of these maximum area standards listed above must demonstrate that it will not result increase impacts or result in new impacts that could require additional environmental review pursuant to Section 15162 of the CEQA Guidelines.				

Site Development Standards	
Lots	
Minimum Area	5,000 square feet
Minimum Width	50 feet
Minimum Depth	50 feet
Yards	
Front	No driveway in front yard: Front yard setback not required
	Driveway: Front yard setback shall have a minimum depth of 25 feet
Side	No driveway in side yard: Side yard setback not required
	Driveway: Side yard setback shall have a minimum depth of 20 feet
Rear	When not adjacent to residentially zoned property: Not required
Buildings	
Maximum Height	When not adjacent to residentially zoned property: 150 feet
	When adjacent to residentially zoned property: 50 feet
Building Mass	100% lot coverage, except for required yard areas, off-street parking and trash enclosures
Number of Required Off-Street Parking Spaces	
Offices Uses	1 per 250 square feet of office use
Industrial Uses	1 per 1,000 square feet for the first 20,000 square feet of warehouse/logistics/industrial use
	1 per 2,000 square feet for the second 20,000 square feet of warehouse/logistics/industrial use
	1 per 4,000 square feet for the warehouse/logistics/industrial use in excess of 40,000 square feet
Other uses	As defined by the Municipal Code.
Size of Off-Street Parking Spaces	
Conventional Spaces	Minimum dimensions: 9 feet by 20 feet
Compact Spaces	Minimum dimensions: 8 feet by 18 feet. The number of compact spaces shall not exceed 20% of required spaces.

Required Walls and Fences	
Parcel A	Masonry walls shall be constructed to enclose all parking, storage and truck loading areas outside of the front yard setback.
Parcel F	Options 1: Masonry walls or fencing as approved by the Director shall be constructed along the north and east property lines.
	Options 2, 3 and 4: Masonry walls or fencing as approved by the Director shall be constructed along the west, the north and east property lines.
Parcel G:	Options 1, 3 and 4: Masonry walls or fencing as approved by the Director shall be constructed along the south and southeast property lines to secure the parking and loading area.
	Option 2: Masonry walls or fencing as approved by the Director shall be constructed along the east, south and west property lines. The Director may require a wrought iron fence or gate to secure the north property line.
Parcel H	Masonry walls or fencing as approved by the Director shall be constructed along the south and west property lines. If the parcel is subdivided, masonry walls and fences will not be required between the new lots
Ground-mounted Machinery and Utilities	
	Shall be enclosed within a permanent noncombustible enclosure.
	Shall be screened from public view.

ELIGIBLE USES

Permitted Uses
Any use currently permitted in the M (Manufacturing) or CM (Commercial Manufacturing) zoning districts Warehousing Distribution Logistics Loading and Unloading of Parcels and Freight Truck terminal Sorting, loading and unloading of parcels and freight Parcel and freight forwarding Retail order fulfillment (online or catalog services) General office uses Onsite railroad service and transfer facility Outdoor advertising media Telecommunications facilities (including monopoles and towers)
Accessory Uses
Any accessory use currently permitted in the M (Manufacturing) or CM (Commercial Manufacturing) zoning districts Public intake, sales, and showroom facilities in support of a principal use Onsite, exterior storage of trailers, shipping containers, or other materials used in support of a principal use and subject to adequate screening from public view.
Conditional Uses
Any use not allowed as either a Permitted or Accessory Use may be approved as a Conditional Use Permit through the Conditional Use Permit Process outlined in Zoning Ordinance Sections 17.96.040 through 17.96.160. Except that no conditional shall be approved for a Prohibited Use.
Prohibited Uses
Prohibited Uses are not permitted on the Site or as part of the Project and include such uses as restaurant, gas station, transitional housing, retail alcohol or tobacco sales, and adult-oriented uses.

ATTACHMENT 4

	Facility	Location
CEMEX	Bell Terminal	5091 Rickenbacker Road Bell, CA 90201



	Facility	Location
CEMEX	Redwood City Harbor Sand & Gravel	775 Seaport Blvd. Redwood City, California 94063



	Facility	Location
CEMEX	Redwood City Harbor Sand & Gravel	775 Seaport Blvd. Redwood City, California 94063



	Facility	Location
CEMEX	Redwood City Harbor Sand & Gravel	775 Seaport Blvd. Redwood City, California 94063



	Facility	Location
CEMEX	Redwood City Harbor Sand & Gravel	775 Seaport Blvd. Redwood City, California 94063



	Facility	Location
CEMEX	Redwood City Harbor Sand & Gravel	775 Seaport Blvd. Redwood City, California 94063



	Facility	Location
CEMEX	Spring Aggregates Yard	21820 I-45 North Freeway Service Road Spring, Texas 77373



	Facility	Location
CEMEX	Katy Aggregates Yard	27734 Katy Brookshire Highway Katy, Texas 77494



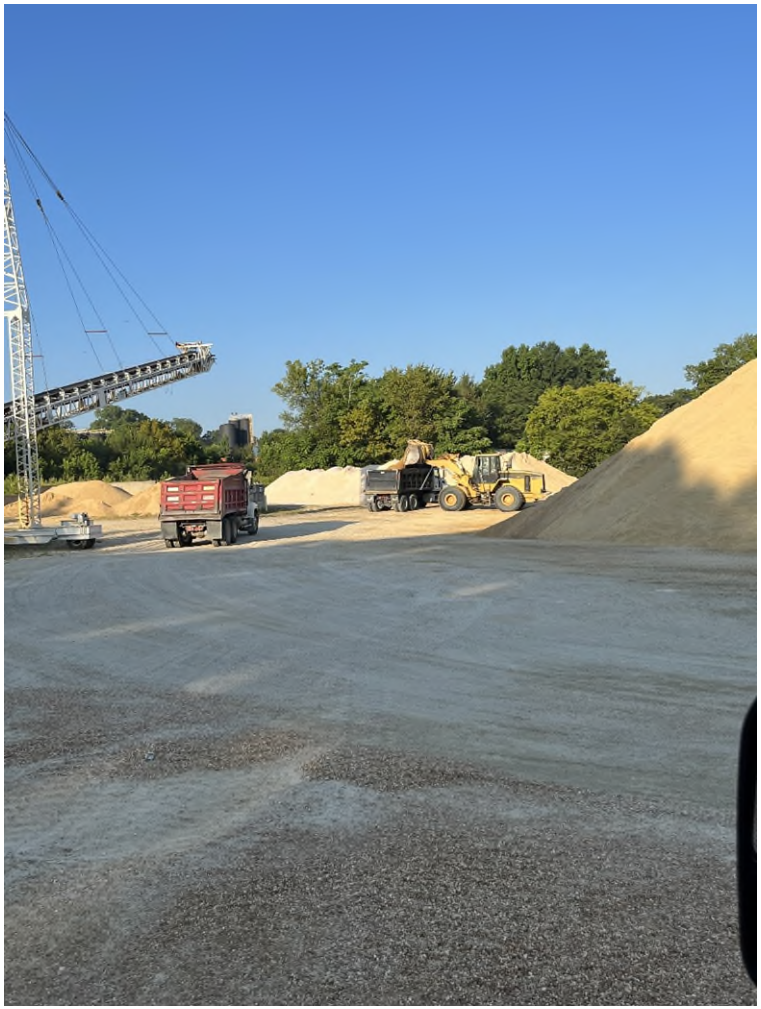
	Facility	Location
CEMEX	Houston TBI-Navigation Aggregates Yard	5303 Navigation Houston, TX 77001



	Facility	Location
CEMEX	Rosharon Arcola Aggregates Yard	330 Fenn Road Rosharon, Texas 77583



	Facility	Location
CEMEX	Atlanta Downtown Marietta Boulevard Ready Mix Concrete Plant	1360 Marietta Blvd. North West Atlanta, Georgia 30318



	Facility	Location
CEMEX	Atlanta Downtown Marietta Boulevard Ready Mix Concrete Plant	1360 Marietta Blvd. North West Atlanta, Georgia 30318



	Facility	Location
CEMEX	Atlanta Downtown Marietta Boulevard Ready Mix Concrete Plant	1360 Marietta Blvd. North West Atlanta, Georgia 30318



Northstate Aggregates, Inc.	Facility	Location
	Northstate Aggregates Paradise	685 Pearson Road Paradise, CA 95969



Eagle Rock Aggregates/Orca Sand & Gravel	Facility	Location
	Polaris Materials ERA Long Beach Terminal	1501 W Pier D St. Long Beach, CA 90802



Argent Materials, Inc.	Facility	Location
	Argent Materials Main Facility	8300 Baldwin St. Oakland, CA 94621



	Facility	Location
West Coast Sand and Gravel	West Coast Sand & Gravel and West Coast Aggregate Supply Thermal	92500 Airport Boulevard Thermal, CA 92274



Coast Aggregates	Facility	Location
	Coast Aggregates Littlerock	13114 E Ave T Palmdale, CA 93543



	Facility	Location
Davis Ace Rock Yard	**Davis Ace Rock Yard**	904 4th Street Davis, CA 95616



Central Valley Concrete, Inc.	Facility	Location
	Central Valley Concrete Turlock	1800 Paulson Road Turlock, CA 95380



	Facility	Location
CalPortland	Santa Maria Ready Mix Plant	1625 E. Donovan Road Santa Maria, CA 93454



	Facility	Location
Martin Marietta	Long Beach Recycle	2850 California Avenue Long Beach, CA 90755



	Facility	Location
Martin Marietta	Tidewater Oakland Marine Aggregates	4501 Tidewater Avenue Oakland, CA 94601



Vulcan Materials Company	Facility	Location
	Ashlan HMA	3570 W Ashlan Avenue Fresno, CA 93730



Vulcan Materials Company	Facility	Location
	Bakersfield Asphalt	8517 Panama Lane Bakersfield, CA 93311



Vulcan Materials Company	Facility	Location
	Carroll Canyon Sand & Gravel	10051 Black Mountain Road San Diego, CA 92126



Vulcan Materials Company/Syar Industries, Inc.	Facility	Location
	Healdsburg Asphalt, Plant, & Recycling	13666 Healdsburg Ave Healdsburg, CA 95448



Vulcan Materials Company	Facility	Location
	Landing Way Yard	210 Landing Way Petaluma, CA 94952



Vulcan Materials Company/Triangle Rock Products	Facility	Location
	Madera Asphalt Plant	29316 Pecan Lane Madera, CA 93638



Vulcan Materials Company	Facility	Location
	Roseville Asphalt	9800 Del Road Roseville, CA 95747



Vulcan Materials Company	Facility	Location
	Otay Mesa Asphalt	7522 Pasea De La Fuente San Diego, CA 92154



Vulcan Materials Company	Facility	Location
	Sun Valley Sand, Gravel & Asphalt	11401 W. Tuxford Street Sun Valley, CA 91352



ATTACHMENT 5

SECOND EDITION

The Aggregates Handbook

Includes New Information and Technologies for the Aggregates Industry!



NSSGA

The Aggregates Handbook

SECOND EDITION

The National Stone, Sand and Gravel Association
Alexandria, VA

4.3.2 Layout of Operation

The physical location of the mining operation, processing plant, stockpile area, haul roads and customer loading areas should be developed with the goal of minimizing any impact to sensitive environmental receptors as well as taking into account concerns and issues of stakeholders such as neighbors and the community. Some considerations that aggregates operators must evaluate when designing the mine plan and reaching decision on the physical layout of the site to reduce these impacts include the following:

- Proximity of the processing equipment, load out areas and haul roads to the property boundary and the location of neighbors.

- Distance between the sources and the receptors, barriers such as tree lines, physical features such as hills or differences in elevations, location of haul roads, entrances and exits.

- Drainage patterns and locations of operations in relation to water features such as wetlands and jurisdictional streams.

- Locations of water retention ponds, overburden storage areas, etc. and how that affects both future operations but also the reclamation and end-use of the property. Overburden storage areas also can be a factor with the community from an aesthetics perspective.

- Locations of any sensitive environmental receptors such as listed species, cultural or historic resources, etc. and how the mine site will be developed to either avoid impacts or to comply with permits and authorizations granted to affect those areas.

4.3.3 Appearance

The mine property appearance or visual impact of a proposed operation, is one of the first concerns of the residents of a community. The aggregates industry has long recognized the importance of beautification and site appearance with regard to quarry development. The NSSGA, which represents companies throughout the industry, annually recognizes and awards aggregates producers that make constructive and positive efforts to enhance the appearance of their property. Attention is given to these efforts through publicity within the aggregates industry and the local communities. Some of the benefits of improving site appearances include support from the local community, better impressions of the community, inspectors and regulatory agencies; and the boosting of company morale because employees feel more pride in their company.

Appearance greatly influences the first impression and reputation of an aggregates operation. Mining and the processing plant should be designed to be inconspicuous to the public. A low profile can be accomplished by proper design of the quarry and processing plant. Much of the operation's area can be hidden by trees on the site or by earthen berms. If the entrance area

- **Concrete Containment Cells:** The use of above-ground *concrete containment cells* provides a method of settling out the coarser fractions of the wash water that permits access with front-end loaders after water decantation. The use of containment cells enables the material to be handled by truck in a more cost-effective way. The overflow water from these basins is collected in ponds to undergo final sedimentation settling.

- **Clarifiers:** Clarifiers are a means of eliminating the use of ponds and their associated cleaning expenses.
  - *A plate clarifier* is a system of closely spaced inclined plates at a one-to-one slope that provides a multiple passage for water and fines. A plate clarifier permits an installation in one-tenth the space required for circular clarifiers.
  - In a *circular clarifier*, sometimes called a thickener, settled particles are moved to the tank center by radial rakes for discharge. These units are constructed of steel or concrete and normally have a large diameter (80 to 150 feet) to provide a quiet pool for particle settling.
  - The rake clarifier is a rectangular tank with a slow-moving drag flight conveyor which removes settled solids up and over a discharge ramp onto a dewatering pad or basin. When proper flocculants are added, this unit has a discharge with a moisture level that enables loader handling fairly quickly.

Many plant process water systems are essentially *closed circuit systems* with no water discharge leaving the property. Makeup water is provided by mine water or groundwater wells. Belt presses and vacuum filter systems are available to remove residual moisture from the effluent of clarifiers; however, these systems are quite expensive and are not commonly utilized at aggregates processing operations unless the product can be sold for commercial use.

The use of flocculants in waste water handling is becoming more prevalent. Flocculants cause the rapid settling of coagulated fines and enable the immediate reuse of the clean water in the plant process. The more rapid recycling of the waste water reduces the volume of water handled and simplifies the required plant makeup water systems. The use of flocculants does not, however, provide a solution for the handling of the effluent and suspended fines as previously discussed.

Providing for facility drainage and stormwater control is essential in the aggregates processing facility design due to the stringent controls imposed by regulators on water discharges. The plant drainage design must accommodate process plant cleanup water from the plant maintenance systems, cooling water from the crushing systems, building drainage and runoff from dust control and irrigation systems. Drainage structure must be established that permit proper water flows in and around the buildings and stockpiles. Water courses, such as ditches and storm sewers, must be provided which do not interfere with plant operating or maintenance procedures. Most operating permits require sufficient water storage capacity to contain the flow from unusually severe rainfall conditions and sufficient time for settlement of suspended solids. Stormwater may be stored in ponds and released to the normal water courses when the water quality requirements of the plant discharge permits are satisfied.

Emission Sources: Many operations conducted within these facilities has a potential to emit dust to the atmosphere. The operator's task is to minimize or otherwise control the emissions from these various sources. The crushing, conveying, screening and stockpiling taken together is referred to as the *plant generated dust sources*. The blasting operations, the haul roads in and around the site and the stockpile storage areas give rise to what often is termed *fugitive dust emissions*. These two major types of emission sources lend themselves to different control techniques.

Plant Emissions: The plant generated emission sources can be hooded, vented or otherwise enclosed and their resulting emissions directed to a mechanical (*dry*) collecting device which removes the dust particles before release of the air stream to the atmosphere. More commonly, however, the plant generated sources are controlled through use of a *wet suppression system*, which consists of a series of high pressure water sprays located throughout the process stream. The high pressure sprays function in a manner to keep dust from becoming airborne. A combination of the two systems is also employed in some instances. Both dry collection and wet suppression are capable of control efficiencies in excess of 95 percent.

Fugitive Emissions: The fugitive generated emissions are typically controlled by a combination of control equipment and housekeeping practices exercised by the plant operator. Control equipment would include such things as the use of a water truck on all roadways and around the stockpile area, the use of stockpile sprinkling systems and various products designed to stabilize road surfaces. Housekeeping practices would include the control of vehicle speeds, the use of a mechanical sweeper on paved areas, the proper use of wind breaks, the proper use of seeding and plantings in open areas and a multitude of other techniques are the keys to success in the control of fugitive emissions.

Wet Dust Suppression: The most commonly used dust control device is a wet suppression system. Wet dust suppression uses a pressurized liquid for the controlled reduction or elimination of airborne dust or the suppression of such dust at its source. Effective control involves:

1. Confinement of the dust within the dust producing areas by a curtain of moisture;
2. Wetting of the dust by direct contact between the particles and droplets of moisture; and
3. Formation of agglomerates too heavy to remain airborne or too heavy to become airborne.

The wet suppression system of dust control is particularly suitable to processing plants since it does not involve hoods or other enclosures for crushers, screens or conveyor transfers. The equipment remains open and accessible for maintenance and the operator can readily observe all equipment and material flow.

Spray application must be located at critical points throughout the processing plant, such as at the primary crusher feed point, all crusher discharge points, conveyor transfer points and sizing screens. A schematic drawing of a processing plant with a wet dust suppression system is shown in Figure 4.9. A more complete description of the operation and design characteristics of wet suppression systems is given in Chapter 8.

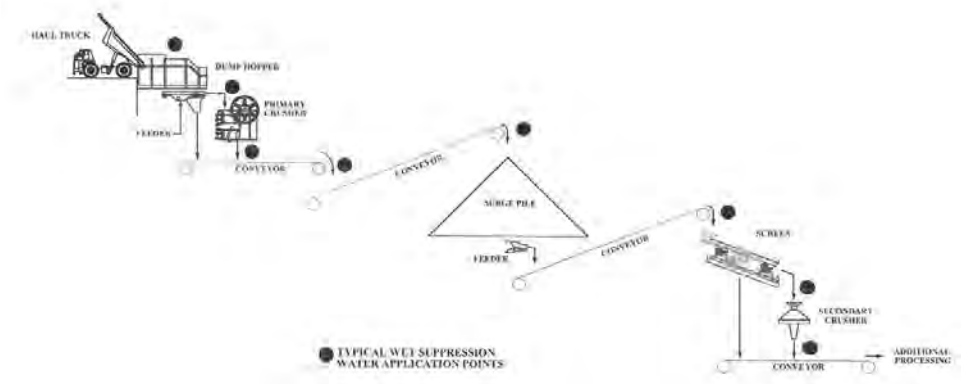


Figure 4.9 Rock Crushing Plant West Dust Suppression System

Dry Dust Collection: The most commonly used dry collection system at processing plants is the fabric *filtering system*. It is a local exhaust control system consisting of four major elements: hoods, ducts, fan and dust collection equipment (often referred to as a "baghouse"). Each dust emission source must be hooded or enclosed so that a large flow of air can be moved across the emission point and the air/dust mixture exhausted through ductwork to the control equipment (i.e., the baghouse). The baghouse is a large structure enclosing a series of fabric filter bags or cartridges through which the dust laden air is moved prior to release into the atmosphere. The filter bags or cartridges remove the dust from the air stream and the dust in turn is removed from the collectors and disposed of or reused in some fashion. Cartridge filter systems are starting to become more common than bag filter systems because of the ease in changing the filters and the reduced employee exposure to dust during the changes. Discussion of hood, duct and collector design is given in Chapter 8. Suffice it to say that the proper design of each element of a dry collection system is critical to achieving the desired control efficiency.

Combination Dust Collection Systems: Combinations of wet suppression and dry collection systems (refer to Figure 4.10) have been successfully employed when conditions dictate. A combination system is suggested for consideration for the following types of applications:

1. Where the fine particulates have an economic value and product recovery could be intrinsically profitable in addition to meeting local air pollution control requirements.

2. If *screen blinding* in secondary plant production occurs due to capillary tension as a result of moisture applied by a wet suppression system. Screen blinding, as used here, is the clogging of a screen due to particles sticking together when a small amount of water has been added. Blinding does not occur if a large quantity of water is used. Blinding also can be caused by the presence of clay or insufficient vibratory action to keep large particles from blocking the screen.

3. When, as a result of plant location or local pollution control codes, a high degree of dust control is required that is not economically feasible with a single type system.

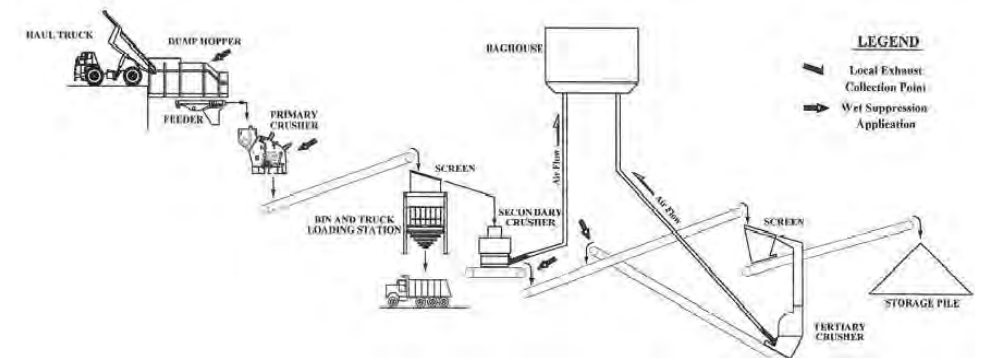


Figure 4.10 Typical Control System for Crushing Plant

Fugitive Dust Emissions: The control of fugitive dust is a very complex and challenging problem. Fugitive emissions are generated both by natural phenomena and by man-induced causes. Fugitive dust is by far the largest potential contributor to the total dust problem at an operating site and, because of its very nature, the most difficult and time consuming to properly control. Unlike the plant-generated emissions, which lend themselves to point source control, fugitive emissions are generated by unstable sources such as the movement of men and equipment and the effects of wind and rain on the stockpile areas and those areas stripped free of vegetation. Proper control of fugitive dust includes:

- Use of water trucks, sprinkler systems, dust palliatives, sweeping and in some instances paving of interior roads;
- Proper use of windbreaks, both natural and artificial, to protect and screen sensitive areas;
- Strict enforcement of a material spill policy and on-site speed limits;
- Strategic placement of stockpile areas to shield them from wind movements; and
- The maximum use of protective vegetative cover for open areas.

In addition, to be effective, a fugitive dust control program requires a dedicated commitment each day to the practice of good housekeeping techniques.

Control Regulations: Federal clean air legislation has assigned the responsibility of establishing standards for air quality to the EPA. The EPA has defined the best available control technology for the aggregates industry and has issued this information in the form of guidelines for the individual states since the states have the primary responsibility for enforcement of air quality regulations. state and local enforcement agencies may, however, establish standards and regulations which differ from the EPA. Therefore, it is important to determine the specific rules and regulations (federal, state and/or local) which are imposed upon any operating facility.

Point Source: Plant-generated emissions which are hooded, vented and exhausted through a collection device have a definable point source of emission: the stack or flue of the collection device. Such point sources lend themselves to the physical measurement of the amount of particulate matter emitted per volume of air emitted to the atmosphere. Such emissions may be regulated in terms of grains per cubic foot of air emitted or in terms of pounds per ton of aggregates produced.

8.3 Project Development

Usually the key parameter that initiates plant design is a favorable market forecast. The market forecast typically covers a minimum of 10 years. Flexibility and fluidity must be planned for as part of the 10-year forecast. The annual volumes and product mix obtained from this forecast are the primary considerations for developing a preliminary flow sheet and plant layout.

The *flow sheet* provides the estimated tons-per-hour flow of processed material moving through the proposed plant. Various crushers reduce the size of the material and screens separate the flow until a usable product is developed. Most flow sheets are completed using some type of computer software. The computer programs serve as a quicker means to compute the output faster and allow making quicker changes. The basic input and output are calculated using generic book capacity ratings and output gradations. Any flow sheet will better predict reality when local experience and knowledge are inserted into the computer calculations. The crushing and screening stations are connected by conveyors and chutes which transport the aggregates to and from processing stations and ultimately to the stockpiles.

Flow Sheets

The flow sheet is often supplemented with operational data. These data include percent of crusher design capacity utilized, screen deck efficiency, conveyor and feeder design capacity, and equipment horsepower requirements. A statement of project scope and a description of material flow usually accompany the flow sheet to facilitate communications. After a flow sheet design is complete, it is cross-checked with the market forecast for balance. The quantitative information in the flow provides a basis for comparison. Balance is obtained by adding and/or deleting equipment until reaching the desired balance (mix) of products. After the flow sheet and market forecast balance, a preliminary physical plant layout is developed. The *plant layout* should be as economical as technically possible, but must address all applicable process parameters.

Review: The completed preliminary flow sheet and plant layout should be reviewed with operating and maintenance personnel. Good communications and the feedback received from their experiences are invaluable toward refining the preliminary flow and plant layout. This interaction may also result in the development of design alternatives as well as lead to acceptance of the design by operating personnel. *Often, the most efficient plant design is developed from use of the operating and maintenance history available from the records of similar existing processing plants and discussions with plant personnel.*

Cost Estimate

With revisions to the plant flow and plant layout completed, a *cost estimate* is developed. The capital construction cost estimate includes all costs related to the plant construction which are to be depreciated. These costs normally include site preparation, design costs, plant equipment (mechanical and electrical), fabrication, installation, buildings, etc. The cost estimate should be

8.4 Quality Control/Assurance

Definition

Quality control is the process of controlling the quality of the aggregates and encompasses the processing plant design, the techniques implemented in processing, materials handling, stockpiling and loadout. *Quality assurance* is the dependable and accurate monitoring and documentation process to assure that the products shipped meet aggregates specifications. The scope of quality control and quality assurance in this section is limited to the processing plant. A detailed discussion of these aspects is provided in Chapter 16. The gradations, cleanliness and particle shape of the products are controlled in the processing plant. Segregation and degradation of the products are factors to consider in the stockpiling and handling of materials prior to shipping. Older plants may need to be re-configured to add items like surge piles and bins to provide better control for quality purposes.

Sampling and testing the finished product stockpiles and the loadout station are necessary to meet state and other agencies' quality assurance testing requirements and to protect the producer. Many companies have implemented a computerized statistical analysis program to monitor and document their quality assurance program.

In-Plant Testing

The reasons for in-plant testing are first to monitor and then control the variables in the processing plant. Production surges within the crushers and screens can result in wide variations of finished product gradations and therefore must be minimized. Only plants designed with adequate surge piles and surge bins can maintain conditions to achieve optimum production output and desired quality for the various products required.

Gradation Variation: In-plant testing provides information for both controlling quality and increasing productivity. Variations in gradations of finished products may be the result of a plant operating at less than optimum capacity. In many plants the last crushing and screening stage is loaded, or even overloaded, while the crushers and screens upstream are not loaded. Balancing the loading on all the crushers and screens in the circuit to achieve optimum production rates is a major factor in controlling quality and contributes to the goal of the lowest possible operating cost.

A partial list of plant checks include the following:

- Setting of crusher(s)
- Power draw on crusher(s)
- Gradation of feed to crusher(s)
- Gradation of product from crusher(s)
- Throughput in tons per hour of crusher(s)
- Production rate in tons per hour through the plant
- Gradations of the products from the screens

- Operating speed of the crusher(s) and screens
- Amplitude and direction of the operation of the screens

Marginal Materials: Special attention should be given to in-plant testing to address problems associated with processing marginal deposits, such as one resulting in soft particles or a deposit producing undesirable particle shapes (i.e., flat and elongated particles).

Variations in the quality of the products being produced are minimized once the plant is operating at the optimum production rate. A continuous feed must exist as well as the proper close-side crusher settings for the desired product mix. Variations in the aggregates product also can result from segregation or degradation in the stockpile or in the loadout bins.

Segregation

Segregation is defined as the separation of one size of particles from a mass of particles of different sizes. Segregation is caused by the methods used to mix, transport, handle or store the aggregates in the plant under conditions favoring non-random distribution of the aggregates sizes.

Occurrence of Segregation: Segregation starts with the blasting process in the quarry as a result of blasting energy and size distribution of the shot rock in the formation of the muck pile. A wide variation of gradation exists in the quarry run material to be dumped in the primary crusher.

Cone Stockpile: Many aggregates plants stockpile by dumping from a truck and pushing aggregates piles with track-type dozers, rubber tire dozers or front-end loaders. The trend in aggregates plants today is to stockpile with conveyors to minimize the cost of handling aggregates. Tests clearly show that a single cone stockpile results in the highest variation of gradation due to segregation.[1] Figure 8.1 illustrates the segregation that occurs in all primary surge piles.

Segregation occurs with movement and vibration, as is the case when transporting material on the primary conveyor belt as the finer material moves downward to the belt surface. Figure 8.1(a) shows that the primary conveyor trajectory generates a segregating effect as the coarser particles are thrust farther away from the head pulley, while the finer particles drop out closer to the head pulley. As the height of the cone of the surge pile increases, the coarser particles tend to roll and slide to the perimeter of the pile. Segregation becomes more pronounced as the height of stockpile approaches its peak. Degradation of aggregates particles occurs when the aggregates falls a great distance from the conveyor to the stockpile. This can be minimized by keeping the stockpile at a high level or by the use of luffing boom stackers that can be adjusted vertically to control the height of fall.

Material Removal: In Figures 8.1(b) through 8.1(e), the primary plant is not operating, but removal of material from the pile continues. The reclaimed feed to the secondary plant goes from a relatively fine feed to the coarsest feed.

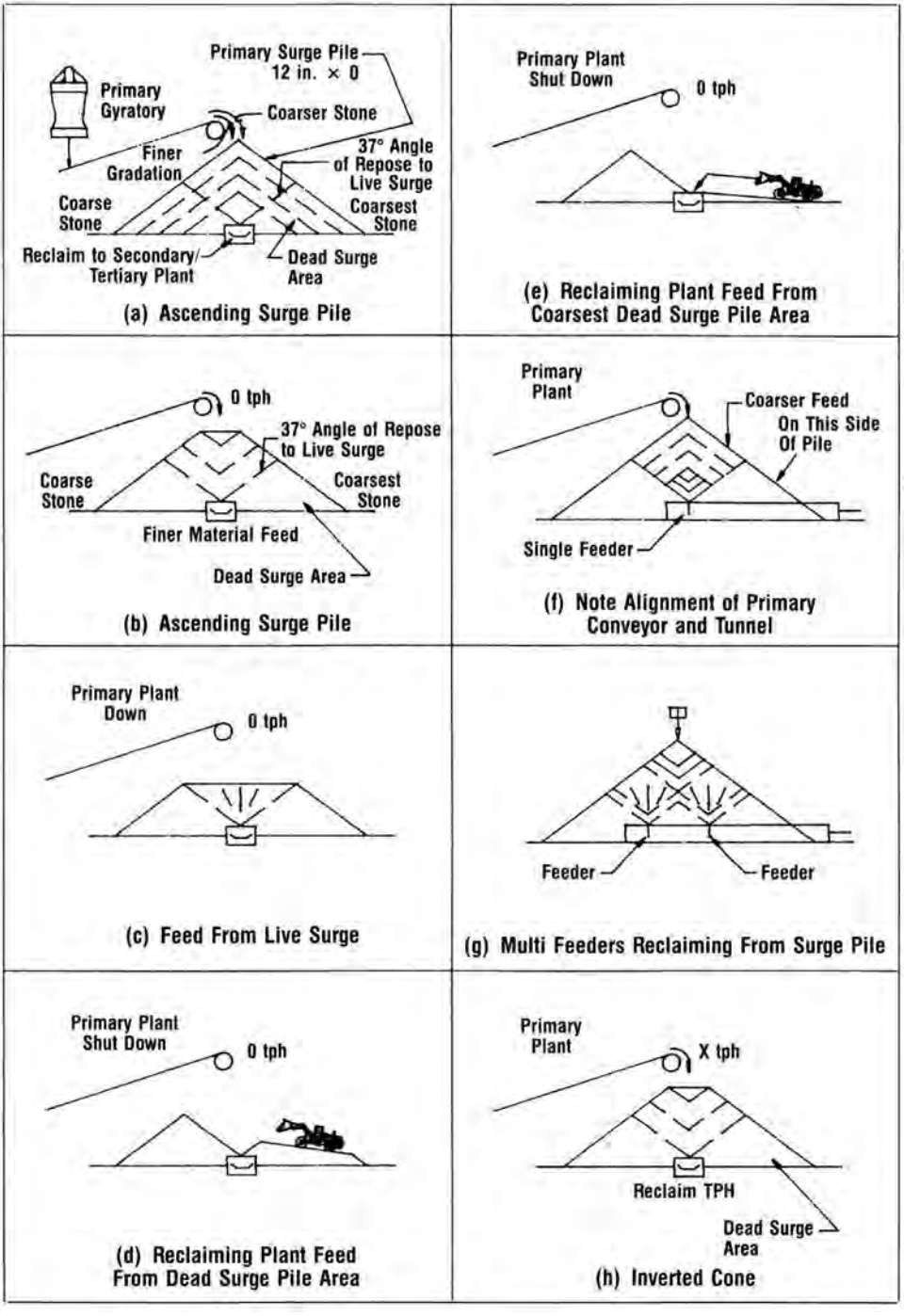


Figure 8.1 Occurrence of segregation in stockpiles

Segregation is controlled much better using the arrangement shown in Figure 8.1(g) and (f). Figure 8.1(g) has a multi-feeder arrangement of the reclaiming tunnel which is at right angles to the conveyor. Figure 8.l (f) has a single feeder arrangement of the reclaiming tunnel which is in line with the primary conveyor.

An inverted cone results when the production from the primary plant is slightly less than or approximately equal to the reclaim rate to the secondary plant, as shown in Figure 8.1(h). This condition results in a more uniform feed to the secondary plant.

The segregation occurring in the intermediate surge pile and finished product stockpile is less than in the primary surge pile because the maximum size has been reduced and the ratio of larger to smaller sizes also has been decreased.

Minimizing Segregation: A *fractionating* plant is designed to provide separate aggregates piles with a given pile having nearly equal aggregates sizes. A fractionating plant is one of the better processing alternatives for controlling segregation. Blending the various size aggregates together at the loadout point, in the asphalt plant, or at the ready mix plant minimizes the effect of segregation and helps achieve the desired product specification. Automated luffing conveyors will minimize the drop height and hence the segregation. The conveyor, working with sensors, allows for the material to be formed into a continuous, non-conical pile. These conveyors are also a key tool in minimizing segregation and promoting overall product quality.

Degradation

Degradation is the breakdown of aggregates into smaller particles. Degradation also can result in dust formation. Bulldozers pushing on coarse aggregates stockpiles and multiple handlings of the aggregates both cause degradation. Although hard rock quarries have limited problems, degradation is a concern in quarries having softer and more friable aggregates. Some aggregates producers compensate for degradation by producing the aggregates slightly on the coarse side of the specifications. Experience and documentation from the in-plant testing program can guide the producer in projecting the degree of degradation resulting from handling the aggregates at the plant and job site.

The Future

In-plant testing is painstaking and time-consuming but necessary. Results can be monitored more closely by strategically locating electronic belt scales and sampling points. Many types and numbers of automatic samplers and particle analyzers are becoming more prevalent. These units provide constant and regular monitoring of the process and the output. Plant automation, discussed in Section 8.15, should be considered. Quality control and quality assurance will become completely integrated into the process by achieving online results from automatic sampling and testing to adjust process control.

Screw Conveyors: Fine, free-flowing materials often are handled by *screw conveyors*. Screw conveyors have pitched auger flights on a rotating shaft and are enclosed within a tubular or U-shaped housing. The flow ability, weight, abrasiveness and size of the material being handled influence the selection of the unit. Because of the many factors involved, manufacturers should be consulted for specific recommendations. Screw conveyors normally are employed in an aggregates plant for handling materials finer than the minus No. 8 sieve size. Fine material such as this is found, for example, in an air separator, baghouse or in a cement or lime feeding application for a blended product.

Chutes and Hoppers: Hopper bottom plates must be sloped to direct the material to a much smaller dimensioned discharge opening. The joint between these sloped plates is called a *valley*. The proper choice of slopes and valley angles is a requisite for avoiding segregation by aggregates size, and for achieving predictable and reliable flow in bins, chutes and hoppers. A slope that is too flat is difficult to correct. A slope that is too steep can be corrected easily to reduce excessive flow rates by the use of steps or shelves that retain materials on themselves. The proper slopes for chutes vary from 30 degrees for large rock with high initial velocity to almost 90 degrees for materials with sticky fines and no initial velocity. Modern design practices are generally the result of successful prior installations and include the following:

- Openings should be at least four times as great as the largest piece handled
- Chutes should be at least 24 inches wide to provide maintenance access
- Chutes should have easily removable covers for replacing linings or clearing plug-ups
- Chute sidewall heights should be 12 to 18 inches with open top access and should be 24 to 30 inches high if personnel access is necessary from the inside. These dimensions are suggested for practical installations and can vary up or down for special circumstances

Flowing material always should be turned by a shelf that retains the material and then placed onto the center of a belt through a divergent opening in the direction of belt travel. The free fall to the belt surface should be limited to minimize segregation.

Storage Bins: The use of storage bins in an aggregates plant includes regulating aggregates volumes during in-plant crushing, minimizing intermediate processing surges and providing large capacity product shipping storage units. Bin design must accommodate the designated purpose and be as damage-proof and maintenance-free as economically feasible. Truck loadout bins must be wide enough and high enough under the gates to provide proper clearance for the maximum size off-highway stockpile truck contemplated. The width between bin foundations must be designed to provide clearance for the loader bucket used for yard loading and/or cleanup.

Bin valley angles normally are designed to be self-cleaning, but on occasion single-size product bins are constructed with stone-box type bottoms to minimize wear. If the angle of repose of the material causes buildup on the hopper slopes, lining the hopper with low friction material, such as high density polyethylene, may eliminate the problem depending on the abrasiveness of the material.

Assisting Material Flow: Mass flow bin design parameters are readily available and provide positive discharge of material without segregation. Other methods of assisting material flow in bins or hoppers are:

- Use external vibrators if the material does not tend to compact. Vibrators should operate only when the outlet is open to flow.
- Vibrate the material inside the bin with a baffle or plate above the opening which can be externally operated by enclosed mechanisms connected to mechanical vibrators.
- Start the flow of material in the bin by using a mechanical device such as a screw or plow.
- Dry, powdery material can be fluidized with low pressure aeration pads which permit the introduction of compressed air into the material.
- Air cannons, which intermittently discharge high pressure air from receiver tanks, dislodge bridged particles of various size materials.

Stockpiling After Crushing: Finished aggregates sizes normally are stockpiled by belt conveyor or by mobile equipment. Most plants employ some combination of the two methods. While conveyors have the lowest operating costs, some mobile equipment handling usually is inevitable because of capital restraints, shipping seasonality, and imbalances between production and shipping mixes. Most operators commonly use some combination of trucks, bulldozers or front-end loaders to move aggregates once the capacities of bin or stockpile storage are exceeded. In a fractionated plant, the individual aggregates sizes are stockpiled by conveyor, and then blended into truck loadout bins or onto finished product stockpiles. Conveyors normally stockpile materials in conical piles, but the materials can be windrowed using radial or traveling stackers.

Stockpiling in Layers: The use of truck stockpiling in layers to reduce segregation quite often causes aggregates degradation. Some regulatory authorities actually require stockpiling of base material by motorized scrapers in 6 to 12-inch thick layers to minimize segregation and permit quality approval through auger sampling. This type of stockpiling is expensive and requires a large amount of space.

Contamination: Material stockpiles should be kept free of contamination from other size aggregates or foreign material. If plant conveyor stockpiles overlap due to lack of sufficient area, the intermixed material must be reprocessed in the plant or sold as non-specification material. In some plants physical divider walls are constructed between stockpiles to minimize contamination.

8.9 Loadout

The goal of a producer is to load the customer's vehicle with a quality product, in a timely manner as near the target weight as possible. Quality control should be at the top of the list of concerns in studying a plant's loading procedure. The loadout can take many forms and involve tunnels, feeders, conveyors, bins, scales, and other devices, or it can be as basic as a front-end loader loading a customer's truck from a stockpile.

Loadout Examples

One of the simplest loadout systems uses a front-end loader to move the finished product from the stockpile directly to the truck or rail car, as shown in Figure 8.12. One of the more elaborate loadout systems employs a reclaim tunnel passing beneath stockpiles of either fractionated sizes or finished products, as illustrated in Figure 8.13. A conveyor in the tunnel is fed from the stockpiles by gates or feeders that proportion the flow to meet the required specification.

Rinsing: The blended material may then be delivered to a cleaning screen which removes the fines from the product by rinsing it with water. The removed fines then require some form of processing in settling cells, sand plants or other dewatering systems before being sold as a product. A cleaning screen can be operated dry with the fines being collected in a bin for stockpiling or disposal. The collected fines can be wetted after screening and handled as slurry, as discussed above.

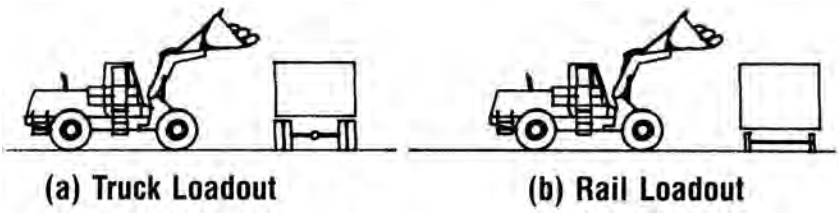


Figure 8.12 Sample truck and rail loadout.

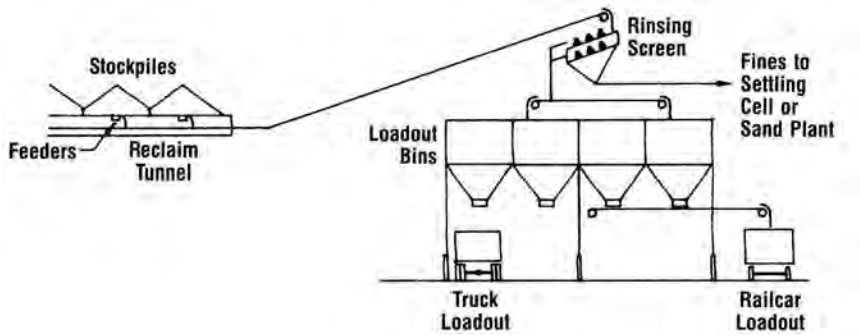


Figure 8.13 Reclaim tunnel/bin loadout.

Finished Product: The cleaned products are discharged from the screen decks by way of self-cleaning chutes into a series of finished product bins. From there the finished products are dropped through gates either directly into the customer's truck or onto a conveyor that moves the material to the truck. The trucks are then weighed and ticketed automatically at the bins or separately at a scale complex before leaving the site.

Railcar Loadout: This same type of loadout system also is used for loading railcars by locating the loading bins over a point on the plant's rail spur, or by adding a conveyor to move the products to the railcars if the loadout is remote from the spur. In other operations with these type facilities, the railcars may be loaded directly by a front end loader from a product stockpile. The railroad can provide the net weight of the cars for billing and shipping purposes. Many large producers utilize weight-in-motion rail scales at the plant to ensure that railroad weight tolerances are met. Weight-in-motion scales improve rail car turnaround and billing.

Barge or Ship Loadout: Barge or ship loadouts may involve a system similar to the one described above with a conveyor cantilevered from the dock for loading the deck barge or hopper barge, as shown in Figure 8.14. A skip loading system or a drive-on ramp also may be employed. In the skip loading arrangement a front-end loader or plant truck fills the bucket or skip of a crane. The crane lifts the skip, swings it over the deck or hold, and dumps the product. A similar arrangement also is used with a crane and clamshell bucket loading from a stockpile. The drive-on ramp employs a land-based, hinged ramp that is lowered onto the positioned barge and allows front-end loaders or plant trucks to drive onto the barge and dump the product directly on the deck.

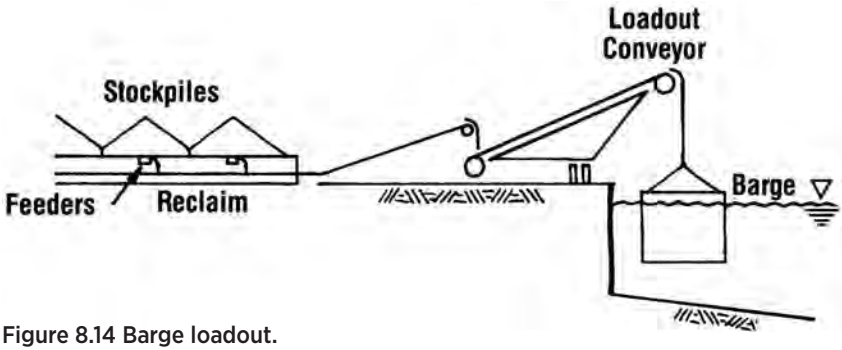


Figure 8.14 Barge loadout.

Special Considerations

Combinations and variations of these loadout systems are likely to be present in almost every plant. Loadout systems are designed to provide special considerations to the needs of the customer and the physical arrangement of the plant facilities as related to the mode of transportation used at each site.

The specifications of a material usually dictate whether a product is loaded from stockpiles or bins. For example, most clean aggregates specifications require a low percentage of minus No. 200 sieve size material. Typically, a fine rinse is a good economical method to ensure this specification is met before shipping. The clean aggregates is placed into a bin to prevent further contamination or loaded directly into the carrier's vehicle.

Flow Characteristics: The flow characteristics of a product also may determine the stockpiling methods. Riprap usually is stored in stockpiles rather than bins due to its large size and flow

characteristics. Base material does not flow well through restricted openings due to the high percentage of fines and a normally high percentage of natural moisture. This combination of fines and moisture causes the material to compact. Base material is generally stockpiled on the ground and loaded with a front-end loader because of its poor flow characteristics. Similar flow problems may exist with screenings, manufactured sand and aglime. These materials may be stored in bins if special consideration is given to bin and discharge feeder design. Some state department of transportation specifications require that a controlled amount of water be added to graded aggregates to reach the optimum moisture for compaction of the base. A *pug mill* is utilized to ensure uniform mixing of the base material and the water.

Producing Several Products: A blending tunnel and fractionated stockpiles are utilized to produce a variety of products which require careful control. Fractionated sizes normally are blended to exact specification by the use of an automated system that constantly measures flow, which is crucial to maintaining quality control.

Measuring

Weight: Aggregates is weighed by various methods. For example, truck weighing includes obtaining an empty weight of the truck, loading the vehicle with the product and then obtaining a final gross weight to determine the actual weight of the product being shipped.

Rail: In a rail loading procedure, the measurement method usually is dictated by the location of the certified scales. On-site rail scales are certified by the carrier (railroad) and operate under an "origin weight agreement." If the scales are located off-site, the agreement is either termed an "average weight agreement" that includes weighing a random number of cars to determine the net weight for all cars or the agreement is to weigh each car.

Barge: With barges, the weight of the loaded product is equal to the weight of the water displaced by the vessel after loading. The freeboard of the barge is measured at each corner and the water displaced is calculated and converted to tons. If a certified weight is required, the measuring is performed by a marine surveyor.

Scales: A state agency or state-approved agency certifies scales to establish tolerances for weighing aggregates. Scale types are classified as primary or secondary and include rail, truck and conveyor belt. The *primary scales* are those that are the most accurate and are certified. Platform scales normally are used as primary scales for trucks. The most common primary scales for rail are weigh-in motion type scales. In recent years advances in electronics have resulted in increased reliability for certified belt scales. Belt scales are now a more viable cost effective alternative as a primary scale than in the past.

Secondary scales are used for internal control of the loading process. Secondary scales ensure the target weight is achieved at the loading point. Since the load is checked and verified by the primary scales before it leaves the site, the accuracy of secondary scales is not critical. Typically, secondary scales have an accuracy of ± 1 percent of the total weight.

4. Water line riser pipe should be installed to floor levels of the structure that can more readily be cleaned by water flushing than by shoveling or sweeping. Hoses and hose storage racks need to be provided at each floor and should be of a size that easily can be handled by one person.

Electrical Safety Recommendations:

The National Electrical Code[7] should be used as a design guide, together with any local or other codes that apply. Several areas that deserve special attention are as follows:

1. Underground power cables should be installed at least 4 feet below the surface with high visibility warning tape 1 foot above the shallowest conductor. In areas where machinery activity is anticipated, PVC conduit encased in concrete provides greater protection of personnel. PVC conduit encased in concrete should be used for circuits over 600v. Bright colored dye may be added to the concrete to enhance visibility during subsequent excavation.
2. Overhead power lines should be installed at least 20 feet above general pedestrian and light truck traffic and 35 feet above established roadways. Special attention should be given where crane work is probable such as around settling ponds, crusher foundations and screen towers.
3. Overhead power lines should not be placed above or around stockpiles. Stockpiles tend to increase in height up to the lines and can constitute dangerous operating conditions for loaders and trucks.
4. Always use wire that is insulated properly for its intended application. Underground wire even in conduit must be waterproof. Exposed wiring should be both waterproof and sunlight resistant.
5. Motors should be controlled by manual or magnetic starters. Fused switches are not safe in this application.
6. Power panels with exposed current carrying components should be replaced with enclosed equipment that meets current code specifications.
7. The exits from all electrical equipment rooms should be kept clean.
8. All metallic electrical enclosures should be connected to each other with copper conductors throughout the entire plant.
9. All ground level electrical equipment should be enclosed by a fence or building and locked so only authorized personnel have access. These areas should not be used for any other purpose.
10. Fuses should not be placed in electrical circuits that are larger in capacity than the design size. Repair the electrical problem to permit equipment operation using the correct fuse size.

Other Important Safety Considerations:

1. Clearances are one of the most overlooked safety areas in the design of a new plant. Floor-to-ceiling heights should be adequate for personnel and equipment; and structural bracing should be designed to consider door opening sizes and work platform locations around equipment. A remote stair tower can be located outside the equipment structure that facilitates equipment access and simplifies the design of the structure.

2. Safety also can be enhanced by the use of readily available electrical and mechanical equipment such as belt alignment switches, chute level sensing devices and sensors which detect excessive equipment vibration, etc. These sensors will alert the operator of possible problems and will shut down a piece of equipment if the condition is not corrected. Keep material spillage controlled to eliminate loose material on walkways and stairs, repair oil leaks immediately and clean up any spillage. Repair (do not patch) leaks and remove scrap materials from repair jobs to proper disposal areas.
3. Good illumination is essential for safe working conditions by providing natural or artificial lighting of sufficient intensity.
4. Baskets for lifting personnel should be designed for the specific application and be approved by the plant safety engineer.
5. Trucks with special buckets for lifting personnel should be used to service elevated areas instead of using ladders or standing in front-end loader buckets.

8.13 Environmental Considerations

Plant environmental factors including dust, noise and water must be addressed in the design stage to anticipate problems and provide means of correction that satisfy the applicable regulations. Plant design must include a thorough review by the operating and environmental personnel, and possibly by special consultants, to ensure an acceptable environmental control system.

Dust Control in the Plant Area

Wet and Dry Suppression: All sources of airborne dust in the processing plant must be reviewed for control requirements. The control method may include wet suppression systems, dry collection systems or a combination of both. *Wet suppression systems* use treated or untreated water applied to the aggregates in a spray or fog condition to wet down the airborne particles of fine dust and cause them to settle back into the process stream.

Dry collection systems use hoods and enclosures to contain the dust. The air and dust is transported in ductwork to a central collection point where the dust is collected in a baghouse. The dust is disposed of separately, sold as a product or put back into the process stream. Conveyor feeds and discharges, crusher feeds and discharges, screen feeds and discharges and open chute work provide the greatest sources for dust generation. These sources of dust must be evaluated in detail to determine the most appropriate dust control design. The types of dust control enclosures and methods of sealing them are important considerations. *Vacuum ducts* are connected to the enclosures to create an airflow into the area and then into the ductwork.

Open Stockpiles: Open stockpiles formed by conveyors or trucks are sources of airborne dust. Airborne dust can be minimized by discharging pre-wetted feed. The elevated oscillating sprinkler is one of the most effective long-term control systems. Elevated oscillating sprinklers can be engineered to cover the total yard area with pre-programmed operation to maintain proper moisture limits.

Dust Generated by Traffic: Dust generated by vehicle traffic in and around the plant is one of the prime sources of airborne dust. This dust usually is controlled by water trucks that periodically spray water and/or chemicals on the roadways. Paving of major traffic areas is an effective method of reducing the amount of dust. Paved roads, however, require cleaning by water flushing or mechanical sweeping. Pipelines and oscillating sprinkler heads can be installed alongside major roadways (paved or unpaved) to permit automatic, programmed watering as conditions dictate.

Washing Down Trucks: Wash-down systems are sometimes required by regulatory authorities to remove any loose materials accumulated on the delivery truck wheels or under-body prior to the truck leaving the property. Some regulations require the sprinkling or wet-down of loaded trucks prior to leaving the plant to reduce airborne dust from the load caused by high travel speeds on the highway. Regulatory authorities often require that all loads be tarped or covered for travel on the highway.

Use of Surfactants: The use of chemical additives, called *surfactants*, in the dust control water system should be considered. These chemicals reduce the surface tension of the water and eliminate the tendency of dust particles adhering to the droplets of untreated water. This provides more thorough dust control, uses less water and minimizes the blinding effect on fine screening surfaces. Maintenance of dust control systems is critical to the effectiveness of the emissions control.

Dry Dust Control: To meet mandated requirements, some plants in highly populated or environmentally sensitive areas may have to provide totally or partially *dry dust control systems* such as baghouses, equipment enclosures, and air collection and handling systems. A properly designed dry collection system emphasizes controlled air flow to confine most of the airborne dust rather than collect it. Some individual air collection package units are now available which permit mechanical dust collection and handling at singular locations. *If these dry dust control systems continue to satisfy the codes, they offer the best available technology for controlling dust.*

Building Enclosures: Building enclosures for screening plants confine dust within the area, but limit equipment visibility, reduce maintenance accessibility, and subject the plant personnel to high levels of dust exposure that require personal protective equipment.

Noise Control

In an aggregates processing plant, the noise generated by heavy equipment operations and by the movement of material through the processing plant is minimized by the following techniques:

- Low profile process systems can be used where the mechanical equipment is closer to the ground and noise travel can be buffered by berms or trees. This concept is discussed further in Chapter 5.
- Handling materials with rock-on-rock interfaces for transfers can reduce noise appreciably compared to rock on steel interfaces. Stone boxes at transfer points reduce noise as well as maintenance costs.
- Rubber or polyurethane products for screen surfaces, chute liners, stockpile truck liners, etc. minimize noise in materials handling.
- Building enclosures minimize machinery noise but must normally be insulated to provide effective noise reduction.
- Non-audible backup alarms on selective pieces of equipment reduce the problem of disturbances caused by the normal audible backup alarms.

Process Water Control

One of the most challenging parts of a plant design effort is the handling of the waste water and its products that are discharged from the processing streams of a normal plant operation. If the plant process operates dry, some of the final clean stone products may require rinsing to meet specifications. In addition, the demand for manufactured sand from stone screenings is increasing and this generally requires the use of water separation of the excess fine material. Handling of the process water is a relatively simple task. The recovery and disposal of the fines are difficult and can be handled in one of the following ways:

Closed Circuit Settling Ponds: The traditional method for the disposal of fines is to discharge the waste into *closed circuit settling ponds* for decantation. The use of this approach is diminishing. A number of ponds must be constructed and large areas are required. The material in the ponds must be excavated regularly. The fines removed are hauled to a disposal area which is an expensive and difficult process. The most cost-effective way of disposal is the construction of permanent disposal areas where fines are pumped directly from the cleaning process. However, these types of impoundments must normally be approved by state authorities and the water return system monitored constantly.

Concrete Containment Cells: The use of above-ground *concrete containment cells* provides a method of settling out the coarser fractions of the wash water that permits access with front end loaders after water decantation. The use of containment cells enables the material to be handled by truck in a more cost-effective way. The overflow water from these basins is still collected in ponds to undergo final sedimentation. The time between clean-out periods for these type ponds, however, is greatly extended.

Clarifiers: Clarifiers are a means of eliminating the use of ponds and their associated cleaning expenses. *A plate clarifier* is a system of closely spaced inclined plates at a one-to-one slope that provides a multiple passage for water and fines. A plate clarifier permits an installation in one-tenth the space required for circular clarifiers. In a *circular clarifier*, sometimes called a thickener, settled particles are moved to the tank center by radial rakes for discharge. These units are

constructed of steel or concrete and normally have a large diameter (80 to 150 feet) to provide a quiet pool for particle settling. The rake clarifier is a rectangular tank with a slow-moving drag flight conveyor that removes settled solids up and over a discharge ramp onto a dewatering pad or basin. When proper flocculents are added, this unit has a discharge with a moisture level that enables loader handling fairly quickly. Belt presses and vacuum filter systems are available to remove residual moisture from the effluent. However, these systems are quite expensive and not likely to receive wide acceptance unless the product can be sold for commercial use.

Makeup Water: Most plant process water systems are essentially *closed circuit systems*, with no water discharge leaving the property. Makeup water is provided by ground water runoff and quarry seepage. Water wells, where permitted, are also part of the normal plant water system, both for makeup and sanitary purposes.

Plant Drainage Systems

Providing for plant drainage and storm water control is essential in the design phase due to the stringent controls being imposed by government authorities on plant water discharges. The plant drainage design must accommodate process plant cleanup water from the plant maintenance systems, cooling water from the crushing systems, building drainage and runoff from yard watering systems. Drainage structure levels must be established that permit proper water flows in and around the buildings and stockpiles. Water courses, such as ditches and storm sewers, must be provided that do not interfere with plant operating or maintenance procedures. Most quarry operating permits require sufficient water storage capacity to contain the flow from unusually severe rainfall conditions and sufficient time for settlement of suspended solids. This water is stored in ponds and released to the normal water courses when the water quality requirements of the plant discharge permits are satisfied.

Flocculents

The use of flocculents in waste water handling is becoming more prevalent. *Flocculents* cause the rapid settling of coagulated fines and enable the immediate reuse of the clean water in the plant process. The more rapid recycling of the waste water reduces the volume of water handled and simplifies the required plant makeup water systems. The use of flocculents does not, however, provide a solution for the handling of the effluent and suspended fines as previously discussed.

8.14 Plant Design

Plant design begins by compiling all known processing parameters which were considered in Section 8.2 and follows the development of project methods as outlined in Section 8.3.

specifications, the key particle sizes usually occur in the product between the No. 16 mesh and No. 50 mesh screens. Also, the reduction of minus No. 200 mesh particles must be achieved. Many producers have to screen on No. 4 to No. 8 mesh screens to have enough No. 16 x No. 50 mesh material in the product. This screening creates excess No. 200 mesh material as a by-product. Removal of No. 200 mesh product has come a long way in recent years from simply washing micro fines out of the product to the use of modern negative air pressure systems that suck micro fines off from the dry product. These dry micro fines can then be considered for other applications.

Manufactured Sand Production

Before developing an expensive capability to produce manufactured stone sand, the quarry operator should evaluate the following factors:

1. The cost of current disposal techniques;
2. The cost to produce a stone sand product;
3. The willingness of the market to accept a manufactured stone sand; and
4. The estimated revenue to be received for the stone sand.

After performing this study, the producer can then make a thoughtful financial decision on the viability of a manufactured stone sand operation. The crusher and screen evaluation techniques discussed in the preceding secondary/tertiary processing section can be applied to stone sand processing facilities. The dry screening of stone sand utilizing high frequency screens is a viable, efficient alternative to those of conventional screens. The OEM suppliers are very helpful in these evaluations.

Stockpiling

The producer of the aggregates product must recognize the impact of stockpiling methods on aggregates gradation. Secondary breaking of aggregates during stockpiling and stockpile segregation can cause a perfectly good product to be out of gradation or even shape specification. Training employees properly on the importance of stockpile management can eliminate many potential customer complaints. Maintaining correct gradation is helped by employing the proper equipment such as a rubber-tired bulldozer instead of a track machine or an elevating stacker instead of a fixed unit. Aggregates segregation is considered in detail in Chapter 8, Section 8.4.

End Use Specifications

A proactive producer of aggregates products must understand and take into consideration the specifications and desires of the end user. In some cases specifications can be altered to decrease production costs and improve the end user's satisfaction. For example, some state department of transportation agencies have recognized that an increase in percent passing the minus No. 200 mesh screen for manufactured concrete sand from 0 to 4 percent passing to 0 to 7 percent passing does not have a negative effect on strength. Indeed, in many cases this

gradation change has a positive effect on strength. Proactive producers worked hard to obtain this desirable specification change which decreases the excess volume of micro fines produced that would have had to be handled and either marketed or disposed of.

8.15 Special Products

Special products are produced as the exception rather than the rule. Small quantities and higher selling prices are characteristics of most special products. Even though these products command higher selling prices, they are seldom big profit items. The special plant modifications, potential overall production loss and special handling required for special products normally increases the production costs significantly.

Armor Stone: Armor stone is used to construct jetties to prevent erosion due to the action of large waves. Boulders weighing 2 to 8 tons are selected from the pit run by a crane operator or a front-end loader specially equipped with a grapple. When large quantities of armor stone are required, special blasting techniques are employed to produce a greater yield of the desired size. Use of these special blasting techniques often unfavorably impacts the recovery cost of the remainder of the shot due to the predominance of large size material.

Riprap: Riprap is employed to stabilize slopes and shorelines, build erosion control structures, construct buildings and improve landscaping. Riprap usually has a set of tightly controlled specifications developed for each job. Average riprap sizes vary from 6 to 30 inches. Riprap is produced by several innovative methods. When utilizing typical aggregates processing equipment, riprap is top-sized by setting the primary crusher to the maximum allowable opening. The crusher product is discharged onto a vibrating feeder or an oversize, heavy-duty conveyor belt that transports the material to a large heavy-duty scalping screen or grizzly. The riprap is produced from the screen or grizzly top-deck discharge.

Riprap Plants: In some cases where product demand warrants, a riprap plant is set up in the pit. Riprap plants are capable of producing multiple stone sizes utilizing large grizzly feeders placed before and after a specially designed jaw crusher. For a typical flow the jaw crusher discharge (top size up to 24 inches) is placed onto a feeder with grizzly openings set at 12 to 18 inches. The material passing over the grizzly is a coarse product. The material passing through the grizzly proceeds to a heavy-duty sizing screen making separations at 12 and 6 inches. The zero to 6 inch size excess is normally processed into aggregates sizes in the finishing plant.

A self-contained portable scalping screen or grizzly set-up also is used to produce riprap in the pit near the shot rock pile. Front-end loaders feed these units to remove the fines with top-size being controlled by the loader operator. Specifications are difficult to meet using these portable units.

When the gradation is not critical, a front-end loader bucket having a grizzly-like bottom can be used to remove the fines. Again, the top-size is controlled by the loader operator. The fines removal

is less efficient than a grizzly unit and additional effort is needed to clean up the fines left on the pit floor.

Gabion Stone: Gabion stone is used to fill galvanized, woven steel wire baskets which are utilized for erosion control and retaining wall construction. The first screen in a plant circuit is usually a good place to produce this 4- to 8-inch size stone. It can be removed as gabion stone or can be fed to the secondary crusher.

Aglime: Aglime is a fine limestone product used by farmers to neutralize acidic soils. Aglime specifications vary widely from state to state, but all states require a product passing the No. 8 screen. Aglime requirements and specifications are discussed in Chapter 14. Many aggregates plants produce aglime as a by-product. When produced as a by-product, the only additional plant equipment required is a screen. Additional crushing equipment can be utilized to supplement production of this material when the market dictates. Aglime crushers are typically high-speed mills having high horsepower requirements. The raw feed to the mill impacts against a selected grate or screen to produce a finished agleam in open circuit. Aglime is commonly produced using a hammermill, cage mill, ball mill or rod mill. Vertical impact crushers have been used in a supplemental circuit, but require a screen to remove the product.

When market requirements exceed by-product plant capacities, a plant devoted to aglime production becomes feasible. These plants usually include a dryer to remove moisture prior to the raw feed entering a roller mill. Some mills are equipped with a negative pressure to regulate flow and gradation. A finer, more tightly graded aglime is produced by these plants usually consisting of a minus No. 20 sieve size product. The plants utilize bins to blend various grades of aglime and add supplemental products such as magnesium. A pug mill may be employed to provide uniformity and additional moisture during shipping.

Moisture: Moisture content is a critical consideration in selecting crushing, screening and conveying equipment for aglime. Capacities and gradations are significantly affected by moisture content. Equipment manufacturers' recommendations and historical data from similar applications are the best guides for determining the proper equipment selections.

8.16 In-Pit Conveying and Crushing Introduction

As in-pit truck haulage costs escalate with increased distance and elevation change from the working faces to the primary crusher, aggregates producers should consider alternative transportation systems. A belt conveyor system, which can use a more direct and steeper route than trucks, is one of the most attractive alternatives. The primary crusher station located in the pit can be stationary or have varying mobility characteristics.

The cost to operate a stationary primary crusher in the pit or remote from the pit is the same. The in-pit truck haulage costs are reduced when the primary station is located in the pit compared with the higher costs for truck haulage to deliver shot rock to a primary station remote from the pit. In this case a direct comparison can be made of truck haulage compared to a combination of in-pit truck haulage and in-pit conveying. In evaluating other alternatives, the comparison becomes more complex.

To incorporate an in-pit conveying system in most quarries, a primary crusher precedes the conveying system to control the lump size to reduce maintenance and utilize economical conveying systems. The combination of location and type of primary crusher station and design of in-pit conveying systems must complement the quarrying operation and meet the objective of the producer. Depending on the selection of the in-pit crusher and conveying system, this type of system can completely eliminate truck haulage or truck cycle times can be shortened dramatically, with a commensurate reduction in the size of the truck fleet. Older and less efficient trucks may be eliminated, and maintenance problems with the remaining fleet substantially reduced with a large part of the punishing vertical lift eliminated from the truck haul.

The four cost areas in which conveying enjoys the advantage over truck hauling are personnel, maintenance, energy and capital replacement. The reduction of truck drivers and repair persons represents the largest part of the cost savings associated with using belt conveyors.

Types of Mobile Crushers

Most of the commercial mobile crushers in operation in the aggregates industry are designed for crushing limestone or granite, and have a theoretical output of 100 to 1,500 tph. A few larger units, which are designed for particular applications, have outputs of 2,000 to 5,000 tph. Mobile crushers of even larger capacity are in use in Europe and the metal mines in the western United States with capacities up to 10,000 tph.

Direct Feed: The type of primary crushers mounted on the mobile units can be jaw, gyratory, hammer mill, impactor or roll type crushers. Mobile crushers are either the direct-feed or indirect-feed type. Direct-feed mobile crushers receive the material from shovels, back-hoes or front-end loaders without using a feeder. An access ramp is used if the loader cannot reach the top of the receiving hopper. The ramp can be part of the crusher assembly, moving together with the unit, or it can be an independent structure, moved on skids or on crawlers.

Indirect Feed: Indirect-feed crushers receive the material from inclined feeders, usually of the heavy-duty, apron type. In most cases, the receiving hoppers are located at a lower elevation than the crusher inlet, and the material is fed into the feeder hopper at ground level by the excavator(s).

Mobile Crusher Design

Like all mobile machines, mobile crushers must be designed in a relatively compact form and as lightweight as possible. The experience of the manufacturers is vital to the success of the mobile

crusher design to achieve the proper balance between compactness and portability while having good performance and handling characteristics. Accessibility and maintainability of the system must be considered in evaluating overall cost effectiveness of the system.

Mobile primary crushers can be moved within the quarry at speeds of about 200 to 300 fph and can negotiate grades up to 10 percent. Mobile crushers employ a variety of mechanisms which make movement possible, including rubber-tired wheels, crawler tracks and walking pads. Crushers utilizing synchronized walking pads can be controlled from a central console. The walking pad system is highly reliable, simple, economical to operate and maintain, and usually is the least expensive for a given production capacity.

The design applications for mobile crushers are as varied as those available for fixed layouts. Many designs can be successfully used if the resulting overall configuration is economical. The typical mobile crusher layout comprises the following equipment, as shown in Figure 8.21.

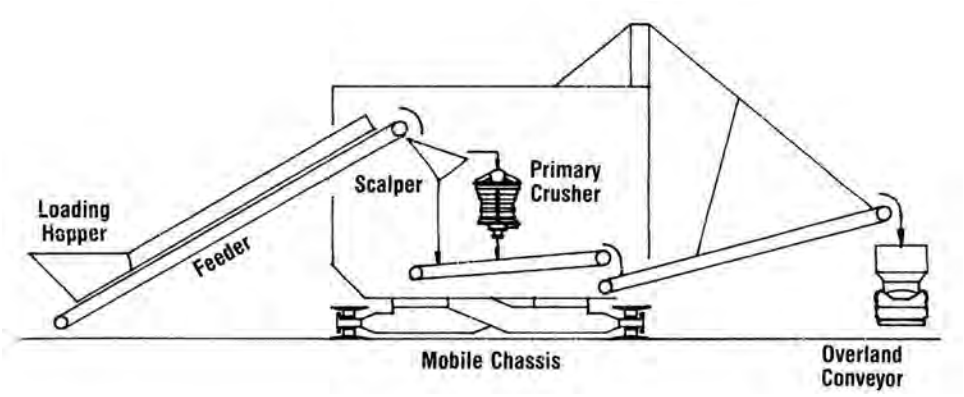


Figure 8.21 Typical mobile primary crusher.

Feed Hopper: The feed hopper must be sufficiently large to safely contain the load delivered by the feeding unit. The feed hopper is usually sized to handle two or three bucket loads or 1 ½ truck loads of material. The hopper size is dependent on the throughput capacity, expected excavator cycle times and possible truck delivery cycle factors.

Crusher Feed System: A feeding device is normally necessary to transport the material from the feed hopper up to the mouth of the crusher or the optional scalping screen. The most common method of feed is the use of an apron conveyor. Apron feeder design for this application must be extremely heavy-duty and easy to repair. Recent designs have tended to use standard tractor chain components which are rugged and readily available. The apron feeder is commonly provided with a spillage collection conveyor underneath to minimize cleanup. The biggest influence on the size of the apron feeder is the size and type of crusher used. A tall crusher, such as a gyratory, requires a very long feeder that adds to the cost of the unit.

Scalping Device: Additional capacity is achieved by scalping the quarry fines ahead of the crusher by means of a vibrating or reciprocating grizzly. Since the weight of the mobile unit is most sensitive to the size and type of crusher, certain applications exist where a smaller primary crusher, preceded by scalping, is more economical to meet design capacity parameters than a large crusher without scalping provisions.

Crushing Unit: The crusher is the heart of the mobile unit and determines the overall design parameters. Its selection is based on the type of material being handled, the required throughput tonnage, the size of the product and the desired operating cost. *If a particular application permits the use of more than one type of crusher, preference should be given to the unit with minimum weight and minimum overall height.* These facts, more than any other, affect the overall unit configuration. The expertise of the crusher manufacturer is vital in providing a layout where each aspect of service and repair is considered, given the space limitations.

Crusher Discharge Conveyor: The scalped material that bypasses the crusher and the product through the crusher is collected and moved to a position where it can be discharged to the loadout conveyor. The discharge conveyor depends on the type of crusher used and can be a conventional rubber belt or an apron conveyor if large impact forces are expected.

Loadout Conveyor: The loadout conveyor transports material from the discharge conveyor and delivers it to another conveyor system, into trucks or to a stockpile. This conveyor can be of a fixed configuration, but in most cases swings from side to side to provide flexibility between the frequently moved crusher and relatively fixed conveyor system. The features of this type of conveyor are specially designed to effect compromises between space and flexibility to adapt to the particular material handling system employed.

Auxiliary Equipment: The auxiliary equipment used with a mobile crusher is similar to that found on fixed installations. Auxiliary equipment includes air compressors for operating equipment and maintenance, rock breakers for clearing the grizzly or crusher chamber, and magnets and/or metal detectors for removal of tramp material. Other equipment normally provided includes hoists for maintenance and a diesel generator for moving or servicing the crusher independent of external power supplies.

Selection of Mining System

The mobile crusher station does not stand alone and is only one part of a complete mining system. When a moveable crusher-conveyor system is introduced into a mature open-pit, a complete and probably drastic re-evaluation is required of the mining plan. All aspects of the pit design, including rock mechanics, mining sequencing and potential pit expansion, must be thoroughly reviewed before a decision is finalized.

The quarry benches must be as long as possible and the face height as high as possible. This mining approach utilizes the mobile crushing plant in a suitable way and achieves the economics of eliminating haul trucks, operating and maintenance personnel, road construction and maintenance, etc. To reduce the frequency which the crusher location is changed, the bench widths must normally be enlarged. Mobile crushers can best be used when the following geological and mining conditions are present:

- The deposit is laterally continuous without significant faulting or other discontinuities; and
- The configuration of the deposit permits sufficiently long working faces and the rock structure allows sufficiently high faces.

A study of 115 German quarries[10,11] compared haul truck to in-pit crushing systems. The conclusion reached was that for almost every open-pit quarry with an output of at least one million tph, the in-pit crushing system is more advantageous. In the 1980s, the Mobile Crusher System had limited acceptance in quarries in the United States. Now mobile in-pit primary units are common-place and have found their place. Since each situation is different it is important to weigh the pros and cons of each type and position of crusher within the operation. Trying to predict future production demands as well as deposit extraction also will influence the final decision.

8.17 Automation

Guide to Successful Automation: Experience has shown the most successful automation projects are those that use automation as a tool to obtain results and benefits to optimize plant efficiency. Different levels of automation can be employed and different degrees of success achieved. Many conventional plants were built without following the known fundamentals and proven principles of good plant engineering necessary to achieve optimum production in a competitive market. An appropriate saying is "*If you attempt to automate a mess, you get an automated mess!*" This summarizes most of the past application problems.

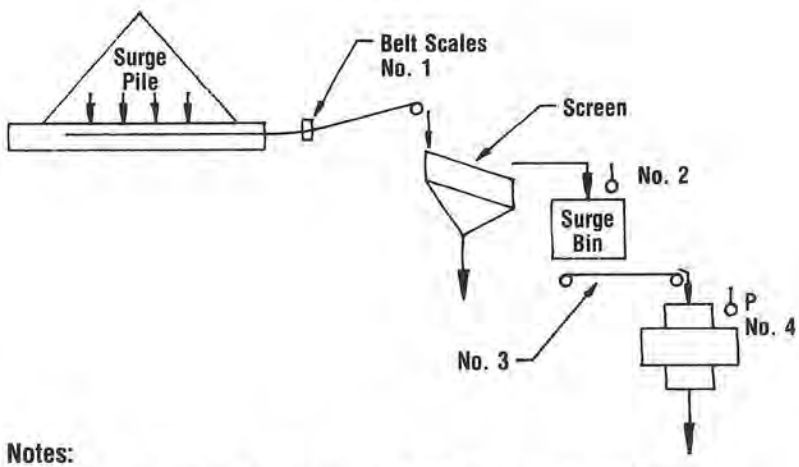
One of the pioneers in successful plant automation used simple, easily maintained controls for automated plant operation as the finishing touch to achieve optimum plant production. This company succeeded using automation because their plants were engineered into self-balancing, easily automated segments. As a result, extended operating hours were possible with minimum operator attention.

Simplifying the processing plant is a prerequisite to effective automation. Dividing the typical in-line crushing plant into segments separated by adequate surges is one way to simplify the process. Automated systems that are integrated into a well-designed plant result in a higher level of plant performance.

Automating an Existing Plant: Knowing where to start automation within an existing plant requires a systematic study of the process. An in-plant testing program is the best method to study the process. The performance of the existing plant should be monitored and the plant modified as required to eliminate bottlenecks. Experience has proved that best results are achieved by making one change at a time. Monitor the results of each change with a series of tests. Proceed when the change produces positive results and crease when the change is counterproductive. Complete all the plant improvements.

Various viewpoints exist on how to automate an existing stone plant. Many operators have been successful by first achieving optimum production in the manual mode. Operating in the manual mode should achieve approximately 85 percent of the optimum plant capacity. At one finishing plant located in the southern United States, an automated process system increased the capability by 14 percent over that achieved in the manual mode by a conscientious operator.

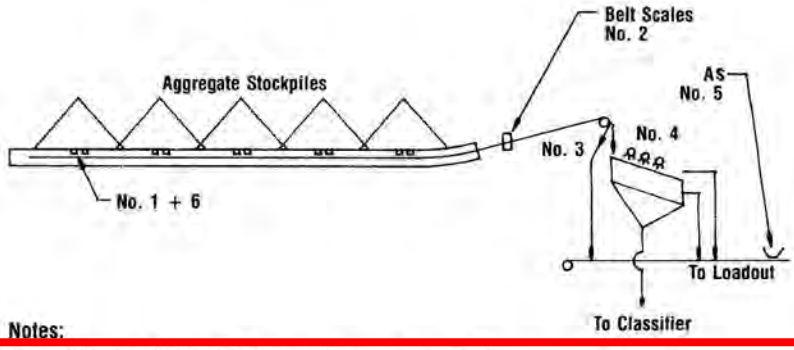
Levels of Automation: The simplest rules to follow are "Don't automate anything you can't control" and "Monitor and automate everything you need to control." The most desirable level of automation to achieve must be determined on a case-by-case basis. Many automation schemes are designed into existing control and monitoring systems. Figures 8.22 and 8.23 illustrate several alternative schemes for achieving automation for a crusher feed control and blending system.



Notes:

1. **Belt scale to monitor plant production rate and accumulated totals.**
2. **Level control for surge bin to control rate of feed from reclaim feeders from surge pile.**
3. **Variable speed belt feeder to control feed to crusher.**
4. **On cone crushers use level and power control to monitor and control rate of feed to crushers. On impact crushers use power control to monitor and control rate of feed to crusher.**

Figure 8.22 Typical crusher feed control.



Notes:

1. Slide gate feeder for blending coarse aggregate.
2. Belt scales to calibrate slide gate feeders rate of flow with various coarse aggregate sizes. Also scales are used to monitor if blend rate of feed is within acceptable tolerance.
3. By-pass flop gate for dry coarse aggregate.
4. Rinsing screen for rinsed coarse aggregate.
5. Automatic sampler for retrieving samples for quality assurance monitoring.
6. Blends are established by experience resulting from monitoring the quality assurance program.

Figure 8.23 Typical blending system.

Most successful automation schemes include using programmable controllers and/or computer-based hardware. The level of automation can extend to a completely automated process, assisting the operator in achieving the highest plant operating efficiency. The sensor equipment and monitors controlling the process must be selected and installed to assure the reliability necessary to minimize unscheduled downtime. The interlocking of equipment in the process is controlled by a software program.

The equipment used in an automated plant should have proven field performance and reliability. Work with companies and manufacturers that have provided reliable and proven hardware, software and sensory devices. Finally, visits to processing plants that have been successfully automated are most beneficial.

Economic Justification: Unless the required changes in plant and the cost of automation have a favorable rate of return on the necessary investment, automation is not feasible. Each level of automation must have economic justification.

Quality Control and Automation: Increased productivity can be achieved by automatic feed controls under the proper conditions. A constant feed to the crushers at the highest production rate can be controlled by monitoring by sensors from the power load on the crusher motors and/or by level control of material in the crushing chamber (assuming a cone crusher is used). Automating the crusher circuit also can produce a higher quality stone with respect to particle shape and gradation.

If the screens receive a constant feed from the crusher as a result of automating, the material gradation will have a minimum variation. The bed depth and rate of flow of material across the screens will be constant. Screening efficiency also will be constant and the circulating load stable. The finished products from the screens will maintain a closer tolerance to the specifications as a result of automation of the process. Automatic samplers can assist with quality control within the processing plant before the materials are stockpiled. Automatic samplers can be utilized at loadout for quality assurance testing.

Summary: The automation process should be implemented by combining a thorough knowledge of the processing requirements with the knowledge of electronic or electrical technology. Good plant engineering and in-plant testing is the foundation to a successful automation project. A major producer's flow chart is shown in Figure 8.24.

The world of aggregates production is becoming more complex. To be successful, aggressive plans must be developed to overcome stiffer competition, tighter government controls and an ever changing product mix. The competitive edge and rewards will go to the producer who best addresses each of these areas.

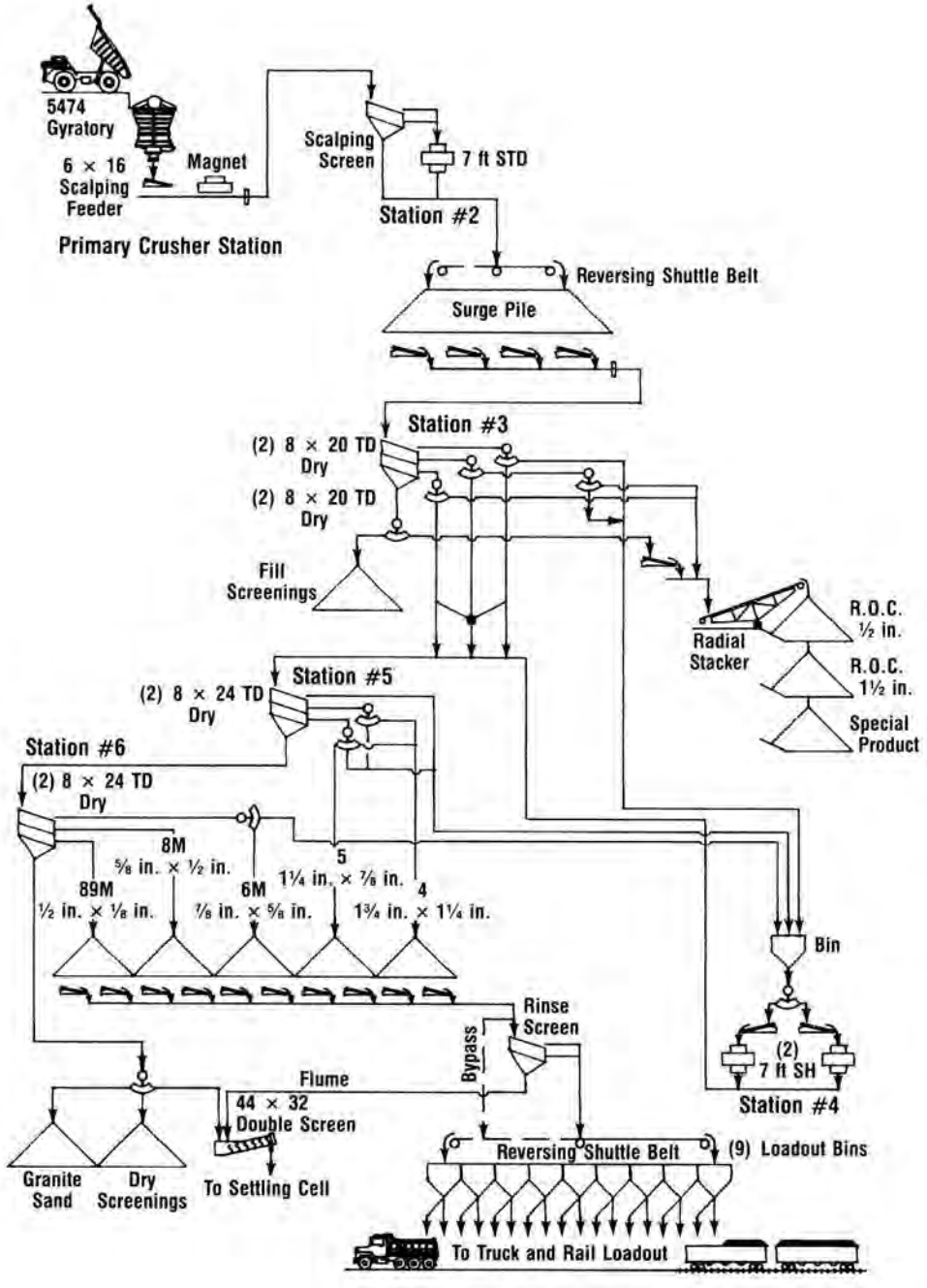


Figure 8.24 Typical blending system.

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ATTACHMENT 6

(Adopted January 7, 2005)(Amended September 8, 2006)

RULE 1157. PM10 EMISSION REDUCTIONS FROM AGGREGATE AND RELATED OPERATIONS

(a) Purpose

The purpose of this rule is to reduce PM10 emissions from aggregate and related operations.

(b) Applicability

This rule applies to all permanent and temporary aggregate and related operations, unless otherwise exempt under subdivision (h).

(c) Definitions

(1) AGGREGATE OPERATIONS are defined as operations that produce sand, gravel, crushed stone, and/or quarried rocks.

(2) AGGREGATE OR RELATED MATERIAL means material that is produced and/or used by the aggregate and related operations.

(3) AGGREGATE TRUCKS mean trucks with open tops, used to transport the products of the aggregate and related operations to other processors, retailers, or end users.

(4) BLASTING OPERATIONS are defined as operations that break or displace rock by means of explosives.

(5) BUNKER is defined as a three-sided enclosure of which one side may be a windscreen with a maximum porosity of 20%.

(6) CARRY-BACK is defined as materials that fall off the underside of the conveyor belt and accumulate on the ground.

(7) CHEMICAL STABILIZERS are any non-toxic chemical dust suppressant. The chemical stabilizers shall meet any specifications, criteria, or tests required by any federal, state, or local water agency.

(8) CONVEYOR means an above-ground, outdoor conveyor system to move materials from any location, process, or equipment to another in a continuous fashion.

(9) DISTURBED SURFACE AREA means a portion of a surface which has been physically moved, uncovered, destabilized, or otherwise modified from its undisturbed natural soil condition, thereby increasing the potential

for emission of fugitive dust. This definition excludes those areas which have:

(A) been restored to a natural state, such that the vegetative ground cover and soil characteristics are similar to adjacent or nearby natural conditions;

(B) been paved or otherwise completely covered by a permanent structure; or

(C) sustained a vegetative ground cover of at least 70 percent of the native cover for a particular area for at least 30 days.

(10) DUST SUPPRESSANTS are water, hygroscopic materials, or chemical stabilizers used as a treatment material to reduce fugitive dust emissions.

(11) ENCLOSED SCREENING EQUIPMENT means screening equipment where the top portion of the equipment is enclosed, except for the area where materials enter the screening equipment.

(12) END OF WORK DAY means the end of a working period that may include one or more work shifts, but no later than 8 p.m.

(13) EQUIPMENT BREAKDOWN means an unforeseeable impairment of an air pollution control equipment or related operating equipment which causes a violation of any emission limitation or restriction prescribed by this rule or by State law and which: is not the result of neglect or disregard of any air pollution control law, rule, or regulation; is not a recurrent breakdown of the same equipment; and, does not constitute a nuisance as defined in the State of California Health and Safety Code, Section 41700, with the burden of proving the criteria of this section placed upon the person seeking to come under the provisions of this rule.

(14) EXISTING FACILITY/OPERATION means a facility or an operation that has begun to operate, or has an application for Permit to Construct that has been deemed complete by the Executive Officer on or before December 3, 2004.

(15) FRONT-END LOADER means a wheeled or tractor loader, with a bucket or fork hinged to lifting arms that loads or digs entirely at the front end.

(16) FUGITIVE DUST means any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of any person.

(17) GEOTEXTILE means permeable textile, including but not limited to, mesh, net, or even grid that is used in contact with soil or rocks with the purpose of adding stability to the gravel pad.

(18) HAUL ROAD means an unpaved road that is used by haul trucks to carry materials from the quarry to different locations within the facility.

(19) HAUL TRUCK means a diesel heavy-duty truck having a minimum capacity of 50 tons and is used to transport aggregates within the facility.

(20) HIGH WINDS means instantaneous wind speeds exceed 25 miles per hour.

(21) INFREQUENT MINING OPERATIONS mean operations that have state mine IDs, approved reclamation plans and bonding as required by State Mining and Reclamation Act of 1975, and only operate on an average of 52 days per year over the past three years from December 3, 2004.

(22) INTERNAL ROADS mean private paved and unpaved roads within the facility's property boundary.

(23) LOADING means an activity to move materials from any location to a truck.

(24) MATERIAL SPILLAGE means material inadvertently lost or scattered by spilling.

(25) MIXER TRUCK means truck that mixes cement and other ingredients in a drum to produce concrete.

(26) NEW FACILITY/OPERATION means a facility or an operation that has not begun to operate, or does not have an application for Permit to Construct that has been deemed complete by the Executive Officer as of December 3, 2004.

(27) NON-POROUS WALLS are walls that have zero percent porosity. Non-porous walls include but are not limited to concrete and steel walls.

(28) OPEN STORAGE PILE is any accumulation of aggregate or related material which is not fully enclosed, covered or chemically stabilized, and which attains a height of three feet or more and a total surface area of 150 or more square feet.

(29) OTHER DUST CONTROL METHODS including but not limited to baghouses, filter bags, enclosures, and partial enclosures.

(30) PAVED ROAD means a public or private improved street, highway, alley, public way, or easement that is covered by typical roadway materials, but excluding access roadways that connect a facility with a public paved

roadway and are not open to through traffic. Public paved roads are those open to public access and that are owned by any federal, state, county, municipal or any other governmental or quasi-governmental agencies. Private paved roads are any paved roads not defined as public.

(31) PERMANENT FACILITY/OPERATION means a facility or an operation that is performed at one physical location for more than two years.

(32) PM10 means particulate matter with an aerodynamic diameter smaller than or equal to 10 microns as measured by the applicable State and Federal reference test methods.

(33) PRODUCTION WORK SHIFT is an eight hour operating period based on the 24 hour operating schedule.

(34) RELATED OPERATIONS are defined as operations that use sand, gravel, cement, crushed stone, and/or quarried rocks in their products, or crush miscellaneous base, and inert landfills that handle construction/demolition debris.

(35) RETURNED PRODUCTS mean left over concrete or asphalt products that were not used at the job sites and were brought back to the facility.

(36) RUMBLE GRATE is a system where the vehicle is vibrated while traveling over grates with the purpose of removing dust and other debris.

(37) SCALPING SCREEN means a screen where debris and oversized materials are rejected.

(38) SENSITIVE RECEPTOR is a school (kindergarten through grade 12), licensed daycare center, hospital, or convalescent home.

(39) SILO means an elevated storage container, with or without a top, that releases material through the bottom.

(40) STABILIZED SURFACE means any previously disturbed surface area or open storage pile which, through the application of dust suppressants, shows visual or other evidence of surface crusting and is resistant to wind-driven fugitive dust and is demonstrated to be stabilized. Stabilization can be demonstrated by one or more of the applicable test methods contained in the Rule 403 Implementation Handbook.

(41) STAGING AREA is a place where aggregate and mixer trucks temporarily queue for their loading or unloading turn.

(42) TEMPORARY FACILITY/OPERATION means a facility that operates or an operation that is performed at one physical location for two years or less. Temporary facility/operation includes portable facility/operation.

(43) TRACK-OUT means any material that adheres to and agglomerates on the exterior surface of motor vehicles, haul trucks, and equipment (including tires) that has been released onto a paved road and can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(44) TRANSFER means an activity to move materials from any location to any location within a facility.

(45) TRANSFER POINT is a point in a conveying system where the materials are dropped onto a stockpile, equipment, or another conveyor, or where a conveyor belt enters or exits the processing equipment.

(46) TRUCK TRIMMING AREA means an area where trucks that are exiting a facility/operation are inspected to determine whether the amount and type of loaded material is correct. Any excess material is removed in this area of the facility/operation.

(47) TRUCK WASHER means a system that is used to wash the entire surface and the tires of a truck.

(48) TUNNEL FEED is underground belt conveyor system to move the materials from any location to any location within a facility in a continuous fashion.

(49) TYPICAL ROADWAY MATERIALS means concrete, asphaltic concrete, recycled asphalt, asphalt, or any other material of equivalent performance as determined by the Executive Officer and the U.S. EPA.

(50) UNLOADING means an activity to release the materials from a truck or a front-end loader to any location located inside the facility.

(51) UNPAVED ROADS mean any roads, equipment paths, or travel ways that are not covered by typical roadway materials. Public unpaved roads are any unpaved roadway owned by Federal, State, county, municipal or other governmental or quasi-governmental agencies. Private unpaved roads are all other unpaved roadways not defined as public. Internal unpaved roads are private unpaved roads within the facility's property boundary.

(52) WATER IRRIGATION SYSTEM means devices that are mounted above an open storage pile to deliver water to a pile.

(53) WHEEL WASHER means a system that is capable of washing the entire circumference of each wheel of the vehicle.

(54) VALIDATED NOTICE OF VIOLATION means a notice of violation issued by a District enforcement officer that has been finally resolved by means of either a settlement with the alleged violator resulting in the

payment of a civil penalty in any amount or a court judgment imposing civil or criminal liability on the alleged violator based on the conduct alleged in the notice of violation.

(d) Requirements

Unless otherwise stated, effective July 1, 2005, aggregate and related operations shall comply with the following requirements:

(1) General Performance Standards

(A) The operator of a facility/operation shall not cause or allow:

(i) a discharge into the atmosphere of, fugitive dust emissions exceeding 20 percent opacity from any activity, equipment, storage pile, or disturbed surface area, based on an average of 12 consecutive readings, using the SCAQMD Opacity Test Method No. 9B; or

(ii) discharges into the atmosphere of, fugitive dust emissions exceeding 50 percent opacity from any activity, equipment, storage pile, or disturbed surface area, based on five individual, consecutive readings, using the SCAQMD Opacity Test Method No. 9B, effective December 3, 2005; or

(iii) any visible fugitive dust plume from exceeding 100 feet in any direction from any activity, equipment, storage pile, or disturbed surface area.

(B) The operator of a facility/operation shall promptly remove any pile of material spillage on any internal paved roads. Alternatively, the operator shall maintain in a stabilized condition the pile of material spillage with dust suppressants and remove it by the end of each day.

(C) The operator of a facility/operation shall maintain in a stabilized condition all other piles of material spillage and carry-back with dust suppressants until removal.

(D) The operator of a facility/operation shall use sufficient dust suppressants or other dust control methods as necessary to meet the performance standards in subparagraph (d)(1)(A).

(E) Where applicable, the operator shall install a gravel pad that:

(i) Contains one-inch or larger washed gravel maintained to a depth of six inches;

(ii) Has a geotextile lining underneath the washed gravel; and

(iii) Is flushed with water or is completely replaced, as necessary to comply with the track out threshold set forth in Rule 403.

(2) Loading, Unloading, and Transferring

The operator of an existing permanent or temporary facility/operation shall use dust suppressants or other dust control methods at each emission source during loading, unloading, or transferring activities of materials as necessary to meet the performance standards in subparagraph (d)(1)(A).

(3) Conveyor

The operator of a facility/operation using a conveyor shall apply dust suppressants or other dust control methods at the conveyor including all transfer points where materials are released as necessary to meet the performance standards in subparagraph (d)(1)(A).

(4) Crushing Equipment

The operator of a facility/operation conducting crushing activities of materials shall use baghouses to control PM10 emissions. Alternatively, the operator may apply dust suppressants or other dust control methods at the crusher including all discharge points as necessary to meet the performance standards in subparagraph (d)(1)(A).

(5) Screening Equipment

The operator of a facility/operation conducting outdoor screening activities of materials shall use enclosed screening equipment that is equipped with a baghouse. Alternatively, the operator may apply dust suppressants or other dust control methods at the screening equipment including all discharge points during such activities as necessary to meet the performance standards in subparagraph (d)(1)(A).

(6) Storage Piles

(A) The operator of a facility/operation shall maintain in a stabilized condition the entire surface area of the open storage piles of materials, except for areas of the piles that are actively disturbed during the loading and/or unloading activities. Alternatively, the operator may:

(i) store materials in a silo or a bunker;

(ii) maintain at least two feet of freeboard from the highest portion of the piles; and

(iii) for the bunker, stabilize the sides of the pile that are not shielded by non-porous walls.

(B) At the end of each work day in which loading or unloading activities of materials were performed, the operator of a facility/operation shall re-apply dust suppressants to re-stabilize disturbed areas of the piles.

(C) The operator of a facility/operation shall not allow any open storage piles of materials to be greater than eight feet height if such piles are located within 300 feet of off-site occupied buildings or houses. Alternatively, the operator of a facility/operation shall operate a water irrigation system to maintain in a stabilized condition the entire surface of the piles.

(7) Internal Roads

(A) Unpaved Haul Roads

(i) The operator of a facility/operation shall apply chemical stabilizers on the internal unpaved haul roads so that the surface is maintained in a stabilized condition.

(ii) The operator of a facility/operation shall post signs at the two ends of the internal unpaved haul roads, stating that haul trucks shall use these roads unless traveling to the maintenance areas.

(B) Unpaved Non-Haul Roads and Parking and Staging Areas

The operator of a facility/operation shall apply chemical stabilizers on such unpaved roads and parking and staging areas so that the surface is maintained in a stabilized condition, or apply a gravel pad that meets the criteria set forth in subparagraph (d)(1)(E) on the entire unpaved non-haul road and/or the parking and staging areas.

(C) Paved Roads

(i) The operator of a facility/operation with a minimum of 60 aggregate and/or mixer trucks exiting the facility on any day shall sweep the internal paved roads with a street sweeper by the end of each production work shift.

(ii) The operator of a facility/operation with less than 60 aggregate and/or mixer trucks exiting the facility on any day shall sweep the internal paved roads with a street sweeper by the end of every other work day. On the days that the roads are not swept, the operator shall apply water as necessary to comply with subparagraph (d)(1)(A) on at least 100 feet of paved roads, or the entire length of paved roads leading to an exit to public paved roads, if such roads are less than 100 feet long.

(iii) Sweepers that are purchased after December 3, 2004 shall meet the criteria of PM10-efficient Rule 1186-certified sweepers.

(iv) The operator of a new facility/operation shall use Rule 1186-certified-sweepers to sweep the internal paved roads.

(8) Track-Out

(A) The operator of a facility/operation and the drivers must take all reasonable steps to ensure that all loads on aggregate trucks are leveled and maintained with at least 6 inches of freeboard, and that the load is stabilized by applying dust suppressants in sufficient quantities so that the performance standards in subparagraph (d)(1)(A) are met, unless the driver tarps or suitably covers the load prior to entering paved public roads or prior to the use of a rumble grate and/or wheel washer.

(B) The operator of a facility/operation must post signs at the exits of the facility to require all loads to comply with the requirements in subparagraph (d)(8)(A).

(C) Effective December 3, 2005, the operator of a facility/operation not covered under subparagraph (d)(8)(D) shall install and utilize a rumble grate, a wheel washer, or a truck washer in accordance with the following:

(i) The rumble grate, the wheel washer, or the truck washer shall be located no less than 30 feet prior to each exit that is used by aggregate and/or mixer trucks and leading to a paved public road;

(ii) The operator must ensure that all aggregate and mixer trucks leaving the facility go through the rumble grate, the wheel washer, or the truck washer;

(iii) The operator shall post a sign by the rumble grate, the wheel washer, or the truck washer to designate the speed limit to 5 miles per hour for using such control equipment; and

(iv) If the internal road from the rumble grate, the wheel washer, or the truck washer to any paved public road is not paved, the operator shall apply a gravel pad that meets the criteria set forth in subparagraph (d)(1)(E) to such roads.

(v) An operator is not subject to clause (d)(8)(C)(i) if he can demonstrate to the Executive Officer, by July 1, 2005, that there is not adequate space for 30 feet of roadway and that a rumble grate, a wheel washer, or a truck washer at a shorter distance will be adequate to prevent track out of dust to the public road. The operator of a new, temporary facility/operation shall provide such demonstration to the Executive Officer prior to the beginning of its operation.

(D) Effective December 3, 2005, the operator of a new permanent facility/operation with land size in excess of 25 acres or with a designed daily throughput of 750 tons, and the operator of an existing permanent facility/operation with a minimum of 60 aggregate and/or mixer trucks exiting the facility on any day shall install and utilize a rumble grate and a wheel washer in accordance to the following:

(i) The rumble grate and the wheel washer shall be located no less than 30 feet prior to each exit that is used by aggregate and/or mixer trucks and leading to a paved public road. The rumble grate shall be located within 10 feet from the wheel washer.

(ii) The operator must ensure that all aggregate and mixer trucks leaving the facility go through the rumble grate first and then, the wheel washer.

(iii) The operator shall post a sign by the rumble grate to designate the speed limit to 5 miles per hour for traveling over the rumble grate and wheel washer.

(iv) The operator shall pave the internal roads from the rumble grate and the wheel washer to the facility exits leading to paved public roads.

(v) The operator must ensure that all aggregate and mixer trucks stay on the internal paved roads between the wheel washer and the facility exits leading to paved public roads.

(vi) An operator is not subject to clause (d)(8)(D)(i) if he can demonstrate to the Executive Officer, by July 1, 2005, that there is not adequate space for 30 feet of roadway and that a rumble grate and a wheel washer at a shorter distance will be adequate to prevent track out of dust to the public road. The operator of a new, permanent facility/operation shall provide such demonstration to the Executive Officer prior to the beginning of its operation.

(E) The operator of a facility/operation shall provide the "Fugitive Dust Advisory" information prepared by the District to the aggregate and/or mixer truck company and/or broker at least once each calendar year.

(9) The operator of a new permanent facility/operation shall comply with all requirements set forth in this rule and apply Best Available Control Technology required by the Executive Officer.

(10) New and/or modified equipment shall comply with 40 CFR Part 60, Subpart I and/or 40 CFR Part 60, Subpart OOO as appropriate.

(e) Recordkeeping:

The operator of a facility/operation shall keep the following records on-site for 3 years, or 5 years for Title V facility, and make such records available to the Executive Officer upon request:

(1) Records of watering and sweeping schedule for internal paved roads;

(2) Records of aggregate and/or mixer trucks exiting the facility;

(3) Records of "Fugitive Dust Advisory" information distribution;

(4) Records of new equipment initial start-up and/or existing equipment start-up after a repair to fix an equipment breakdown if seeking exemption pursuant to subparagraphs (h)(1)(B) and/or (h)(1)(C);

(5) Records of scheduled maintenance activities if seeking exemption pursuant to subparagraph (h)(1)(A);

(6) Records of aggregate materials that meet the descriptions in subparagraphs (h)(2)(A) and (h)(2)(B); and

(7) Records of operating days if seeking exemption pursuant to subparagraph (h)(10)(D).

(f) Test Methods

The following test methods shall be used to determine compliance with this rule:

(1) SCAQMD Opacity Test Method No. 9B

(2) The Stabilized Surface Test Method included in the SCAQMD Rule 403 Implementation Handbook.

(g) Additional Requirements Triggered by Recurrent Violation:

(1) The operator of an existing facility located within 500 meters of off-site occupied buildings or houses or a sensitive receptor, who accrues three or more validated notices of violation for causing or allowing fugitive dust emissions exceeding the opacity limits in clauses (d)(1)(A)(i) as measured by the test methods in (f), or a visible fugitive dust plume exceeding 100 feet in any direction, issued on separate days for violations from the same emission source at the facility in any continuous twelve month period ("recurrent violations") starting from December 3, 2005 shall, within 30 days of the third notice of violation being validated, submit an emission reduction plan to the Executive Officer that meets the following requirements:

(A) The plan must propose additional emission control measures sufficient to remedy the causes of the recurrent violations and prevent future violations; and

(B) It must provide for implementation of the specified additional control measures at the earliest practicable date.

(2) The Executive Officer shall approve the emission reduction plan within 30 days of receipt of a complete plan if it is determined that implementation will likely remedy the causes of the recurrent violations. The Executive

Officer may impose additional conditions in the plan if it is determined necessary to remedy the causes of the recurrent violations, however, the Executive Officer may not require, as a condition to approving an emission reduction plan under this paragraph, an operator to implement control measures that are economically or technologically infeasible, that do not directly address the cause of the recurrent violations, or that require the operator to take responsibility for the conduct of a third party over whom the operator has no legal control. A disapproval or conditional approval of a plan by the Executive Officer may be appealed to the Hearing Board.

(3) The Executive Officer shall disapprove any plan that does not demonstrate a substantial likelihood of preventing violations in the future. If a plan is disapproved, the responsible party shall submit a revised plan which cures the defects within 30 days of receipt of notice of disapproval.

(h) Exemptions

(1) The following activities will be exempt from requirements set forth in subparagraph (d)(1)(A):

(A) The first 8 hours of the new equipment initial start-up and the first 2 hours of the equipment start-up after a repair to fix an equipment breakdown or after a maintenance activity scheduled at least 48 hours in advance by the operator of a facility.

(B) Blasting operations.

(2) During high winds, the operator of a facility/operation will be exempt from the requirements in subparagraph (d)(1)(A) if:

(A) All activities, including aggregate excavation, production, loading and unloading activities, and material transport, are ceased, except for dust controls as required by District rules; or

(B) All excavation and earthmoving operations, except for underwater dredging and the transporting of dredged materials to the surge pile, and aggregate production (but not loading or transport) are ceased, provided:

(i) dust controls as required by District rules are applied; and

(ii) unpaved roads have had chemical stabilizers applied prior to the wind event, or where unpaved roads have not had

chemical stabilizers applied, water is applied twice per hour during active operations; and

(iii) within fifteen (15) minutes of each loading activity, water is applied to un-stabilized areas of open storage piles that will be actively disturbed during loading; or

(C) The only activities being conducted at ready-mixed concrete or hot mix asphalt facilities are those activities that produce materials for use in construction projects which are being paved or poured during high winds, provided that dust controls as required by District rules are applied.

(3) Scalping screens will be exempt from the enclosure required in paragraph (d)(5).

(4) The operator of a facility/operation is exempt from the use of chemical stabilizers for internal unpaved roads if the use of applicable chemical dust suppressants on those specific unpaved roads violates the rules and/or regulations of the local Water Quality Control Board or other government agency. Alternatively, the operator of a facility/operation may use water, proving that:

(A) Water is used in sufficient quantity and frequency on those specific internal unpaved roads so that the surface is maintained in a stabilized condition; and

(B) The operator notifies the Executive Officer in writing 30 days prior to the use of water and demonstrates that the use of chemical was not allowed on those specific unpaved roads.

(5) Empty haul trucks traveling to and from maintenance areas are exempt from the requirement to use internal unpaved haul roads if they travel on internal unpaved non-haul roads that comply with the requirement in subparagraph (d)(7)(B).

(6) The unpaved non-haul roads will be exempt from the requirement in subparagraph (d)(7)(B) if such roads are used less than twice a day, and signs are posted on such roads to restrict speed limit to 15 miles per hour and to restrict traffic to such vehicles only.

(7) Carry-back that is generated by the tunnel feed will be exempt from the requirement set forth in subparagraph (d)(1)(C).

(8) Truck trimming areas are exempt from the requirement in subparagraph (d)(1)(C).

(9) Facilities where aggregate trucks are not used to carry aggregate or related materials to and off the facility property are exempt from the requirements in paragraph (d)(8).

(10) The following are not required to install and operate a wheel washer:

(A) Facilities that have their internal roads all paved and with the exception of returned products, their aggregate or related materials metered directly to a ready-mix or hot mix asphalt truck. The facilities may accept returned products and are still qualified for the exemption from a wheel washer. The facilities are instead required to have a rumble grate or a truck washer and comply with subparagraph (d)(8)(C).

(B) Facilities with less than 5 acres in land size and handle recycled asphalt and recycled concrete exclusively, provided the facility installs a rumble grate, comply with clauses (d)(8)(C)(i) through (d)(8)(C)(iii), and applies a gravel pad that meets the criteria set forth in subparagraph (d)(1)(E) on the entire unpaved non-haul roads leading to a paved public road.

(C) Facilities that pave a minimum of ¼ mile from the rumble grate to the facility exit leading to a paved public road.

(D) Facilities that are infrequent mining operations, provided they install a rumble grate and apply a gravel pad that meets the criteria set forth in subparagraph (d)(1)(E) for a distance of no less than 100 feet from the rumble grate to the facility exit leading to a paved public road, and keep records in accordance with paragraph (e)(6). The facility shall inform the District in the case that they operate more than 52 days per year based on the average of a rolling 3 year period after December 3, 2004. In this case, the facility shall comply with the requirements set forth in paragraph (d)(8).

(11) The operator of a facility/operation is exempt from using the test methods set forth in paragraph (f)(2) for the demonstration of the surface stabilization of open storage piles where 90% of their volume contain materials that are larger than ½ inch product, providing such piles meet the performance standards in subparagraph (d)(1)(A).

(i) Alternative Control Options

In lieu of using dust suppressants, the operator of a facility/operation may submit for approval by the Executive Officer and the U.S. Environmental Protection Agency a plan for achieving equivalent emission reductions through alternative control measures.

ATTACHMENT 7

AP-42
FIFTH EDITION
JANUARY 1995

COMPILATION OF AIR POLLUTANT EMISSION FACTORS

VOLUME I: STATIONARY POINT AND AREA SOURCES

Office Of Air Quality Planning And Standards
Office Of Air And Radiation
U. S. Environmental Protection Agency
Research Triangle Park, NC 27711

January 1995

13.2.4 Aggregate Handling And Storage Piles

13.2.4.1 General

Inherent in operations that use minerals in aggregate form is the maintenance of outdoor storage piles. Storage piles are usually left uncovered, partially because of the need for frequent material transfer into or out of storage.

Dust emissions occur at several points in the storage cycle, such as material loading onto the pile, disturbances by strong wind currents, and loadout from the pile. The movement of trucks and loading equipment in the storage pile area is also a substantial source of dust.

13.2.4.2 Emissions And Correction Parameters

The quantity of dust emissions from aggregate storage operations varies with the volume of aggregate passing through the storage cycle. Emissions also depend on 3 parameters of the condition of a particular storage pile: age of the pile, moisture content, and proportion of aggregate fines.

When freshly processed aggregate is loaded onto a storage pile, the potential for dust emissions is at a maximum. Fines are easily disaggregated and released to the atmosphere upon exposure to air currents, either from aggregate transfer itself or from high winds. As the aggregate pile weathers, however, potential for dust emissions is greatly reduced. Moisture causes aggregation and cementation of fines to the surfaces of larger particles. Any significant rainfall soaks the interior of the pile, and then the drying process is very slow.

Silt (particles equal to or less than 75 micrometers [μm] in diameter) content is determined by measuring the portion of dry aggregate material that passes through a 200-mesh screen, using ASTM-C-136 method.[1] Table 13.2.4-1 summarizes measured silt and moisture values for industrial aggregate materials.

Table 13.2.4-1. TYPICAL SILT AND MOISTURE CONTENTS OF MATERIALS AT VARIOUS INDUSTRIES[a]

Industry	No. Of Facilities	Material	Silt Content (%)			Moisture Content (%)		
			No. Of Samples	Range	Mean	No. Of Samples	Range	Mean
Iron and steel production	9	Pellet ore	13	1.3 - 13	4.3	11	0.64 - 4.0	2.2
		Lump ore	9	2.8 - 19	9.5	6	1.6 - 8.0	5.4
		Coal	12	2.0 - 7.7	4.6	11	2.8 - 11	4.8
		Slag	3	3.0 - 7.3	5.3	3	0.25 - 2.0	0.92
		Flue dust	3	2.7 - 23	13	1	—	7
		Coke breeze	2	4.4 - 5.4	4.9	2	6.4 - 9.2	7.8
		Blended ore	1	—	15	1	—	6.6
		Sinter	1	—	0.7	0	—	—
		Limestone	3	0.4 - 2.3	1.0	2	ND	0.2
Stone quarrying and processing	2	Crushed limestone	2	1.3 - 1.9	1.6	2	0.3 - 1.1	0.7
		Various limestone products	8	0.8 - 14	3.9	8	0.46 - 5.0	2.1
Taconite mining and processing	1	Pellets	9	2.2 - 5.4	3.4	7	0.05 - 2.0	0.9
		Tailings	2	ND	11	1	—	0.4
Western surface coal mining	4	Coal	15	3.4 - 16	6.2	7	2.8 - 20	6.9
		Overburden	15	3.8 - 15	7.5	0	—	—
		Exposed ground	3	5.1 - 21	15	3	0.8 - 6.4	3.4
Coal-fired power plant	1	Coal (as received)	60	0.6 - 4.8	2.2	59	2.7 - 7.4	4.5
Municipal solid waste landfills	4	Sand	1	—	2.6	1	—	7.4
		Slag	2	3.0 - 4.7	3.8	2	2.3 - 4.9	3.6
		Cover	5	5.0 - 16	9.0	5	8.9 - 16	12
		Clay/dirt mix	1	—	9.2	1	—	14
		Clay	2	4.5 - 7.4	6.0	2	8.9 - 11	10
		Fly ash	4	78 - 81	80	4	26 - 29	27
		Misc. fill materials	1	—	12	1	—	11

[a] References 1-10. ND = no data.

13.2.4.3 Predictive Emission Factor Equations

Total dust emissions from aggregate storage piles result from several distinct source activities within the storage cycle:

1. Loading of aggregate onto storage piles (batch or continuous drop operations).
2. Equipment traffic in storage area.
3. Wind erosion of pile surfaces and ground areas around piles.
4. Loadout of aggregate for shipment or for return to the process stream (batch or continuous drop operations).

Either adding aggregate material to a storage pile or removing it usually involves dropping the material onto a receiving surface. Truck dumping on the pile or loading out from the pile to a truck with a front-end loader are examples of batch drop operations. Adding material to the pile by a conveyor stacker is an example of a continuous drop operation.

The quantity of particulate emissions generated by either type of drop operation, per kilogram (kg) (ton) of material transferred, may be estimated, with a rating of A, using the following empirical expression:[11]

$$E = k(0.0016) \frac{\left(\frac{U}{2.2}\right)^{1.3}}{\left(\frac{M}{2}\right)^{1.4}} \text{ (kg/megagram [Mg])} \quad (1)$$

$$E = k(0.0032) \frac{\left(\frac{U}{5}\right)^{1.3}}{\left(\frac{M}{2}\right)^{1.4}} \text{ (pound [lb]/ton)}$$

where:

E = emission factor
k = particle size multiplier (dimensionless)
U = mean wind speed, meters per second (m/s) (miles per hour [mph])
M = material moisture content (%)

The particle size multiplier in the equation, k, varies with aerodynamic particle size range, as follows:

Aerodynamic Particle Size Multiplier (k) For Equation 1				
< 30 μm	< 15 μm	< 10 μm	< 5 μm	< 2.5 μm
0.74	0.48	0.35	0.20	0.053[a]

[a] Multiplier for < 2.5 μm taken from Reference 14.

The equation retains the assigned quality rating if applied within the ranges of source conditions that were tested in developing the equation, as follows. Note that silt content is included, even though silt content does not appear as a correction parameter in the equation. While it is reasonable to expect that silt content and emission factors are interrelated, no significant correlation between the 2 was found during the derivation of the equation, probably because most tests with high silt contents were conducted under lower winds, and vice versa. It is recommended that estimates from the equation be reduced 1 quality rating level if the silt content used in a particular application falls outside the range given:

Ranges Of Source Conditions For Equation 1			
Silt Content (%)	Moisture Content (%)	Wind Speed	
		m/s	mph
0.44 - 19	0.25 - 4.8	0.6 - 6.7	1.3 - 15

To retain the quality rating of the equation when it is applied to a specific facility, reliable correction parameters must be determined for specific sources of interest. The field and laboratory procedures for aggregate sampling are given in Reference 3. In the event that site-specific values for

correction parameters cannot be obtained, the appropriate mean from Table 13.2.4-1 may be used, but the quality rating of the equation is reduced by 1 letter.

For emissions from equipment traffic (trucks, front-end loaders, dozers, etc.) traveling between or on piles, it is recommended that the equations for vehicle traffic on unpaved surfaces be used (see Section 13.2.2). For vehicle travel between storage piles, the silt value(s) for the areas among the piles (which may differ from the silt values for the stored materials) should be used.

Worst-case emissions from storage pile areas occur under dry, windy conditions. Worst-case emissions from materials-handling operations may be calculated by substituting into the equation appropriate values for aggregate material moisture content and for anticipated wind speeds during the worst case averaging period, usually 24 hours. The treatment of dry conditions for Section 13.2.2, vehicle traffic, "Unpaved Roads", follows the methodology described in that section centering on parameter p. A separate set of nonclimatic correction parameters and source extent values corresponding to higher than normal storage pile activity also may be justified for the worst-case averaging period.

13.2.4.4 Controls[12-13]

Watering and the use of chemical wetting agents are the principal means for control of aggregate storage pile emissions. Enclosure or covering of inactive piles to reduce wind erosion can also reduce emissions. Watering is useful mainly to reduce emissions from vehicle traffic in the storage pile area. Watering of the storage piles themselves typically has only a very temporary slight effect on total emissions. A much more effective technique is to apply chemical agents (such as surfactants) that permit more extensive wetting. Continuous chemical treating of material loaded onto piles, coupled with watering or treatment of roadways, can reduce total particulate emissions from aggregate storage operations by up to 90 percent.[12]

References For Section 13.2.4

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10. *Chicago Area Particulate Matter Emission Inventory — Sampling And Analysis*, EPA Contract No. 68-02-4395, Midwest Research Institute, Kansas City, MO, May 1988.

11. *Update Of Fugitive Dust Emission Factors In AP-42 Section 11.2*, EPA Contract No. 68-02-3891, Midwest Research Institute, Kansas City, MO, July 1987.

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13. C. Cowherd, Jr., *et al., Control Of Open Fugitive Dust Sources*, EPA-450/3-88-008, U. S. Environmental Protection Agency, Research Triangle Park, NC, September 1988.

14. C. Cowherd, *Background Document for Revisions to Fine Fraction Ratios &sed for AP-42 Fugitive Dust Emission Factors*. Prepared by Midwest Research Institute for Western Governors Association, Western Regional Air Partnership, Denver, CO, February 1, 2006.

ATTACHMENT 8

RESOLUTION NO. 2024-06PC

A RESOLUTION OF THE CITY OF BELL PLANNING COMMISSION FINDING AN AGGREGATE TRANSLOADING FACILITY TO BE A USE CUSTOMARILY CONDUCTED IN THE OPEN AND RECOMMENDING THE CITY COUNCIL APPROVE THIS RESOLUTION

WHEREAS, the Development Agreement for the Bell Business Center, approved in 2013, identifies permitted uses in the Bell Business Center, which include uses permitted in the M (Manufacturing) and C-M (Commercial Manufacturing) zones;

WHEREAS, an aggregate transloading facility such as that currently being operated by CEMEX in the Bell Business Center, is a permitted use within the scope of the M zone as one of the following uses, identified in Municipal Code Section 17.40.020 paragraphs 3, 21 and 31: (a) contractor or construction offices, shops and yards, including but not limited to cement; (b) sand, gravel, fill dirt, topsoil sales and storage; and/or (c) warehousing, distribution and storage facilities;

WHEREAS, an aggregate transloading facility such as that currently being operated by CEMEX in the Bell Business Center, is a permitted use as a warehousing, distribution and storage facility within the scope of the C-M zone, identified in Municipal Code Section 17.36.020 paragraph 4;

WHEREAS, these uses were permitted uses in 2013 when the Development Agreement was approved pursuant to Sections 17.40.020 and 17.36.020 of the Municipal Code and remain permitted uses under those sections at the present time;

WHEREAS, Sections 17.36.030 and 17.40.030 of the Municipal Code provide all uses in the M and C-M zones are to be "conducted within a completely enclosed building except for those uses which are customarily conducted in the open";

WHEREAS, Section 17.04.090 of the Municipal Code provides the Planning Commission may clarify provisions of the City's zoning ordinance and recommend to the City Council that it approve the Planning Commission's resolution stating such clarification;

WHEREAS, at the Planning Commission regular meeting of May 1, 2024, the Planning Commission held a public hearing to receive testimony and other evidence regarding the potential making of a finding that an aggregate transloading facility is a use customarily conducted in the open, including without limitation, information provided to the Planning Commission by City staff.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF BELL DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct and are incorporated herein. The staff report regarding this agenda item is also incorporated herein.

SECTION 2. The staff report prepared for the public hearing that took place on May 1, 2024, regarding this matter is incorporated herein by reference and accepted by the Planning

Commission as evidence that an aggregate transloading facility is a use customarily conducted in the open.

SECTION 3. Based on substantial evidence, both written and oral, from the public hearing, the Planning Commission makes the following findings:

A. An aggregate transloading facility is a use customarily conducted in the open.

B. This finding is consistent with State law.

C. The Planning Commission recommends that the City Council approve this resolution and the finding made herein.

D. CEQA Findings. The Planning Commission's acts of making this finding and recommending that City Council approve it are not subject to CEQA review because: (i) it is not an "approval" of a project and does not commit the City to any definite course of action regarding any project; (ii) the making of the finding is not a project within the definition in Public Resources Code § 21080 because it will not result in a change in the physical environment, because that change has already occurred; and/or (iii) the making of the finding and the recommendation to the City Council fall within the scope of the common sense exception from CEQA, Guidelines § 15061(b)(3), in that there is no possibility making the finding will have a significant effect on the environment. This resolution involves making a finding based on evidence. It does not address implementation of a physical change to the environment and does not address mitigation of impacts.

SECTION 3. On the basis of these findings, the Planning Commission hereby recommends City Council approval of this resolution and the finding expressed herein.

PASSED, APPROVED, AND ADOPTED at a regular meeting of the Planning Commission of the City of Bell, California, this 1st day of May, 2024.

_____ Luis Mesa, Chair

ATTEST: _____ Angela Bustamante, City Clerk

APPROVED AS TO FORM: _____ Lona Laymon, Deputy City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY: I, Angela Bustamante, Secretary to the Planning Commission of the City of Bell, hereby attest to and certify that the foregoing ordinance is the original ordinance adopted by the Bell

DRAFT

Planning Commission at its regular meeting held on the ____ day of _____, 2024, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____ Angela Bustamante, Planning Commission Secretary

DRAFT

AGENDA ITEM 7A

MINUTES OF THE REGULAR MEETING OF THE BELL PLANNING

COMMISSION Wednesday, March 1, 2023 at 7:00 p.m.

Location: Bell Community Center, 6250 Pine Avenue, Bell CA 90201

MEETING WILL BE HELD IN-PERSON AT THE BELL COMMUNITY CENTER

PUBLIC COMMENT: If you wish to make a comment on items listed on the agenda and non-agenda items, you may attend the meeting in-person at Bell Community Center. Please complete a Request to Speak Card available in the location and wait until the chair calls you to approach the podium. Please clearly state your name and address and proceed to make your comments.

You may also submit input electronically through a temporary public comment email established for City of Bell City Council meetings at cityclerk@cityofbell.org. Your written comment must be submitted by 4pm on Wednesday, March 1, 2023. Any emails received after the time indicated will not be included in the record. Written Comments will be subject to the three minute time limitation (approximately 350 words).

The meeting will be recorded and live streamed on the City's website at http://www.cityofbell.org/?NavID=101

1. **Chair Mesa called the meeting to order at 7:00 p.m.**

2. **Roll Call of the Planning Commission:**

   Commissioner Rodrigo Rodarte
   Commissioner Ali Sleiman
   Commissioner Jessica Vallejo
   Vice-Chair Rihan Bedier
   Chair Luis Mesa

PRESENT: Commissioner Sleiman, Commissioner Vallejo, Vice-Chair Bedier, and Chair Mesa

ABSENT: Commissioner Rodarte

Planning Commission Secretary stated that Commissioner Sleiman was absent due to illness in family and asked the Chair to excuse him.

Staff Present: Associate Planner Rodrigo Pelayo, Assistant Planner Jason Garcia, and Planning Commission Secretary Marisa Craft

3. **Pledge of Allegiance was led by Planning Commissioner Sleiman**

4. **Communications from the Public:**

This is the time for members of the public to address the Planning Commission on matters that are listed on the agenda and non-agenda items that are under the subject matter jurisdiction of the Planning Commission. None.

5. **Presentation(s):**

   a. **Planning Commission Briefing by Assistant City Attorney Christy Lopez**
   Community Development Director Manuel Acosta introduced the briefing presentation. Assistant City Attorney Christy Lopez provided a PowerPoint presentation.

6. Public Hearing(s):

a. Consideration of an Ordinance of the City of Bell, California, amending Section 17.16.040 (C)(4) (R-1 Development Standards) and Section 17.20.040 (B)(4) (R-2 Development Standards) of Title 17 (Zoning) of the Bell Municipal Code (BMC), relating to reduced side setbacks for additions to or new construction of single-family dwelling on lots in the R-1 and R-2 zones that are less than 50 feet wide.

Recommendation: *It is recommended that the Bell Planning Commission:*

1. Determine that the proposed text amendment is exempt from further review under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and the regulations promulgated there under (14 California Code of Regulations §§ 15000, et seq., the "CEQA Guidelines"), because it consists of only minor text revisions and clarifications to existing zoning regulations and procedures related thereto, and will not have the effect of substantially changing regulatory standards or findings required. Therefore, in accordance with CEQA, the proposed text amendment is exempt from CEQA pursuant to Section 15061(b)(3) because the activity is governed by the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. In this case, the proposed text amendment will not have a significant effect on the environment; and

2. Read by title only, waive further reading and adopt Resolution 2023-02PC titled:

A RESOLUTION OF THE CITY OF BELL PLANNING COMMISSION RECOMMENDING CITY COUNCIL APPROVAL OF ZONE TEXT AMENDMENT (ZTA) NO. 2023-01 TO ADOPT AN ORDINANCE AMENDING SECTION 17.16.040 (C)(4) (R-1 DEVELOPMENT STANDARDS) AND SECTION 17.20.020 (B)(4) (R-2 DEVELOPMENT STANDARDS) OF TITLE 17 (ZONING) OF THE BELL MUNICIPAL CODE (BMC), RELATING TO REDUCED SIDE SETBACKS FOR ADDITIONS TO OR NEW CONSTRUCTION OF SINGLE-FAMILY DWELLINGS ON LOTS IN THE R-1 AND R-2 ZONES THAT ARE LESS THAN 50 FEET WIDE

Community Development Director Manuel Acosta introduced the item.

Associate Planner Rodrigo Pelayo provided a report on the item.

Discussion ensued amongst the staff and commissioners.

Chair Mesa opened the public hearing.

Public Speakers
None

Chair Mesa closed the public hearing.

Assistant City Attorney Christy Lopez read the title of the resolution with revisions changing the title referencing 17.20.020 in the second reference to reference 17.20.040.

It was moved by Vice-Chair Bedier to approve agenda item 6A with recommended revisions. Motion was seconded by Commissioner Sleiman which carried with the following roll call vote:

Roll Call: 4-0-0-1
AYES: Commissioners Sleiman, Commissioner Vallejo, Vice-Chair Bedier, Chair Mesa
NOES: None
ABSTAIN: None
ABSENT: Commissioner Rodarte

Motion Passed.

7. Regular Session:

a. Approval of the minutes for the Planning Commission Meetings of January 18, 2022, April 6, 2022 and February 1, 2023.

Recommendation: *It is recommended that the Planning Commission approve the minutes for the January 18, 2022, April 6, 2022 and February 1, 2023 meetings.*

It was moved by Vice-Chair Bedier to approve agenda item 7A as recommended. Motion was seconded by Commissioner Sleiman which carried with the following roll call vote:

Roll Call: 4-0-0-1
AYES: Commissioners Sleiman, Vallejo, Vice-Chair Bedier, Chair Mesa
NOES: None
ABSTAIN: None
ABSENT: Commissioner Rodarte

8. Planning Commissioner Announcements; Request for Future Agenda Items; Conference/Meeting Reports:

Vice-Chair Bedier asked clarifying questions regarding affordable housing in the city.

Chair Mesa commented on his attendance of the State of the City.

9. Community Development Director's Comments:

10. City Attorney Comments:

11. Adjournment: *The next Regular Planning Commission Meeting is scheduled for Wednesday, April 5, 2023 at 7pm.*

There being no further business before the Planning Commission, Chair Mesa adjourned the meeting at 8:47 p.m.

I, Marisa Craft, Bell Planning Commission Secretary, certify that the foregoing minutes were approved by the Planning Commission of the City of Bell at a regular meeting held on May 1, 2024.

_____
Marisa Craft,
Planning Commission Secretary

_____
Luis Mesa, Chair

MINUTES OF THE REGULAR MEETING OF THE BELL PLANNING COMMISSION

Wednesday, June 7, 2023 at 7:00 p.m.

Location: Bell Community Center, 6250 Pine Avenue, Bell CA 90201

MEETING WILL BE HELD IN-PERSON AT THE BELL COMMUNITY CENTER

PUBLIC COMMENT: If you wish to make a comment on items listed on the agenda and non-agenda items, you may attend the meeting in-person at Bell Community Center. Please complete a Request to Speak Card available in the location and wait until the chair calls you to approach the podium. Please clearly state your name and address and proceed to make your comments.

You may also submit input electronically through a temporary public comment email established for City of Bell City Council meetings at cityclerk@cityofbell.org. Your written comment must be submitted by 4pm on Wednesday, June 7, 2023. Any emails received after the time indicated will not be included in the record. Written Comments will be subject to the three minute time limitation (approximately 350 words).

The meeting will be recorded and live streamed on the City's website at http://www.cityofbell.org/?NavID=101

1. **Vice Chair Bedier called the meeting to order at 7:09 p.m.**

2. **Roll Call of the Planning Commission:**

   Commissioner Rodrigo Rodarte
   Commissioner Ali Sleiman
   Commissioner Jessica Vallejo
   Vice-Chair Rihan Bedier
   Chair Luis Mesa

PRESENT: Commissioner Rodarte, Viejo, Sleiman, and Vice-Chair Bedier

ABSENT: Chair Mesa

Staff Present: Associate Planner Rodrigo Pelayo, Assistant Planner Jason Garcia, Community Development Director Manuel Acosta, and Planning Commission Secretary Angela Bustamante.

3. **Pledge of Allegiance was led by was by Commissioner Viejo**

4. **Communications from the Public:**

This is the time for members of the public to address the Planning Commission on matters that are listed on the agenda and non-agenda items that are under the subject matter jurisdiction of the Planning Commission. Edwin Gonzalez (email).

5. **Presentation(s):**

   None

6. **Public Hearing(s):**

   a. Consideration of an Ordinance of the City of Bell, California, amending Title 17 of the Bell Municipal Code Amending Chapter 17.84.070 of The Bell Municipal Code, relating to

allowing additional flexibility in sign regulations pertaining to master sign programs.

Recommendation: *It is recommended that the Bell Planning Commission:*

1. Determine that the proposed text amendment is exempt from further review under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and the regulations promulgated there under (14 California Code of Regulations §§ 15000, et seq., the "CEQA Guidelines"), because it consists of only minor text revisions and clarifications to existing zoning regulations and procedures related thereto, and will not have the effect of substantially changing regulatory standards or findings required. Therefore, in accordance with CEQA, the proposed text amendment is exempt from CEQA pursuant to Section 15061(b)(3) because the activity is governed by the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. In this case, the proposed text amendment will not have a significant effect on the environment; and

2. Read by title only, waive further reading and adopt Resolution 2023-03PC titled:

   A RESOLUTION OF THE CITY OF BELL PLANNING COMMISSION RECOMMENDING CITY COUNCIL APPROVAL OF ZONE TEXT AMENDMENT (ZTA) NO. 2023-03 TO ADOPT AN ORDINANCE AMENDING SECTION 17.84.070 (AUTHORITY) OF TITLE 17 (ZONING) OF THE BELL MUNICIPAL CODE (BMC), RELATING TO ALLOWING ADDITIONAL FLEXIBILITY IN SIGN REGULATIONS PERTAINING TO MASTER SIGN PROGRAMS

Community Development Director Manuel Acosta introduced the item.

Associate Planner Rodrigo Pelayo provided a report on the item.

Discussion ensued amongst the staff and council.

Vice-Chair Bedier opened up the public hearing.

Public Speakers
No Speakers.

Vice-Chair Bedier closed the public hearing.

Assistant City Attorney Christy Lopez read the title of the resolution.

It was moved by Commissioner Vallejo to approve agenda item 6A with recommended revisions. Motion was seconded by Commissioner Sleiman which carried with the following roll call vote:

Roll Call: 4-0-0-1
AYES: Commissioner Rodarte, Vallejo, Sleiman and Vice-Chair Bedier
NOES: None
ABSTAIN: None
ABSENT: Chair Mesa

7. Regular Session:

None.

8. Planning Commissioner Announcements; Request for Future Agenda Items; Conference/Meeting Reports

Commissioner Vallejo requested an update on new business developments in the city.

Commissioner Vallejo also requested an update on the city's timeline for updating the municipal codes.

Vice-Chair Bedier asked if there were any youth programs at city hall that allowed high school students to volunteer at city hall.

9. Community Development Director's Comments:

Community Development Director Manuel Acosta stated there was an open position on the Eco-Rapid Transit Board and inquired if any of the commissioners were interested in being on the committee. He also reported that city staff attended the ICSE conference.

10. City Attorney Comments:

11. Adjournment: *The next Regular Planning Commission Meeting is scheduled for Wednesday, July 5, 2023 at 7pm.*

There being no further business before the Planning Commission, Chair Mesa adjourned the meeting at 7:55 p.m.

I, Marisa Craft, Bell Planning Commission Secretary, certify that the foregoing minutes were approved by the Planning Commission of the City of Bell at a regular meeting held on May 1, 2024.

_____
Marisa Craft,
Planning Commission Secretary

_____
Luis Mesa, Chair

MINUTES OF THE SPECIAL MEETING OF THE BELL PLANNING COMMISSION

Wednesday, August 16, 2023 at 7:00 p.m.

Location: Bell Community Center, 6250 Pine Avenue, Bell CA 90201

MEETING WILL BE HELD IN-PERSON AT THE BELL COMMUNITY CENTER

PUBLIC COMMENT: If you wish to make a comment on items listed on the agenda and non-agenda items, you may attend the meeting in-person at Bell Community Center. Please complete a Request to Speak Card available in the location and wait until the chair calls you to approach the podium. Please clearly state your name and address and proceed to make your comments.

You may also submit input electronically through a temporary public comment email established for City of Bell City Council meetings at cityclerk@cityofbell.org. Your written comment must be submitted by 4pm on Wednesday, August 16, 2023. Any emails received after the time indicated will not be included in the record. Written Comments will be subject to the three minute time limitation (approximately 350 words).

The meeting will be recorded and live streamed on the City's website at http://www.cityofbell.org/?NavID=101

1. **Chair Mesa called the meeting to order at 7:31 p.m.**

2. **Roll Call of the Planning Commission:**

   Commissioner Rodrigo Rodarte
   Commissioner Ali Sleiman
   Commissioner Jessica Vallejo
   Vice-Chair Rihan Bedier
   Chair Luis Mesa

PRESENT: Commissioner Rodarte, Sleiman, Vallejo, Vice-Chair Bedier, and Chair Mesa.

ABSENT: None

Staff Present: Associate Planner Rodrigo Pelayo, Assistant Planner Jason Garcia, and Planning, Community Development Director Manuel Acosta, and Commission Secretary Angela Bustamante

3. **Pledge of Allegiance was led by Commissioner Sleiman**

4. **Communications from the Public:**

This is the time for members of the public to address the Planning Commission on matters that are listed on the agenda ONLY. None.

5. **Presentation(s):**

   None

6. **Public Hearing(s):**

   a. Request for approval of a Major Site Plan Review (SPR 2023-25) to allow major façade alterations to an existing commercial building and site (parking lot hardscape and

landscaping) improvements on property located at 6607 Atlantic Avenue, in the C3 (Heavy Commercial) zone.

Recommendation: *It is recommended that the Bell Planning Commission:*

1. Based on the evidence presented, find that the project is categorically exempt from the CEQA under Section 15301, (Class 1) "Existing Facilities", make the required findings and requirements set forth in the Bell Municipal Code; and

2. Read by title only, waive further reading and adopt Resolution 2023-04PC titled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING MAJOR SITE PLAN REVIEW NO. 2023-25, TO ALLOW MAJOR FAÇADE ALTERATIONS TO AN EXISTING COMMERCIAL BUILDING AND SITE (PARKING LOT HARDSCAPE AND LANDSCAPING) IMPROVEMENTS ON PROPERTY LOCATED AT 6607 ATLANTIC AVENUE, IN THE C3 (HEAVY COMMERCIAL) ZONE.

Community Development Director Manuel Acosta introduced the item.

Associate Planner Rodrigo Pelayo provided a staff report on the item.

Discussion ensued amongst the staff and council.

Chair Mesa opened the public hearing.

Public Speakers
Antonio Davila, Dulcinea Cano-Pedroza, Guadalupe Lomeli, Jose Magallon, Dennis Alvarado, and Violet Alvarez.

Chair Mesa closed the public hearing.

Staff addressed several of the questions made during the public hearing.

Commissioner Vallejo requested staff make recommendations to the property owner conducting construction to notify the neighboring property owners.

Assistant City Attorney Pam Lee read the title of the resolution.

It was moved by Commissioner Vallejo to approve agenda item 6A as recommended. Motion was seconded by Vice-Chair Bedier which carried with the following roll call vote:

Roll Call: 5-0-0-0
AYES: Commissioner Rodarte, Sleiman, Vallejo, Vice-Chair Bedier and Chair Mesa
NOES: None
ABSTAIN: None
ABSENT: None

Motion Passed.

b. Request for approval of a Conditional Use Permit (CUP No. 2022-07) to allow the on-sale of beer and wine (type 41 alcohol license) in conjunction with an existing restaurant located at 4040 Gage Avenue, in the C-3R (General Commercial and Residential) zone.

Recommendation: *It is recommended that the Bell Planning Commission:*

1. Based on the evidence presented, find that the project is categorically exempt from the CEQA under Section 15301, (Class 1) "Existing Facilities", make the required findings and requirements set forth in the Bell Municipal Code; and

2. Read by title only, waive further reading and adopt Resolution 2023-05PC titled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING CONDITIONAL USE PERMIT NO. 2022-07, TO ALLOW THE ON-SALE OF BEER AND WINE IN CONJUNCTION WITH AN EXISTING RESTAURANT LOCATED AT 4040 GAGE AVENUE, IN THE C-3R (GENERAL COMMERCIAL AND RESIDENTIAL) ZONE.

Community Development Director Manuel Acosta introduced the item.

Assistant Planner Jason Garcia provided a report.

Discussion ensued amongst the staff and commissioners.

Chair Mesa opened the public hearing.

Public Speakers
Ramon, Tony Lanstaff, Italia Dupuah, Adolfo Varas, Violeta Alvarez, Antonio Davila, Dulcinea, Guadalupe Lomeli, and Jose Magallon.

Chair Mesa closed the public hearing.

City Attorney Pam Lee provided additional information.

Assistant City Attorney Pam Lee read the title of the resolution.

It was moved by Commissioner Rodarte to approve agenda item 6B as recommended. Motion was seconded by Commissioner Vallejo which carried with the following roll call vote:

Roll Call: 4-0-1-0
AYES: Commissioner Rodarte, Sleiman, Vallejo, and Chair Mesa
NOES: None
ABSTAIN: Vice-Chair Bedier
ABSENT: None

Motion Passed.

7. Regular Session:

None.

8. Planning Commissioner Announcements; Request for Future Agenda Items;

Conference/Meeting Reports:

Commissioner Vallejo requested an update on the business development on the Atlantic Corridor.

9. Community Development Director's Comments:

Community Development Director Manuel Acosta made comments regarding the city's procedures for permitting and business licensing.

10. City Attorney Comments:

Assistant City Attorney Pam Lee introduced herself.

11. Adjournment: *The next Regular Planning Commission Meeting is scheduled for Wednesday, September 6, 2023 at 7pm.*

There being no further business before the Planning Commission, Chair Mesa adjourned the meeting at 9:38 p.m.

I, Marisa Craft, Bell Planning Commission Secretary, certify that the foregoing minutes were approved by the Planning Commission of the City of Bell at a regular meeting held on May 1, 2024.

_____
Marisa Craft,
Planning Commission Secretary

_____
Luis Mesa, Chair

MINUTES OF THE REGULAR MEETING OF THE BELL PLANNING COMMISSION

Wednesday, April 3, 2024 at 7:00 p.m.

Location: Bell Community Center, 6250 Pine Avenue, Bell CA 90201

MEETING WILL BE HELD IN-PERSON AT THE BELL COMMUNITY CENTER

PUBLIC COMMENT: If you wish to make a comment on items listed on the agenda and non-agenda items, you may attend the meeting in-person at the Bell Community Center. Please complete a Request to Speak Card available in the location and wait until the chair calls you to approach the podium. Please clearly state your name and address and proceed to make your comments.

You may also submit input electronically through a temporary public comment email established for City of Bell City Council meetings at cityclerk@cityofbell.org. Your written comment must be submitted by 4pm on Wednesday, April 3, 2024. Any emails received after the time indicated will not be included in the record. Written Comments will be subject to the three minute time limitation (approximately 350 words).

The meeting will be recorded and live streamed on the City's website at http://www.cityofbell.org/?NavID=101

1. **Chair Mesa called the meeting to order at 7:33 p.m.**

2. **Roll Call of the Planning Commission:**

   Commissioner Rodrigo Rodarte
   Commissioner Ali Sleiman
   Commissioner Jessica Vallejo
   Vice-Chair Rihan Bedier
   Chair Luis Mesa

PRESENT: Commissioner Rodarte, Sleiman, Vallejo, Vice-Chair Bedier, and Chair Mesa

ABSENT: None

Staff Present: Community Development Director Manuel Acosta, Associate Planner Rodrigo Pelayo, Economic and Development Specialist Valentin Flores, Planning Commission Secretary Angela Bustamante.

3. **Pledge of Allegiance was lead by Commissioner Vallejo**

4. **Communications from the Public:**

This is the time for members of the public to address the Planning Commission on matters that are listed on the agenda and non-agenda items that are under the subject matter jurisdiction of the Planning Commission. (Each speaker is limited to 3 minutes)

None

5. **Presentation(s):**

   a. Economic Development Program Update

The presentation was requested to be moved to the end of the meeting.

6. Public Hearings

a. Request for approval of a Site Plan Review (SPR 2024-11) to allow a comprehensive façade remodel to an existing commercial building, including minor site (landscaping) improvements on a property located at 6399 Atlantic Avenue, in the C-3 (Heavy Commercial) zone.

Recommendation: *It is recommended that the Bell Planning Commission read by title only, waive further reading and adopt Resolution 2024-02PC titled:*

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING A SITE PLAN REVIEW (SPR 2024-11), TO ALLOW A COMPREHENSIVE FAÇADE REMODEL TO AN EXISTING COMMERCIAL BUILDING, INCLUDING MINOR SITE (LANDSCAPING) IMPROVEMENTS ON A PROPERTY LOCATED AT 6399 ATLANTIC AVENUE, IN THE C-3 (HEAVY COMMERCIAL) ZONE.

Associate Planner Rodrigo Pelayo provided a report on the item.

A brief discussion ensued amongst the staff and council.

RFM provided additional information.

Chair Mesa requested that powder coating be used instead of regular paint for the trim.

Chair Mesa opened the public hearing.

Public Speakers
None

Chair Mesa closed the public hearing.

Deputy City Attorney Lona Laymon read the title of the resolution and stated there would be one amendment related to the use of a powder coating trim.

It was moved by Commissioner Rodarte to approve agenda item 6A with recommended revisions. Motion was seconded by Vice-Chair Bedier which carried with the following roll call vote:

Roll Call: 5-0-0-0
AYES: Commissioners Rodarte, Sleiman, Vallejo, Vice-Chair Bedier, Chair Mesa
NOES: None
ABSTAIN: None
ABSENT: None

Motion Passed.

b. Request for approval of a Site Plan Review (SPR 2024-03) to allow new construction of a 4-unit, two-story multifamily residential development, including the demolition of an existing single-family residence on a property located at 6516 Heliotrope Avenue, in the R-3 (High Density Multiple-family Residential) zone

Recommendation: *It is recommended that the Bell Planning Commission read by title*

only, waive further reading and adopt Resolution 2024-03PC titled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING SITE PLAN REVIEW ("SPR") NO. 2024-03 TO ALLOW THE CONSTRUCTION OF FOUR (4) DETACHED TWO-STORY RESIDENTIAL (RENTAL) UNITS LOCATED AT 6516 HELIOTROPE AVENUE, IN THE R-3 ZONE PURSUANT TO BELL MUNICIPAL CODE ("BMC"), CHAPTER 17.92.

Commissioner Sleiman left the meeting at 7:33 p.m.

Community Development Director Manuel Acosta provided a report on the item.

A brief discussion ensued amongst the staff and council.

Chair Mesa opened up the public hearing.

Public Speakers
Raul Alvarez

Chair Mesa closed the public hearing.

Deputy City Attorney Lona Laymon read the title of the resolution.

It was moved by Vice-Chair Bedier to approve agenda item 6B as recommended. Motion was seconded by Commissioner Rodarte which carried with the following roll call vote:

Roll Call: 4-0-0-1
AYES: Commissioners Rodarte, Sleiman, Vallejo, Vice-Chair Bedier, Chair Mesa
NOES: None
ABSTAIN: None
ABSENT: Commissioner Sleiman

Motion Passed.

7. Regular Session:

a. Request for approval of a Conditional Use Permit to establish a public charter high school (grades 9-12) within an existing commercial building on a property located at 4210 Gage Avenue, in the C-3R (General Commercial & Residential) and R-3 (High Density Multiple-family Residential) zone.

Recommendation: *It is recommended that the Planning Commission move to the May 1, 2024 Regular Planning Commission Meeting.*

Vice-Chair Bedier left the meeting at 7:50 p.m.

Associate Planner Rodrigo Pelayo provided a report on the item.

It was moved by Vallejo to approve agenda item 7A as recommended. Motion was seconded by Commissioner Rodarte which carried with the following roll call vote:

Roll Call: 3-0-0-2
AYES: Commissioners Rodarte, Vallejo, and Chair Mesa

NOES: None
ABSTAIN: None
ABSENT: Commissioner Sleiman and Vice-Chair Bedier

Motion Passed.

b. Approval of the minutes for the Planning Commission Meetings of January 3, 2024.

Recommendation: *It is recommended that the Planning Commission approve the minutes for the January 3, 2024 meeting.*

It was moved by Vallejo to approve agenda item 7B as recommended. Motion was seconded by Commissioner Rodarte which carried with the following roll call vote:

Roll Call: 3-0-0-2
AYES: Commissioners Rodarte, Vallejo, and Chair Mesa
NOES: None
ABSTAIN: None
ABSENT: Commissioner Sleiman and Vice-Chair Bedier

Motion Passed.

5. Presentation(s):

a. Economic Development Program Update

Economic Development Specialist Valentin Flores provided a power point presentation.

8. Planning Commissioner Announcements; Request for Future Agenda Items; Conference/Meeting Reports:

9. Community Development Director's Comments:

10. City Attorney Comments:

11. Adjournment: *Next Regular Planning Commission Meeting is scheduled for Wednesday, May 1, 2024 at 7pm.*

There being no further business before the Planning Commission, Chair Mesa adjourned the meeting at 8:52 p.m.

I, Marisa Craft, Bell Planning Commission Secretary, certify that the foregoing minutes were approved by the Planning Commission of the City of Bell at a regular meeting held on May 1, 2024.

_____
Marisa Craft,
Planning Commission Secretary

_____
Luis Mesa, Chair