AGENDA

REGULAR MEETING OF THE BELL PLANNING COMMISSION

Wednesday, September 4, 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, September 4, 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):**

   a. 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 (formerly Westbrook High School) 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 2024-08PC 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 removal and replacement of three (3) wall signs on an existing commercial building, the replacement of two (2) push-through acrylic sign faces on an existing roof-mounted pylon sign, the replacement of four (4) directional signs, and the replacement of multiple parking and wall regulatory plaques on a property located at 6312 Atlantic Avenue, in the C3 (Heavy Commercial) zone.

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

1. 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 Master Sign Program can be made.

2. Read by title only, waive further reading and adopt Resolution No. 2024-09PC titled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING A MASTER SIGN PROGRAM (MSP 2024-03), FOR THE INSTALLATION OF THREE WALL SIGNS ON AN EXISTING COMMERCIAL BUILDING; THE REFACING OF AN EXISTING DUAL-FACED ROOF SIGN; THE REPLACEMENT OF FOUR DIRECTIONAL SIGNS, AND THE REPLACEMENT OF EIGHTEEN WALL/POLE PARKING PLAQUES ON A PROPERTY LOCATED AT 6312 ATLANTIC AVENUE, IN THE C3 (HEAVY COMMERCIAL) ZONE.

c. Conditional Use Permit 2024-03 Establishment of a Digital Billboard at 5390 Rickenbacker Avenue.

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

1. Approve Conditional Use Permit 2024-03 (Attachment A), recommending the following actions to the City Council:

Determine that the proposed development agreement is exempt from further review under the California Environmental Quality Act Section 15311 - Accessory Facilities because the project consists of the construction or installation of minor structures accessory to an existing commercial facility, including on-premises signs, and thereby is exempt from CEQA.

1. Approve the Conditional Use Permit 2024-03 staff report for the construction of a new digital billboard.

2. And approve Development Agreement No. 2024-01.

d. Request for approval of a Conditional Use Permit and lease agreement to allow the construction and operation of a new 60-foot tall, double-sided digital billboard sign structure, with each signage area having dimensions of 48 feet wide by 14 feet tall. The freestanding digital billboard will be constructed on City-owned property located at 5400 Gage Avenue in the Manufacturing (M) zone.

Recommendation: *It is recommended that the Bell Planning Commission continue the public hearing to the October 2, 2024 Regular Planning Commission Meeting.*

7. Regular Session:

a. Approval of the minutes for the Planning Commission Meetings of June 5, 2024.

Recommendation: *It is recommended that the Planning Commission approve the minutes for the June 5, 2024 meeting.*

b. Annual Reorganization – Election of Chair and Vice Chair

Recommendation: It is recommended that the Planning Commission elect a Chair and Vice-Chair.

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, October 2, 2024 at 7pm.*

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 August 30, 2023 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: September 4, 2024

TO: Honorable Chair and Planning Commission Members

FROM: Manuel Acosta, Director of Community Development

PREPARED BY: Dennis Banks, Contract 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 (formerly Westbrook High School) 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 comprises six parcels and a public alley. Three of the parcels are located along the northern portion of the site, fronting Gage Avenue, a public alley spanning east-west from Otis Avenue to Fishburn Avenue that 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 has a total area of approximately 15,142 square feet and is currently occupied by the applicant (Russell Westbrook Why Not? Charter High School). The existing building is situated facing Otis Avenue, measures approximately 25.5 feet in height, is predominantly rectangular in shape, and 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 has also been 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 the 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, single-family homes and 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 200 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 has significant cracks and perforations from previously removed wall signage. There are also vandalized/damaged door and window panels along the northern façade, some 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 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 before installation. Overall, the recommended conditions of approval will ensure that the building's facades are well-maintained and exhibit an overall great appearance.

Currently, the site is developed with 25 on-site parking spaces. These spaces are located along the western and southern edges of the property. The eastern section of the property has two basketball courts, and those areas are used for physical education classes. Minor site improvements are also proposed to repurpose a portion of the existing open space at the southeasterly frontage of the site, which is the location of one of the facility's basketball courts, to accommodate additional off-street parking spaces. The proposed stripping will provide 33 additional parking spaces within the site for a total of 58 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 deficiencies in on-site parking.

Business Operations

The charter high school currently has 171 students and 33 faculty and staff members. However, the applicant requests approval for a maximum enrollment of 200 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 through Friday (8:30 am – 4:30 pm)

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

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

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

Some 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. This will be made possible by the applicant opening up the alley gates along Otis Avenue and Fishburn Avenue to allow on-site drop-off and pick up of students student pickup. Up to four school buses are also proposed to drop off and pick up students along Fishburn Avenue daily. The bus drop-off and pick-up times 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 7:00 am – 8:30 am

Pick-up: Monday through Friday (3:30 pm – 4:30 pm)

Compatibility

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

Land Use and Sustainability Element Policy 1 specifies, “the City of Bell shall promote development and land uses consistent with the General Plan that will address the current and future needs 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 City's C-3R and R3 zoning districts 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 70 off-street parking spaces are required for the proposed enrollment of 200 students and 30 faculty members. The site currently has 25 existing parking spaces. The project proposes 24 standard parking spaces and 9 compact spaces, totaling 33 off-street parking spaces. Therefore, the site will be deficient 12 parking spaces.

OFF-STREET PARKING REQUIREMENTS	
Parking Ratio	1 parking space for each 5 students: (200 students / 5 = 40 parking spaces) 1 parking space per faculty member/employee (30 employees = 30 parking spaces)
Required parking	40 + 30 parking spaces = 70 **parking spaces required**
Existing parking	25 parking spaces
Proposed parking	33 parking spaces
Parking Deficiency	12 parking spaces

However, a traffic impact analysis was conducted for the project, which notes that most students don't drive to school and assume 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 33-41 off-street parking spaces, in addition to the existing 25 spaces, will be adequate for the scale of the school operations. Therefore, staff recommends a condition of approval requiring that 25 off-street parking spaces shall be maintained at all times and that any future changes in the school operations that 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 comprises six parcels and an existing 10-foot-wide public alley that bisects the subject site between Otis and Fishburn Avenues. There are existing wrought iron gates at both ends of the alley, which were installed without the city's approval. As a result, the alley has solely been accessible, utilized, and maintained by the current high school operator.

The project request includes using 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 of ties/mergers would prevent non-conforming conditions to the site if the use changes or it is redeveloped in the future. An alley vacation would also allow for adequate on-site circulation and access to the proposed use's parking areas within the site. 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 of approving 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 previously occupied by a vocational school. The proposed high school will occupy the existing building without needing 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 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 and, 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 has 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. The high school uses allowable within all zoning districts of the City, subject to the 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 needs 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 on air quality.

COMMENTS FROM OTHER DEPARTMENTS

Staff routed the project for comments to the Building & Safety Division. The Building & Safety Division provided comments that pertain to Building Code requirements. If the project is approved, the comments will 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, 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, indemnifying, or holding 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, which are 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 the Planning Commission grants an extension.

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. Prior to installation, all new signage shall be reviewed and approved in conformance with the zoning code's sign development standards.

12. The parking areas shall be re-striped as noted on the approved plans to include 41 off-street parking spaces, which shall always be maintained. Any future changes in the school operations that 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 2024-08PC
2. Applicant Submittal, Including Current Plans and Elevations

RESOLUTION NO. 2024-08 PC

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 September 4, 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 September 4, 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. **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 previously occupied by a vocational school. The proposed high school will occupy the existing building without needing 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 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 and, 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 has 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. The high school uses allowable within all zoning districts of the City, subject to the 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 needs 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 4th day of September 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 2024-08PC** was adopted at a regular meeting of the Planning Commission of the City of Bell held on the 4th day of September 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Angela Bustamante,
Planning Commission Secretary

Evidence Supporting Class 1 Categorical Exemption Per *CEQA Guidelines* Sections 15301

Russel Westbrook Why Not? High School Project

4210 Gage Avenue
Bell, California 90201

Prepared for:

City of Bell
Community Development Department
Planning Division
6330 Pine Avenue
Bell, CA 90201

Prepared by:

Impact Sciences, Inc.
811 W. 7th Street
Suite 200
Los Angeles, CA 90017

March 2024

TABLE OF CONTENTS

Section			Page
1.0	Introduction		1.0-1
	1.1	Project Information	1.0-1
	1.2	Purpose and Contents of the Categorical Exemption	1.0-1
	1.3	Organization of the Report	1.0-2
2.0	Project Description		2.0-1
	2.1	Project Applicant	2.0-1
	2.2	Environmental Setting	2.0-1
	2.3	Project Characteristics	2.0-2
	2.4	Discretionary Actions and Approvals	2.0-7
3.0	Categorical Exemption Analysis		3.0-1
	3.1	Categorical Exemption Analysis	3.0-1
	3.2	Exceptions to a Categorical Exemption	3.0-4
	3.3	References	3.0-8

LIST OF FIGURES

Figure		Page
1	Project Location and Regional Vicinity	2.0-3
2	Aerial Photograph of the Project Site	2.0-4
3	Project Site Plan	2.0-5
4	Building Elevations	2.0-6

Appendices

A Air Quality Technical Report
B List of Preparers and Persons Consulted

1.0 INTRODUCTION

The subject of this Categorical Exemption is the Russel Westbrook Why Not? High School Project ("Project"). The Project includes a Conditional Use Permit (CUP), Zone Change, and General Plan Amendment (GPA) and is located at 4210 Gage Avenue in the City of Bell ("City"). The City is the Lead Agency for the Project. The Project Site comprises six parcels (APN: 635-009-002, 635-009-003, 635-009-004, 635-009-005, 635-009-006, and 639-005-007) totaling 52,820 square feet. The Project Site is bound by Gage Avenue to the north, Otis Avenue to the west, Fishburn Avenue to the east, the Golden State Water Company facility located to the southwest, and multifamily residential uses to the southeast. The Project will include a total of 41 uncovered parking spaces located along the western and southern perimeter of the Project Site.

The Project consists of parking striping along the southeastern perimeter of the Project Site, vacation of the existing alley, and installation of parking signage. The Project Applicant is seeking a CUP, Zone Change, and GPA. The Project is discussed in further detail in **Section 2.0** (the "Project Description") of this report.

1.1 PROJECT INFORMATION

Project Title: Russel Westbrook Why Not? High School Project

Project Applicant: LA Promise Fund

Project Location: 4210 Gage Avenue, Bell, CA 90201

Lead Agency: City of Bell
Community Development Department, Planning Division
6330 Pine Avenue
Bell, CA 90201

1.2 PURPOSE AND CONTENTS OF THE CATEGORICAL EXEMPTION

The *State CEQA Guidelines* Section 15301 states that a Class 1 Exemption consists of projects characterized as existing facilities which include projects that involve negligible or no expansion of use.

Application of this exemption, as all categorical exemptions, is limited by the factors described in the *State CEQA Guidelines* Section 15300.2.

For a proposed project to qualify for a categorical exemption, the project must be able to demonstrate that it does not fall under the following Exceptions in *State CEQA Guidelines* Section 15300.2:

a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

1.3 ORGANIZATION OF THE REPORT

This Categorical Exemption is organized as follows:

Section 1.0, Introduction: This section provides introductory information such as the Project title, the Project Applicant, and the designated Lead Agency for the Project.

Section 2.0, Project Description: This section provides a detailed description of the Project including the environmental setting, Project characteristics, and environmental clearance requirements.

Section 3.0, Categorical Exemption Analysis: This section contains an assessment and discussion of impacts for each environmental issue identified above.

2.0 PROJECT DESCRIPTION

2.1 PROJECT APPLICANT

The Lead Agency for the Russel Westbrook Why Not? High School Project ("Project") is the City of Bell ("City"), Community Development Department, Planning Division.

2.2 ENVIRONMENTAL SETTING

Project Location

The Project is located at 4210 Gage Avenue in the City of Bell. As the agency carrying out the project, the City of Bell is the Lead Agency. The Project Site is comprised of six parcels (APN: 635-009-002, 635-009-003, 635-009-004, 635-009-005, 635-009-006, and 639-005-007) totaling 52,820 square feet. The Project Site is bound by Gage Avenue to the north, Otis Avenue to the west, Fishburne Avenue to the east, the Golden State Water Company facility located to the southwest, and multifamily residential uses to the southeast (**Figure 1, Project Location,** and **Figure 2, Project Site**). The Project Site is approximately 1.3 miles west of the Long Beach Freeway (Interstate 710, or I-710).

The Project Site is currently improved with a two-story 15,142 square foot building, two paved outdoor play areas, 15 existing parking spaces, and an existing 6-foot metal fence along the perimeter. Southwest of the Project Site is the Golden State Water Company facility; southeast of the Project Site are multifamily residences; west of the Project Site across Otis Avenue is a landscaped median followed by an office building; east of the Project Site across Fishburne Avenue is a liquor store; and north of the Project Site across Gage Avenue is a commercial strip mall. The Project Site includes 15 uncovered parking spaces located southwest of the existing building. The Project Site is generally surrounded by commercial uses to the north, and Medium Density Residential located to the south, west, and east.

Existing Site Zoning and Land Use Designations

The *City of Bell 2030 General Plan*, Land Use Plan,[1] shows that the three northern parcels of the Project Site are designated as Commercial (COMM), and the three southern parcels are designated as Medium Density Residential (RMD). Surrounding land uses north of the Project Site along Gage Avenue are primarily commercial and medium density residential uses to the east, west, and south of the Project Site. Of the Project Site's six parcels, the three northern parcels of the Project Site are zoned General Commercial (C3R),

1 City of Bell, *2030 General Plan*, April 20, 2018. Available online at: https://www.cityofbell.org/home/showpublisheddocument/14770/637490821578330000, accessed December 12, 2023.

and the three southern parcels are zoned High Density Multifamily Residential (R3). Parcels to the north, east, and west are zoned C3R. Parcels immediately adjacent to the Project Site to the south are also zoned R3. The closest sensitive receptors include residences designated RMD and zoned R3 immediately southeast of the Project Site.

Project Background

As discussed above and shown in **Figure 3**, **Project Site Plan,** the Project Site includes an existing school building located on the northern portion of the Project Site. The effective year built for the existing building was constructed in 1965[2]. The original 11,588 square foot building was used as a warehouse. On May 20, 2002, the building had been vacant for more than six months and the City issued a CUP (Resolution No. 2002-16) to Cyntha's Beauty Salon Academy to change the warehouse to a beauty school and add a 1,097 square foot addition to the building. The property was acquired by Alta Public Schools, and on September 13, 2016, the City transferred the existing CUP to the new occupant for the operation of a charter school under the original conditions of approval.

The Project Site currently operates as an existing charter school for grades 9 through 11. Existing driveway access to the Project Site includes one driveway off Otis Avenue and one driveway off Fishburne Avenue. The school provides bus services and includes three buses. However, drop-off and pick-up is staggered to ensure there are only two buses loading at any time. The school bus drop-off and pick-up takes place along Fishburne Avenue north of the driveway entrance. The existing Gage/Otis Eastbound Bus Stop (Metro 110 bus line) is adjacent to the Project Site along Gage Avenue, the Gage/Otis Westbound Bus Stop (Metro 110 Bus line) is 100 feet northwest of the Project Site.

2.3 PROJECT CHARACTERISTICS

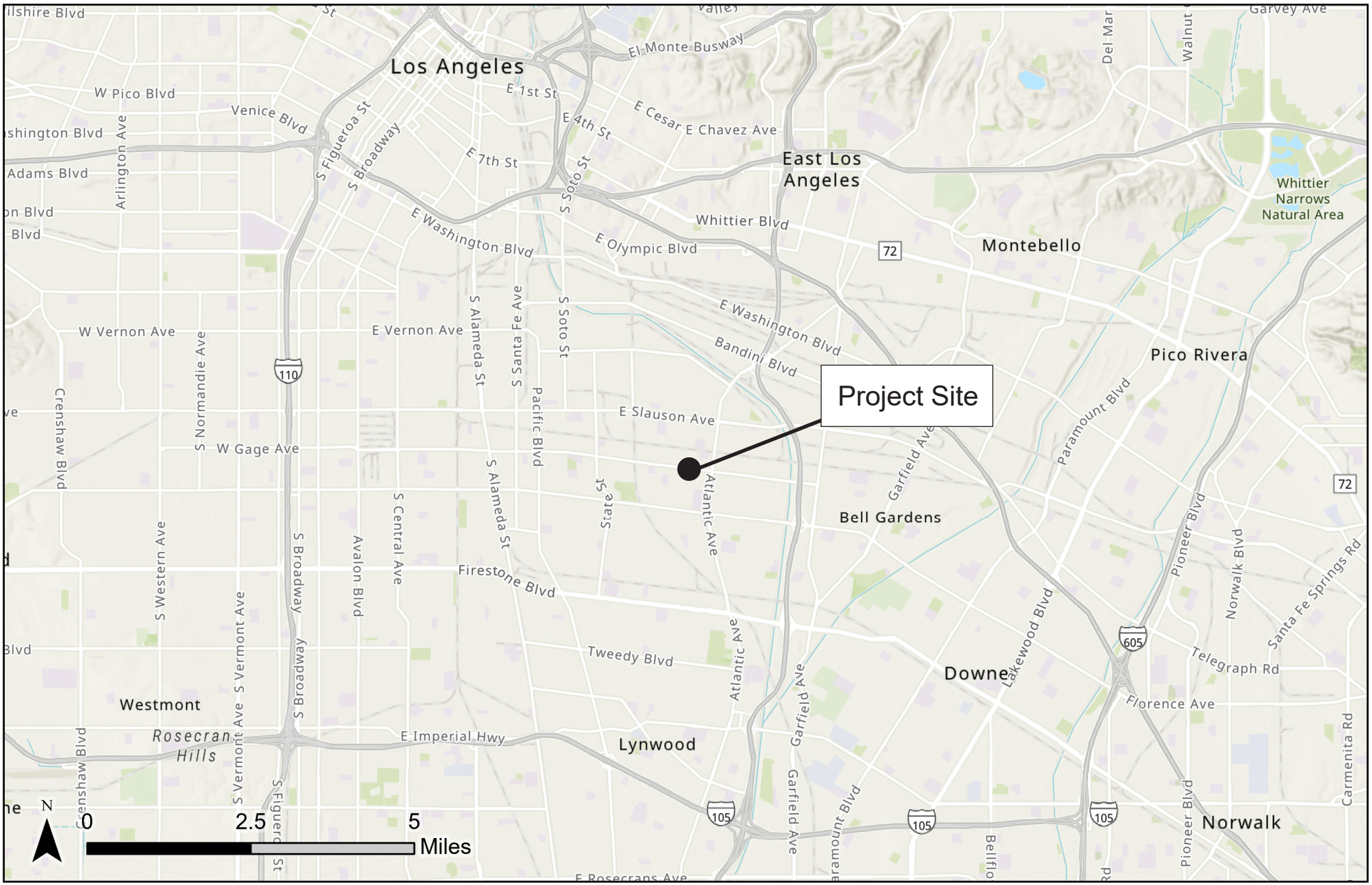
Project Features

The Project Applicant proposes new parking striping on the southern play area to add 26 additional parking spaces (for a total of 41 parking spaces), vacation of the existing alley between Otis Avenue and Fishburne Avenue, and some street signage (**Figure 4, Building Elevations**).

No changes are being proposed to the interior or exterior of the existing two-story, 15,142 square foot building. However, the Project Applicant proposes to add an additional grade level to their operations. The proposed parking striping will occur when the school is not in session.

---

2 Los Angeles County Office of the Assessor, Property Assessment Information System. Available online at: https://maps.assessor.lacounty.gov/m/, accessed on January 5, 2024.



SOURCE: Esri, 2024

FIGURE 1

IMPACT SCIENCES

Regional Location

1563.001•01/24



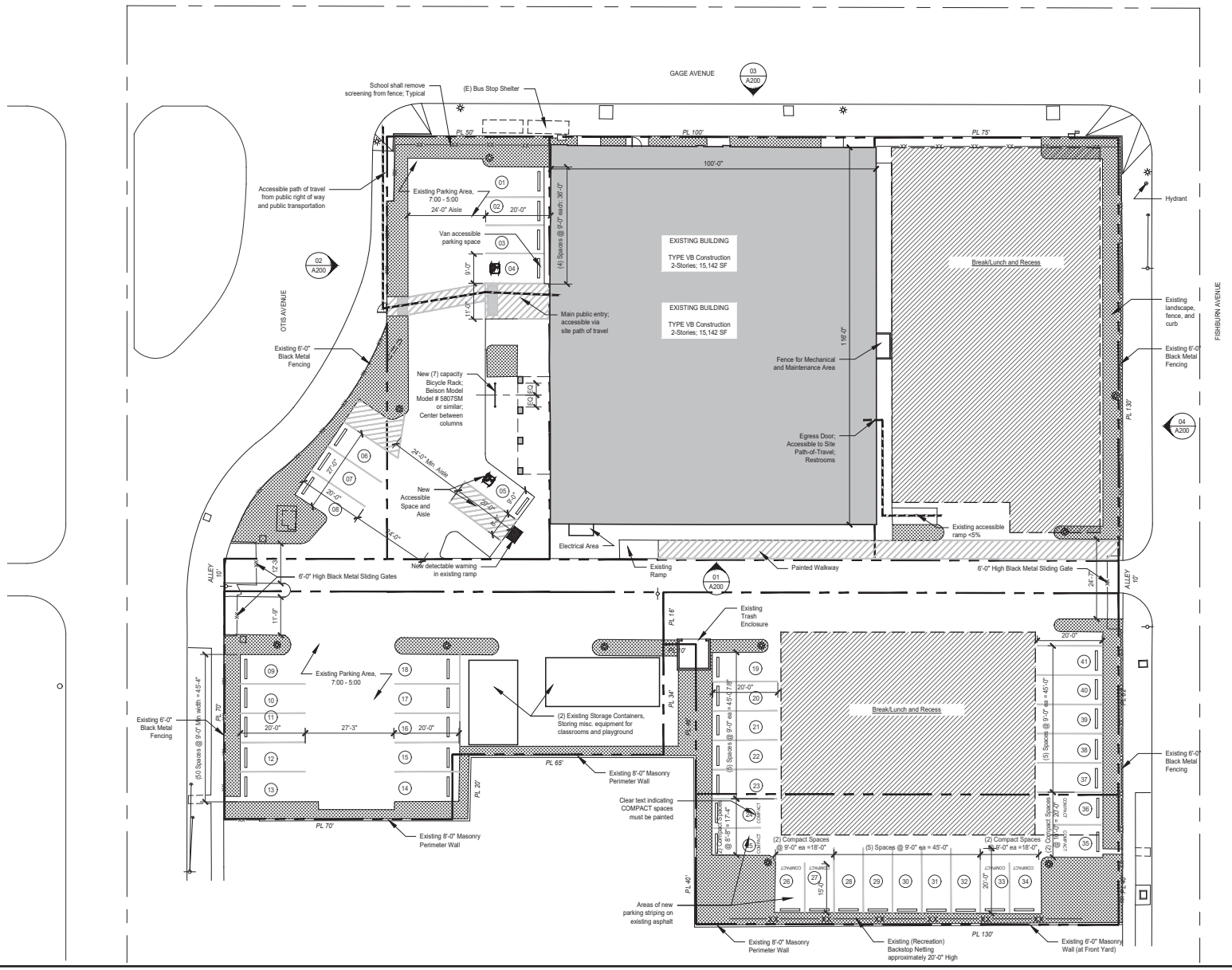
SOURCE: Esri, 2024

FIGURE **2**

IMPACT SCIENCES

Aerial Photograph of the Project Site

1563.001•01/24



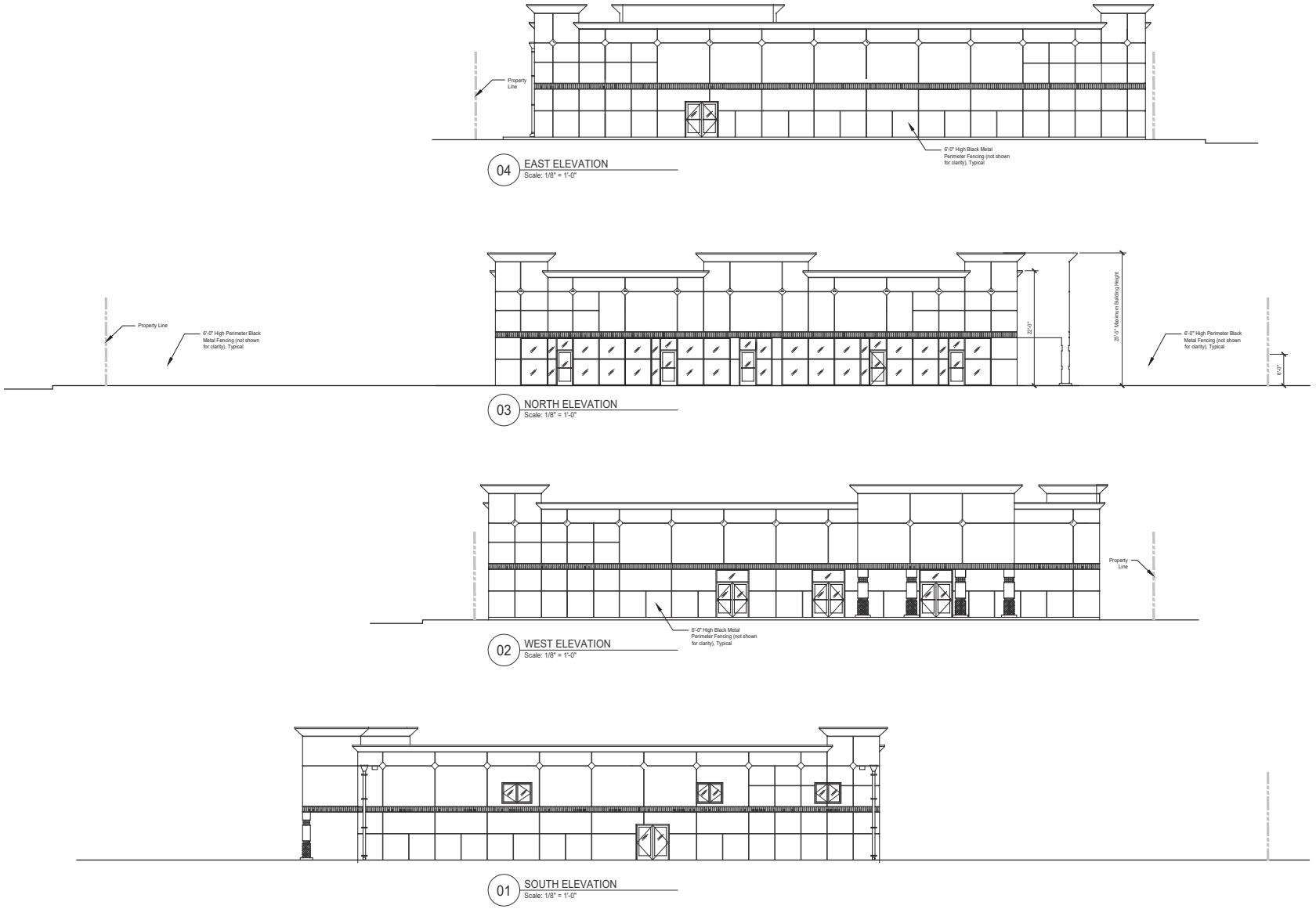
SOURCE: IntuArch, 2024

FIGURE **3**

Project Site Plan

IMPACT SCIENCES

1563.001•03/24



SOURCE: IntuArch, 2024

FIGURE **4**

IMPACT SCIENCES

Building Elevations

Access and Parking

Regional access to the Project Site is provided by I-710 approximately 1.3 mile to the east. There is an existing alley that transects the Project Site. Vehicular access will be limited to the driveway off Otis Avenue. Vehicles entering the Project Site for drop-off and pick-up will enter from Otis Avenue, circle around on site, and then exit from Otis Avenue. The driveway at Fishburn Avenue will be closed to vehicles at all times. The Project will include the permanent vacation of the alley and closing the gate along Fishburn Avenue. As described above, 15 on-site parking spaces are located immediately adjacent to the existing building. The Project will include new striping on the southern play area to provide an additional 26 parking spaces for a total of 41 parking spaces (including two ADA spaces). The additional parking spaces will accommodate up to 30 teachers.

Currently, the school provides free bussing services for students. Approximately 76% of students use the bus service. The remaining 24% of students arrive via car, walking, bicycling, or public transit. The school's bus service includes morning drop-off from three buses between 7:45 and 8:15 a.m. at Fishburne Avenue adjacent to the alley gate. In the afternoon, three buses will depart at 3:30 p.m. and one at 5:00 p.m. On Wednesdays, classes end earlier, and four buses will depart at 2:00 p.m. There are no proposed changes to the existing bus service.

Utilities

There are no proposed changes to the existing building on site and no changes to any utility connections.

Project Construction Sequencing

There are no proposed changes to the interior or exterior of the existing building on site.

2.4 DISCRETIONARY ACTIONS AND APPROVALS

Discretionary entitlements, reviews, and approvals required for implementation of the Project would include, but would not necessarily be limited to, the following:

Local Agencies

- City of Bell: Ministerial Permits
- Zone Change
- General Plan Amendment

3.0 CATEGORICAL EXEMPTION ANALYSIS

3.1 CATEGORICAL EXEMPTION ANALYSIS

Exemption Class

The proposed Project qualifies for Class 1 – Existing Facilities Categorical Exemption under CEQA as set forth in Section 15301of the *State CEQA Guidelines*. The Project or Project elements fit within the parameters included in *State CEQA Guidelines* Sections 15301 and none of the exceptions to these exemptions defined in Section 15300.2 apply.

Exemption Rationale

Article 19, Categorical Exemptions, from the *State CEQA Guidelines* (Sections 15300 – 15332) lists classes of projects which have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA as required by Section 21084 of the Public Resources Code. This section provides an analysis demonstrating that the Project meets the criteria for Class 1, Class 3, and Class 14 Categorical Exemptions. The language of each criterion for Class 1, Class 3, and Class 14 Categorical Exemptions are shown in italics below under its respective heading, which is followed by the Project analysis for each criterion.

Section 15301 of the *State CEQA Guidelines* states that Class 1 consists of projects characterized as operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use. Examples include but are not limited to:

a) Interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances;

b) Existing facilities of both investor and publicly owned utilities used to provide electric power, natural gas, sewerage, or other public utility services;

c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle

lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes);

d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood;

e) Additions to existing structures provided that the addition will not result in an increase of more than:

   1) 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less; or

   2) 10,000 square feet if:

      A. The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and

      B. The area in which the project is located is not environmentally sensitive.

f) Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices;

g) New copy on existing on and off-premise signs;

h) Maintenance of existing landscaping, native growth, and water supply reservoirs (excluding the use of pesticides, as defined in Section 12753, Division 7, Chapter 2, Food and Agricultural Code);

i) Maintenance of fish screens, fish ladders, wildlife habitat areas, artificial wildlife waterway devices, streamflows, springs and waterholes, and stream channels (clearing of debris) to protect fish and wildlife resources;

j) Fish stocking by the California Department of Fish and Game;

k) Division of existing multiple family or single-family residences into common-interest ownership and subdivision of existing commercial or industrial buildings, where no physical changes occur which are not otherwise exempt;

l) Demolition and removal of individual small structures listed in this subdivision:

1) One single-family residence. In urbanized areas, up to three single-family residences may be demolished under this exemption.

2) A duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished.

3) A store, motel, office, restaurant, or similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use.

4) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.

m) Minor repairs and alterations to existing dams and appurtenant structures under the supervision of the Department of Water Resources.

n) Conversion of a single-family residence to office use.

o) Installation, in an existing facility occupied by a medical waste generator, of a steam sterilization unit for the treatment of medical waste generated by that facility provided that the unit is installed and operated in accordance with the Medical Waste Management Act (Section 117600, et seq., of the Health and Safety Code) and accepts no offsite waste.

p) Use of a single-family residence as a small family day care home, as defined in Section 1596.78 of the Health and Safety Code.

Project Analysis

Section 15301: Existing Facilities

The Project is consistent with "Example a" noted above in Section 15301 of the *State CEQA Guidelines.* The Project Site is located in an urbanized area of the City, surrounded by existing commercial and residential uses. The Project Site is currently operating as a charter school. The Project Applicant proposes to add an additional grade level to their existing operations. The Project does not propose any interior or exterior changes to the existing two-story, 15,142 square foot building. As such, the Project qualifies for a Class 1 Categorical Exemption as set forth in Section 15301 of the *State CEQA Guidelines*. Please refer to Section 3.2 herein for analysis demonstrating that none of the possible exceptions to a Categorical Exemption listed in Section 15300.2 of the State CEQA Guidelines are applicable to this Project.

3.2 EXCEPTIONS TO A CATEGORICAL EXEMPTION

This section provides an analysis demonstrating that none of the possible exceptions to a Categorical Exemption listed in Section 15300.2 of the *State CEQA Guidelines* are applicable to this Project. *State CEQA Guidelines* Section 15300.2. (Exceptions) states:

> *a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*
>
> *b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
>
> *c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
>
> *d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
>
> *e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
>
> *f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

Project Analysis

Section 15300.2 (a) Exception (Applies only to Class 3, 4, 5, 6, or 11)

The Project is not pursuing a Class 3 exemption. In addition, the Project Site is currently developed and is not listed on the Cortese (Hazardous Waste and Substances Sites) List. Therefore, the Project would not have an impact on an environmental resource of hazardous or critical concern.

Section 15332 (b) Exception

Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (*State CEQA Guidelines* Section 15355).

There are three planned development projects located within a 0.5-mile radius of the Project Site.[1] The Atlantic and Gage Development Project located at 6415 Atlantic Avenue, Bistro Project located at 4410 Gage Avenue, and Border X Brewing Project located at 4400 Gage Avenue. However, as described in **Section 2.0, Project Description**, the Project does not include any interior or exterior changes to the existing two-story, 15,142 square foot building. The Project would include new parking striping, installation of parking signage, and the vacation of an existing alley. Construction activities associated with these improvements would not have the potential to combine with a related project to create a significant cumulative impact. Furthermore, the Project Site is currently operating as a charter school and the Project does not propose any changes to the existing use. The school use is consistent with the City's planning and zoning designations for the Project Site with a Conditional Use Permit and therefore the Project would be consistent with the *City of Bell General Plan*. The proposed Zone Change and General Plan Amendment would bring the southern three parcels into conformance, and the Project would not have the potential to contribute to a local or regional significant cumulative impact.

While there are planned development projects within the vicinity of the Project Site, the Project does not include any interior or exterior renovations to the existing building and would not result in cumulative land use/zoning, air, or noise impacts, nor would the Project contribute to cumulative impacts to endangered, rare, or threatened species.

Section 15300.2 (c) Exception

There are no unusual circumstances associated with the Project Site or the Project that would create a reasonable possibility of significant effects to the environment. The Project Site is located within a commercial and residential setting and is currently developed. The Project does not include any interior or exterior changes to the existing two-story, 15,142 square foot building. The charter school is an accepted use with a CUP under the existing General Commercial (C3R) zoning and a continuation of the existing use. In addition, the Project would include a Zoning Change and General Plan Amendment to change the three southern parcels from High Density Multifamily Residential (R3) to (C3R). The Project will also include the installation of parking signage, new parking striping on the existing paved play areas, and vacation of an existing alley. As such, this exception does not apply to the Project.

---

1 City of Bell, "Development and Projects." Available online at: https://www.cityofbell.org/?NavID=2530, accessed December 22, 2023.

Section 15300.2 (d) Exception

There are no State-designated scenic highways or highways eligible for scenic designation in the Project Site vicinity.[2] There are also no locally designated scenic highways in the Project Site vicinity based on review of the California Department of Transportation Scenic Highway Mapping System.[3] The closest eligible scenic highway is State Route 57, approximately 20 miles southeast of the Project Site. The closest designated scenic highway is the Arroyo Seco Historic Parkway (I-110), approximately 6 miles northwest of the Project Site. Therefore, as the Project Site is not located along a State- or City-designated scenic highway, the exception is not applicable to the Project. As such, this exception does not apply to the Project.

Section 15300.2 (e) Exception

California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

There are no known hazardous sites associated with the Project Site according to the California Department of Toxic Substances Control's (DTSC) EnviroStor database,[4] SWRCB's GeoTracker database,[5] and DTSC's current "Cortese" list.[6]

Therefore, as the Project Site is not located on a hazardous waste site and no potentially significant hazardous impacts would result, the exception is not applicable to the Project. As such, this exception does not apply to the Project.

---

2 California Department of Transportation, "California Scenic Highway Mapping System, Los Angeles County," Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed December 22, 2023.

3 California Department of Transportation, "California Scenic Highway Mapping System, Los Angeles County." Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed December 22, 2023.

4 California Department of Toxic Substances Control, "EnviroStor," Available online at: https://www.envirostor.dtsc.ca.gov/public/, accessed December 22, 2023.

5 State Water Resources Control Board, "GeoTracker," Available online at: http://geotracker.waterboards.ca.gov accessed December 22, 2023.

6 California Department of Toxic Substances Control, "Hazardous Waste and Substances Site List (Cortese)," Available online at: http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp, accessed December 22, 2023.

Section 15300.2 (f) Exception

Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as:

1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;

2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or

3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A significant adverse effect would occur if a project were to adversely affect a historical resource meeting one of the above definitions. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The following summarizes the Project's impact on historical resources.

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (the "California Register"). The California Register is modeled after the National Register of Historic Places (the "National Register"). Furthermore, a property is presumed to be historically significant if it is listed in a local register of historical resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.[7]

According to Table 3-24, Historic Structures in Bell, of the 2030 Comprehensive General Plan/Bicycle Master Plan Environmental Impact Report, the City of Bell has identified 22 potential historic resources[8]. The Project Site was not included as a potential historic resource. As the Project includes no changes to the existing building the Project would not result in a direct or indirect impact on local historical resources.

---

7 Public Resources Code, Section 5024.1 and 14 California Code of Regulations Section 4850

8 City of Bell, *2030 Comprehensive General Plan Update and Bicycle Master Plan, Environmental Impact Report*. Available online at: https://www.cityofbell.org/home/showpublisheddocument/10125/636522145820770000, accessed December 22, 2023.

Technical Analysis

Although not required by CEQA, the City has undertaken a transportation analysis 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, the City has conducted an air quality analysis and determined that there are no significant impacts to air quality.

Conclusion

As proposed, the Project would include a Zone Change, General Plan Amendment, and Condition Use Permit and therefore would be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. Given the features, components, and location of the Project, it is our conclusion that the Project qualifies for a Class 1 (Section 15332) – Existing Facilities exemption. The Project does not fall within any of the exceptions listed in Section 15300.2, and therefore, otherwise applicable CEQA exemptions would apply. The new parking striping, installation of parking signage, and alley vacation would not result in any changes to the existing building nor the existing use. In conclusion, the Project meets the criteria for a Class 1 Categorical Exemption and is not subject to any of the six exceptions to the use of categorical exemptions included in section 15300.2 of the *State CEQA Guidelines*. The Project therefore qualifies for Categorical Exemption under CEQA. No further analysis is required.

3.3 REFERENCES

City of Bell, "Development and Projects." Available online at: https://www.cityofbell.org/?NavID=2530, accessed December 22, 2023.

California Department of Transportation, "California Scenic Highway Mapping System, Los Angeles County," Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed December 22, 2023.

California Department of Toxic Substances Control, "EnviroStor," Available online at: https://www.envirostor.dtsc.ca.gov/public/, accessed December 22, 2023.

State Water Resources Control Board, "GeoTracker," Available online at: http://geotracker.waterboards.ca.gov, accessed December 22, 2023.

California Department of Toxic Substances Control, "Hazardous Waste and Substances Site List (Cortese)," Available online at: http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp, accessed December 22, 2023.

Public Resources Code, Section 5024.1 and 14 California Code of Regulations Section 4850

City of Bell, *2030 Comprehensive General Plan Update and Bicycle Master Plan, Environmental Impact Report.* Available online at: https://www.cityofbell.org/home/showpublisheddocument/10125/636522145820770000, accessed December 22, 2023.

Traffic Impact Analysis

RUSSELL WESTBROOK WHY NOT HIGH SCHOOL

4210 EAST GAGE AVENUE, BELL, CA 90201

Prepared for:
LA Promise Fund

April 2023

Prepared by:

11900 W Olympic Blvd , Suite 450
Los Angeles, CA 90064
Phone: 213 267 2332
www.gentecsol.com

GTS Project Number: 220505

Table of Contents

Executive Summary **3**

Introduction **4**

Project Description 4
Site Location 4
Study Area 8
Traffic Analysis Scenarios 8

Project Study Area Conditions **9**

Street System 9
Transit System and Active Modes 9
Intersection Configurations and Traffic Volumes 10

Methodology **13**

Vehicle-Miles-Travelled (VMT) 13
Level of Service and Other Vehicular Analyses 13
Significance Criteria 14

Project and Background Trips **15**

Trip Generation 15
Trip Distribution and Assignment 16
Background Trips 16

VMT Analysis **18**

Level of Service Analysis **19**

Existing Conditions (Year 2023) 19
Existing Conditions Plus Ambient Growth 19
Existing Conditions Plus Ambient Growth With Project Conditions 22

Multimodal Connectivity and On-Site Conditions **24**

Pedestrian Facilities 24
Bicycle Facilities 24
Transit 24
Parking 24
Access and Circulation 24

Conclusion **26**

List of Tables

Table 1. Level of Service Definitions for Intersections 14
Table 2. Project Trip Generation based on Current Operations..... 15
Table 3. Existing Peak Hour Intersection LOS 19
Table 4. Existing + Ambient Growth Peak Hour Intersection LOS 20
Table 5. Existing + Ambient Growth Rate + Project Trips LOS..... 22

List of Figures

Figure 1. Location Map 5
Figure 2. Vicinity Map 6
Figure 3. Site Plan..... 7
Figure 4. Existing Intersection Geometrics 11
Figure 5. Existing Peak Hour Traffic Volumes 12
Figure 6. Project Trip Distribution and Assignment..... 17
Figure 7. Existing Plus Ambient Growth Peak Hour Volumes..... 21
Figure 8. Existing Plus Ambient Growth With Project Peak Hour Volumes 23

List of Appendices

Appendix A. Scoping Memorandum
Appendix B. Traffic Counts
Appendix C. LOS Worksheets

Executive Summary

This traffic impact study evaluates the transportation impacts associated with the Russell Westbrook Why Not High School project (Project) located at 4210 E. Gage Avenue in the City of Bell, CA.

The Project is seeking City's renewal of business license for the Russell Westbrook Why Not High School, a Public Charter School providing world class education. The high school currently provides education to 160 students in grades 9 to 11 and employs 18 faculty and staff members. The school has projected growth to 260 students supported by 30 faculty and staff members. The project does not include alterations to the building or site.

The analysis was carried out per the Los Angeles County Transportation Impact Study Guidelines (January 23, 2020). The project screens-out for vehicle miles traveled (VMT) as well as Transportation Impact Analysis per the said guidelines given that the number of net new trips generated is less than 110.

A local traffic impact analysis was carried out for the intersections in the immediate vicinity of the school. Four intersections were analyzed: the signalized intersection of Gage Ave and Otis Ave, the un-signalized intersection of Gage Ave and Fishburn Ave, and the project driveways at Otis Avenue and at Fishburn Avenue.

Given the demographics served by the school as well as operations of the current school where over 75% of students are bused, the trip generation was estimated by utilizing the current mode share of buses and private vehicles. Trips where then distributed and assigned based on existing travel patterns as derived from recent traffic counts collected during a typical school day. It was found that all study intersections operate at satisfactory LOS D or better during the weekday AM and PM peak hours under existing and cumulative conditions.

The project circulation, access and parking were also assessed and found to be adequate for the intended purposes. The design allows vehicles to queue within the school premises and avoids traffic overflows to the street system.

In summary, the projected growth to 260 students supported by 30 faculty and staff members is not found to have adverse impacts on local mobility, access, or circulation.

Introduction

The purpose of this Transportation Impact Analysis (TIA) is to identify potential traffic-related impacts associated with the Russell Westbrook Why Not High School project (Project) located at 4210 E. Gage Avenue in the City of Bell (City).

The Project is seeking the City's renewal of business license for this Public Charter School which provides world class education. The school seeks to transform education in South Los Angeles and radically improve the future of an entire community.

The objectives of this traffic study include documenting the existing and future traffic conditions and identifying additional circulation system features or system management actions needed to achieve the City's levels of service with the implementation of the proposed project.

Per the City's requirements, this TIA has been prepared consistent with the County of Los Angeles Transportation Impact Study Guidelines (July 23, 2020) and per the scoping memorandum previously approved by the City and included in Appendix A.

Project Description

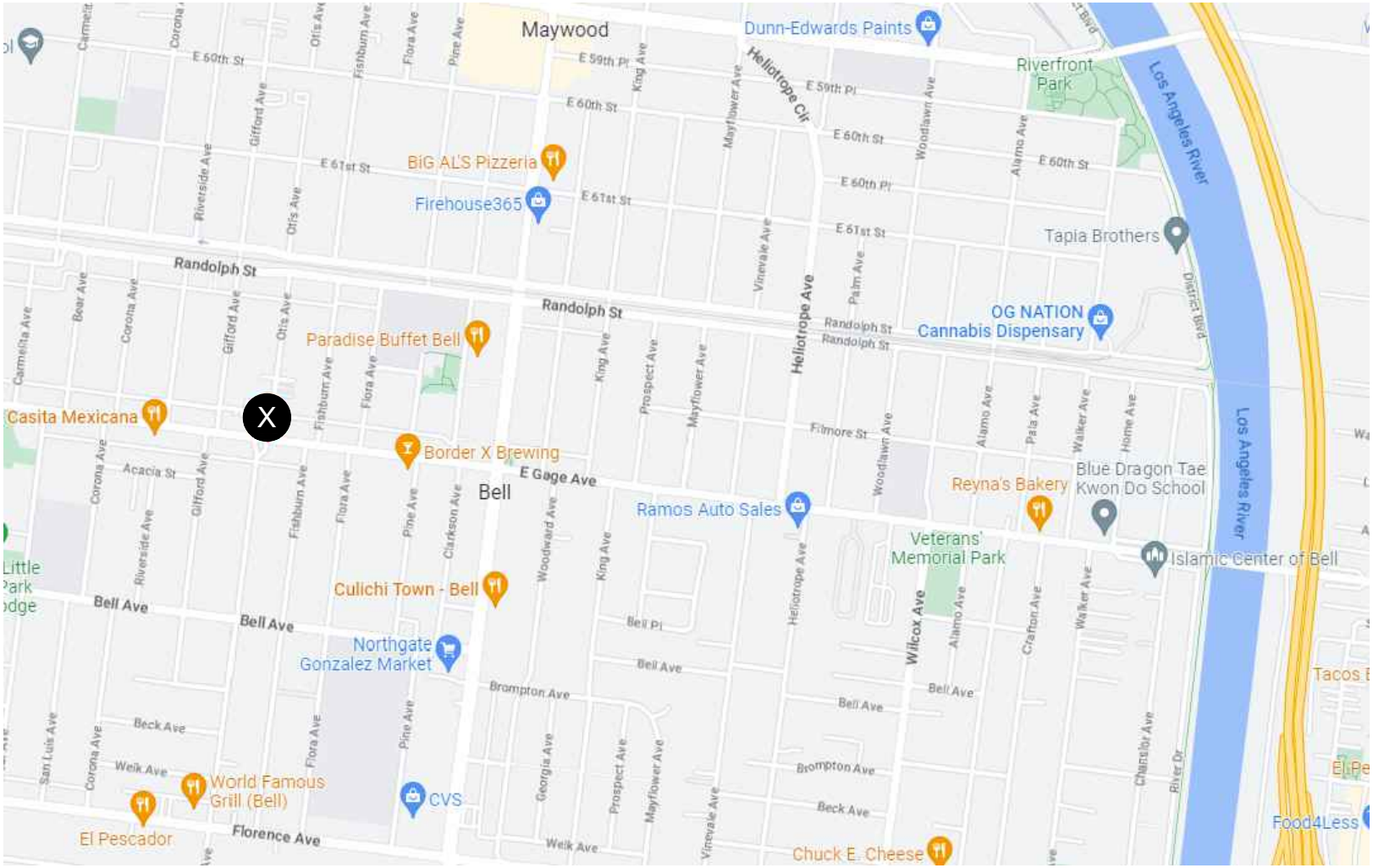
The two-story building at 4210 E. Gage Avenue currently houses the high school with 160 students in grades 9 to 11 and employs 18 faculty and staff members. The school has projected growth to 260 students supported by 30 faculty and staff members. The project does not include alterations to the building or construction of new buildings.

School hours are 7:00 AM to 5:30 PM, Monday through Friday. Busing is available to students. The school has reported that approximately 76% of students make use of the busing service. The starting/end point and only other stop on the route is in South Los Angeles (zip code 90062). Of the remaining 24% of students, half are dropped off by car and the other half walk or bike. None of the students drive on their own. Vehicles would enter and exit through Otis Ave gate.

The school currently has three buses that arrive at the site between 7:45 AM – 8:15 AM. The buses drop off and pick up on Fishburn Avenue, adjacent to the alley gate. Two afternoon buses depart at 4:00 PM and one bus departs at 5:00 PM. On Wednesdays, instructional time ends at 1:55 PM and all 3 buses depart the site at approximately 2:00 pm.

Site Location

Figure 1 shows the project location in the regional context, Figure 2 shows the immediate project vicinity, and Figure 3 illustrates the site plan.

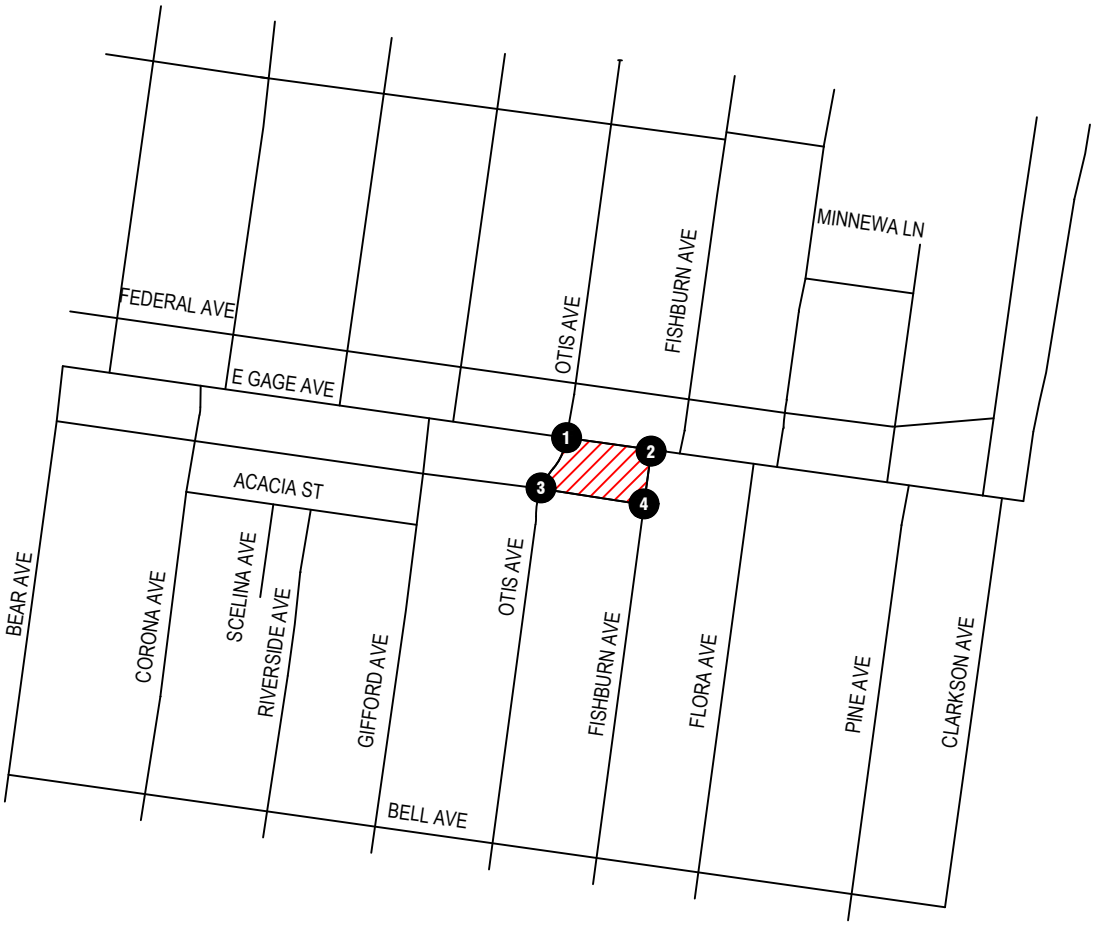


Location Map (Regional Context)

Russell Westbrook Why Not High School

FIGURE 1

GENERAL TECHNOLOGIES & SOLUTIONS



NOT TO SCALE

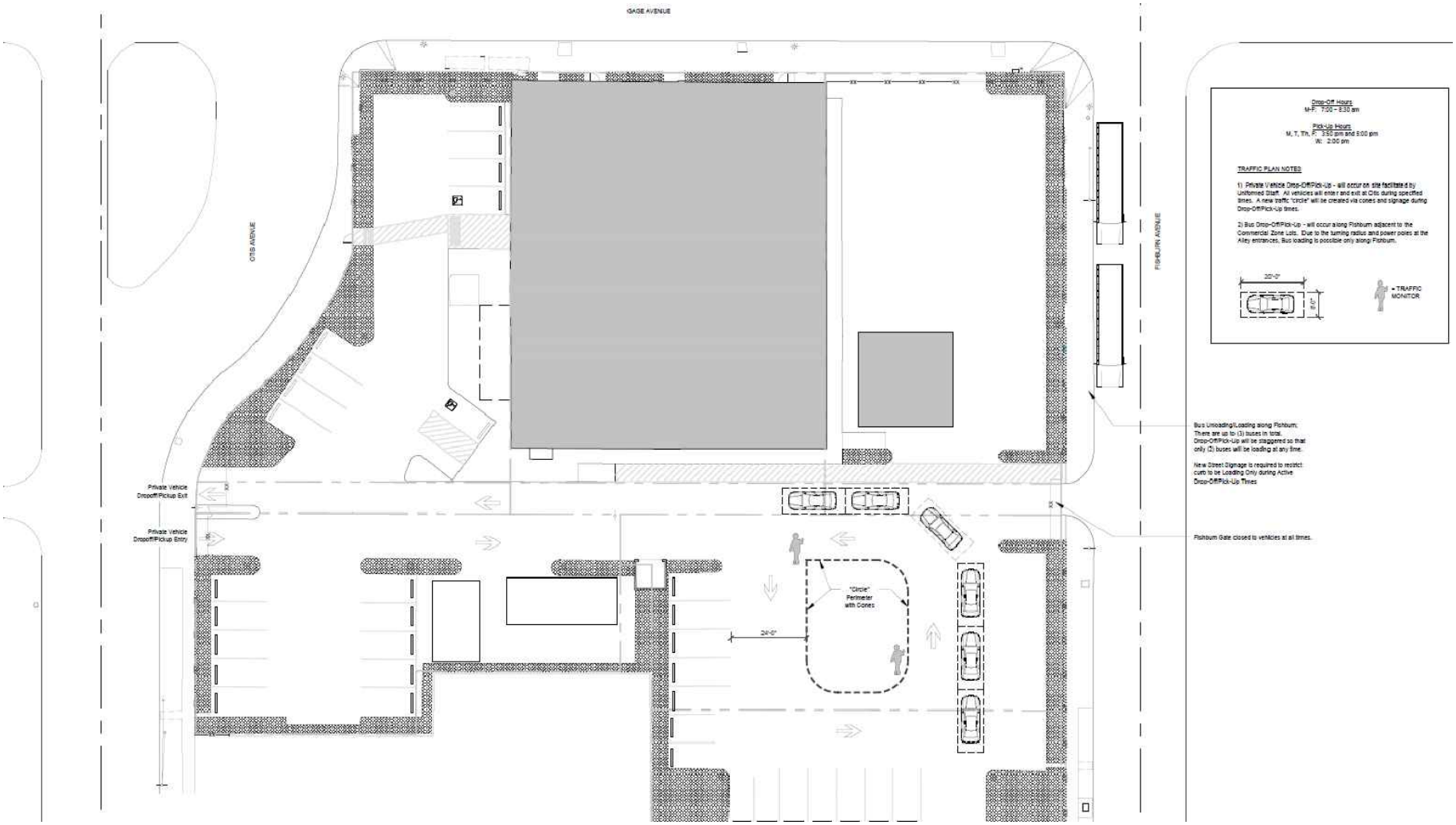
(X) Study Intersections

Vicinity Map

Russell Westbrook Why Not High School

FIGURE **2**

GENERAL TECHNOLOGIES & SOLUTIONS



Project Site Plan

Russell Westbrook Why Not High School

FIGURE **3**

GENERAL TECHNOLOGIES & SOLUTIONS

Study Area

The study area intersections shown in Figure 2 were identified as part of the project scoping with the City of Bell. Since then the number of students and staff have slightly changed and are reflected in this analysis. The following intersections were identified for the study purpose:

1. The signalized intersection of Gage Ave and Otis Ave
2. The unsignalized intersection of Gage Ave and Fishburn Ave
3. The unsignalized intersection of Otis Ave and School Driveway
4. The unsignalized intersection of Fishburn Ave and School Driveway

The study area intersections were evaluated during AM and PM peak hours and the analysis results are presented in the following sections.

Traffic Analysis Scenarios

The above study intersections were analyzed for the following traffic scenarios:

a) Existing traffic;
b) Existing traffic plus ambient growth to the year the project will be completed (pre-project);
c) Traffic in (b) plus project traffic;
d) Traffic in (c) with the proposed mitigation measures (if necessary);
e) Traffic in (c) plus the cumulative traffic of other known developments; and
f) Traffic in (e) with the proposed mitigation measures (if necessary).

Given that the study area is built-up, a 2% growth rate was used to account for ambient growth any pipeline (cumulative) projects that are not known at the time of this analysis.
It should also be noted that the updated Los Angeles County Transportation Impact Analysis Guidelines (July 23, 2020) do not explicitly state the scenarios to be analyzed as part of traffic analysis scenarios given the focus on vehicle miles traveled (VMT) analysis versus traditional level of service (LOS) analysis.

Project Study Area Conditions

This section describes the existing conditions of the multi-modal transportation systems serving the project study area.

Street System

Immediate access to the project site is provided via East Gage Avenue which connects the project to the regional transportation network. Below is a description of the street system in the immediate vicinity of the project.

E Gage Avenue: Runs in the east-west direction and is designated as a major roadway in the City's General Plan (Mobility and Circulation Element). It has two travel lanes in each direction, with a centerline marking. The roadway width from curb-to-curb is 60 feet and there is on-street parking during limited hours and specific locations. The posted speed limit is 35 MPH. The land use abutting Gage Avenue is primarily commercial and manufacturing. Sidewalks exist on both sides.

Otis Avenue: Runs in the north-south direction and is designated as a collector roadway in the City's General Plan (Mobility and Circulation Element). It has one travel lane in each direction, with a centerline marking. The roadway width from curb-to-curb is 36 feet and there is on-street parking on both sides. The intersection of Gage Ave and Otis Avenue is controlled by a signalized intersection and south of the school traffic calming measures in the form of speed humps have been installed with advisory speed limit signs of 15 MPH. The land use abutting Otis Avenue is primarily residential. Sidewalks exist on both sides.

Fishburn Avenue: Runs in the north-south direction and is designated as a local roadway in the City's General Plan (Mobility and Circulation Element). It has one travel lane in each direction and the roadway width from curb-to-curb is 30 feet while still allowing for on-street parking on both sides. The intersection of Gage Ave and Fishburn Avenue is controlled by a stop sign for Fishburn traffic. South of the school traffic calming measures in the form of speed humps have been installed with advisory speed limits of 15 MPH. The land use abutting Fishburn Avenue is primarily residential. Sidewalks exist on both sides.

Transit System and Active Modes

As noted earlier, over three quarters of the student population of the Russell Westbrook Why Not High School are bused to the school using school buses. In addition to the school buses, the project area is served by Los Angeles Metro with bus shelters fronting the school on Gage Ave in both directions.

Metro Line 110 connects the project area to the City of Bell Gardens to the east; Line 110 runs west to Playa Vista providing connection along the way to the Metro Blue

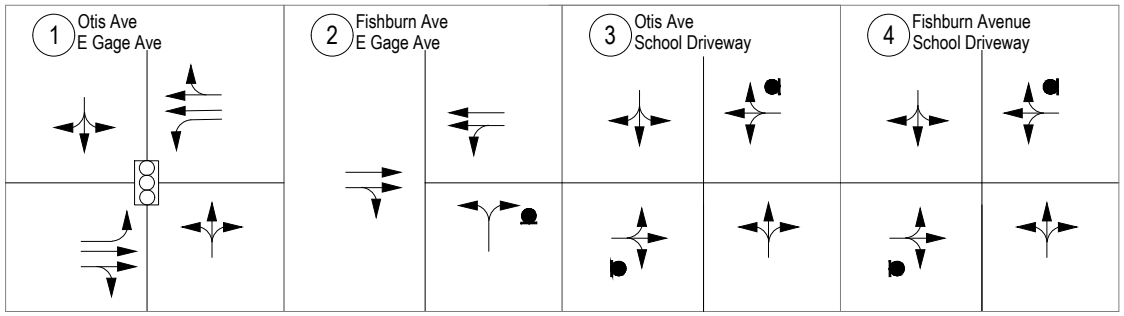
Line through Florence station. The headways are about 20 to 30 minutes during weekdays and about 40 minutes on weekends.

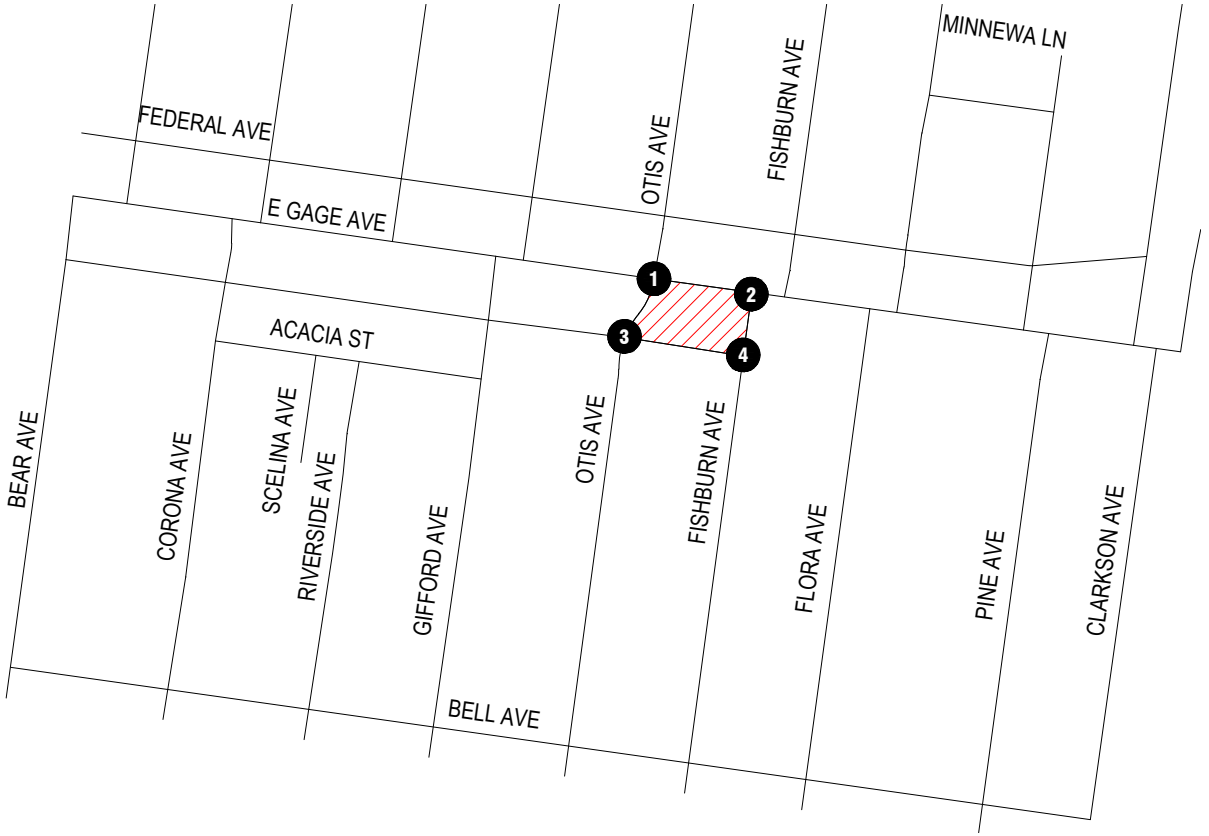
The project area is also served by a connected pedestrian network consisting of sidewalks on the adjacent streets as well as traditional crosswalks at the signalized intersection of the Gage Ave and Otis Ave. No bicycle facilities were noted in the project area.

Intersection Configurations and Traffic Volumes

Figure 4 illustrates the existing geometrics in terms of approach lanes of the study area intersections identified earlier.

The existing weekday AM and PM peak hour traffic volumes were collected at these intersections on January 12, 2023 during a typical school day. Figure 5 illustrates the existing AM and PM peak hour turning movement counts. The raw traffic counts are provided in Appendix B.





Legend

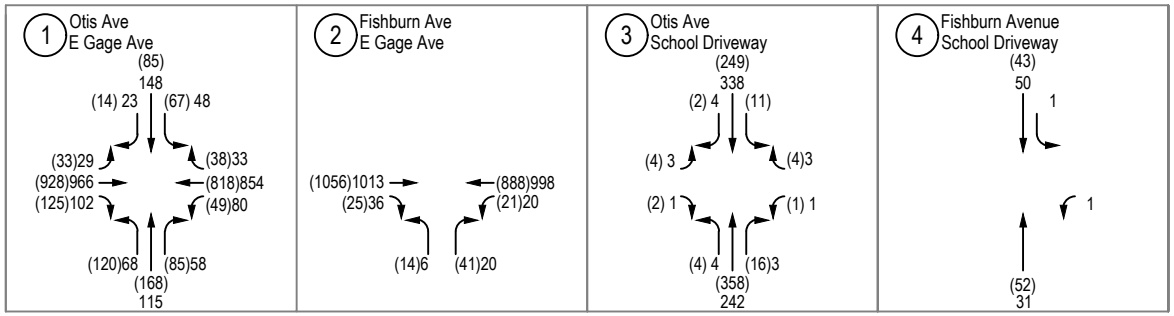
- Site
- X — Study Intersection
- Lane Geometrics
- Traffic Signal
- Stop Sign

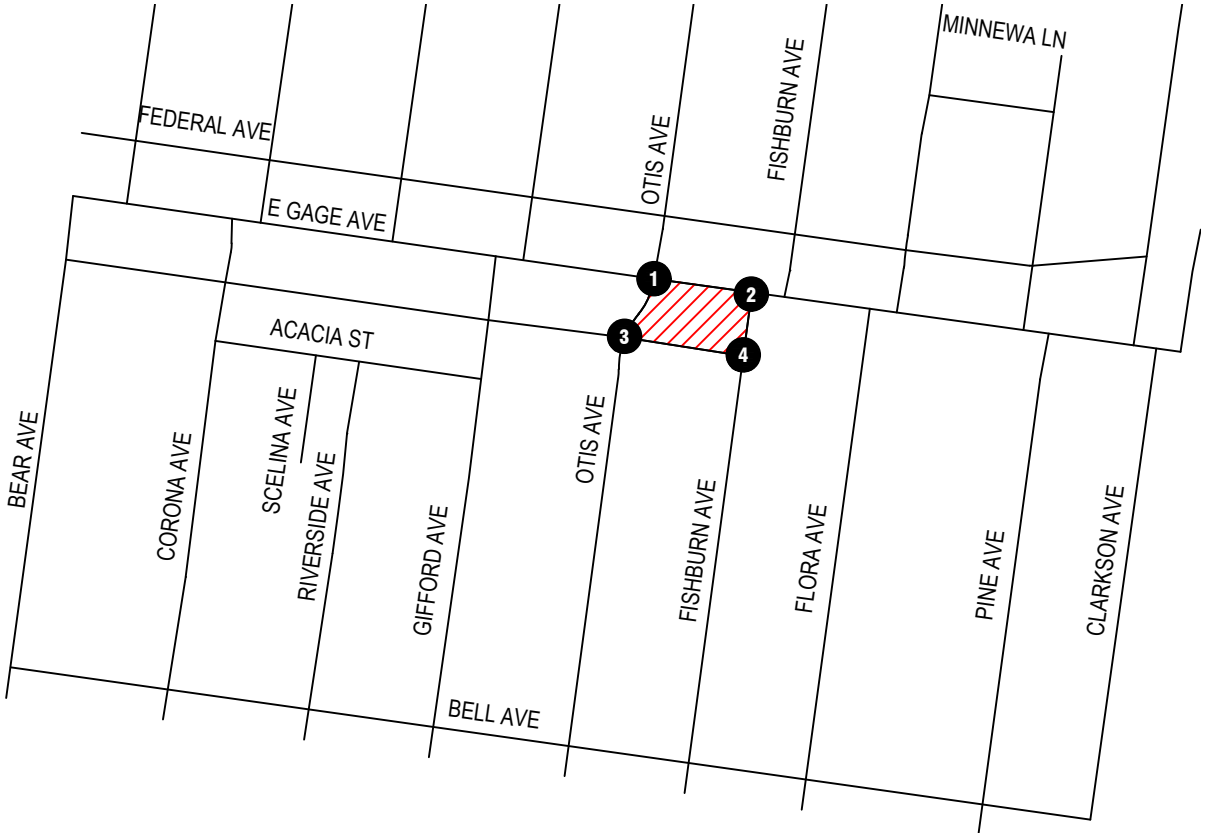
Existing Intersection Geometrics

Russell Westbrook Why Not High School

FIGURE **4**

GENERAL TECHNOLOGIES & SOLUTIONS





Legend

- Site
- X — Weekday PM Peak Hour Traffic Volumes
- (X) — Weekday AM Peak Hour Traffic Volumes
- (X) — Study Intersection

Existing Traffic Volume

Russell Westbrook Why Not High School

FIGURE **5**

GENERAL TECHNOLOGIES & SOLUTIONS

Methodology

As noted earlier, this study was conducted per the County of Los Angeles *Transportation Impact Analysis Guidelines (July 23, 2020).* This section briefly summarizes the methodology.

Vehicle-Miles-Travelled (VMT)

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

The project VMT analysis was conducted using the Los Angeles County Transportation Impact Analysis Guidelines (July 23, 2020) which included project screening criteria presented in the following pages. The screening criteria was reviewed for the project evaluation, in particular the criteria for daily trips generated and local-serving institutional nature of the project.

Level of Service and Other Vehicular Analyses

While VMT is the preferred quantitative metric for assessing potentially significant transportation impacts under CEQA, it should be noted that SB 743 does not prevent a city or county from using metrics such as level of service (LOS) as part of the application of local general plan policies, municipal and zoning codes, conditions of approval, or any other planning requirements through a city's planning approval process; cities can still ensure adequate operation of the transportation system in terms of transportation congestion measures related to vehicular delay and roadway capacity. As such, the City of Bell continues to require congestion-related transportation analysis through planning approval processes outside CEQA.

Following the Los Angeles County Transportation Impact Analysis Guidelines, signalized and unsignalized intersections are analyzed using the Highway Capacity Manual (HCM) methodology. This method compares the traffic volumes to the intersection capacity and assigns a corresponding letter value to the intersection based on the delays experienced by vehicles at the intersection.

The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour. A complete description of the meaning of level of service can be found in the Highway Research Board, *Highway Capacity Manual*. Brief descriptions of the six levels of service for signalized and unsignalized intersections based on the ICU and HCM methodologies and LOS definitions are shown in Table 1.

Table 1. Level of Service Definitions for Intersections

Level of Service	Signalized Using HCM LOS (Delay in Seconds)	Unsignalized using HCM LOS (Delay in Seconds)
A	0.0 – 10.0 seconds	0.0 – 10.0 seconds
B	10.1 – 20 seconds	10.1 – 15 seconds
C	20.1 – 35.0 seconds	15.1 – 25.0 seconds
D	35.1 – 55.0 seconds	25.1 – 35.0 seconds
E	55.1 – 80.0 seconds	35.1 – 50.0 seconds
F	80.1 seconds or greater	50.1 seconds or greater

Descriptions per the Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

LOS A. No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.

LOS B. This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.

LOS C. This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

LOS D. This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.

LOS E. Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.

LOS F. This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Significance Criteria

As noted above, starting July 1, 2020 the City can no longer apply LOS standards and methodologies to assess CEQA transportation impacts; potential VMT impacts must be analyzed instead.

The City has required using the County of Los Angeles Transportation Impact Analysis Guidelines to incorporate VMT-related metrics in addition to level of service analysis.

Project and Background Trips

This section presents the project trip generation, distribution and assignment. The background trips are also presented.

Trip Generation

As mentioned earlier, the building at 4210 E. Gage Avenue currently houses the high school with 160 students in grades 9 to 11 and employs 18 faculty and staff members. The school has projected growth to 260 students supported by 30 faculty and staff members.

Trip generation calculations typically use the trip generation rates of the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021)*. The ITE trip generation manual does not have rates specific to Public Charter High Schools. Hence, the closest rates that could be utilized are those of the High School land use (Land Use Code 525).

However, the ITE trip generation manual cautions that the "*percentage of students at the sites who were transported to school via bus varied considerably. Due to the varied transit and school bus usage at these sites, it is desirable that future studies include additional detail on the percentage of students who were bused to school and the percentage who were dropped off and picked up.*" As such it was agreed during the scoping phase, given the particular demographics as well as operations of the current school, the trip generation can be more adequately estimated by utilizing the current mode share of buses and private vehicles. With 76% of students bused to the school and the remaining 24% of students walking, biking or being dropped-off, a more adequate trip generation estimate is presented in Table 2.

As shown in Table 2, the total net daily new trip ends are estimated at about 74 trips. This assumes that 12% of students use auto modes while the remaining are bused, walk, or bike (based on the existing observed patterns).

Table 2. Project Trip Generation based on Current Operations

			Buses		Vehicular Auto Modes		
	Students	Staff	Percentage	Number	Students (12%) [1]	Staff (100%)	Total Autos
Existing	160	18	76%	122 (3 buses)[2]	20	18	38
Proposed	260	30	76%	198 (4 buses)	32	30	62
Delta	64	2	-	1 bus	12	12	24
Net New Trip Ends				2	48	24	74

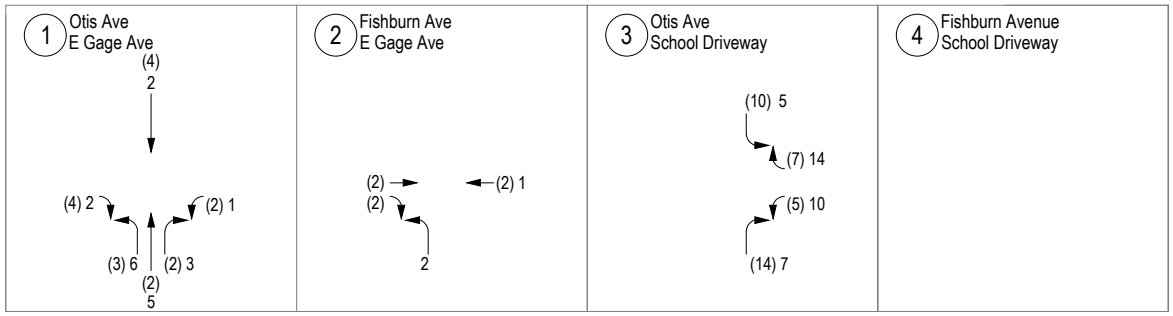
[1] 12% of students are estimated to walk and bike (calculated as 19 of 160 students)
[2] Assumes a bus capacity of 48 adult passengers

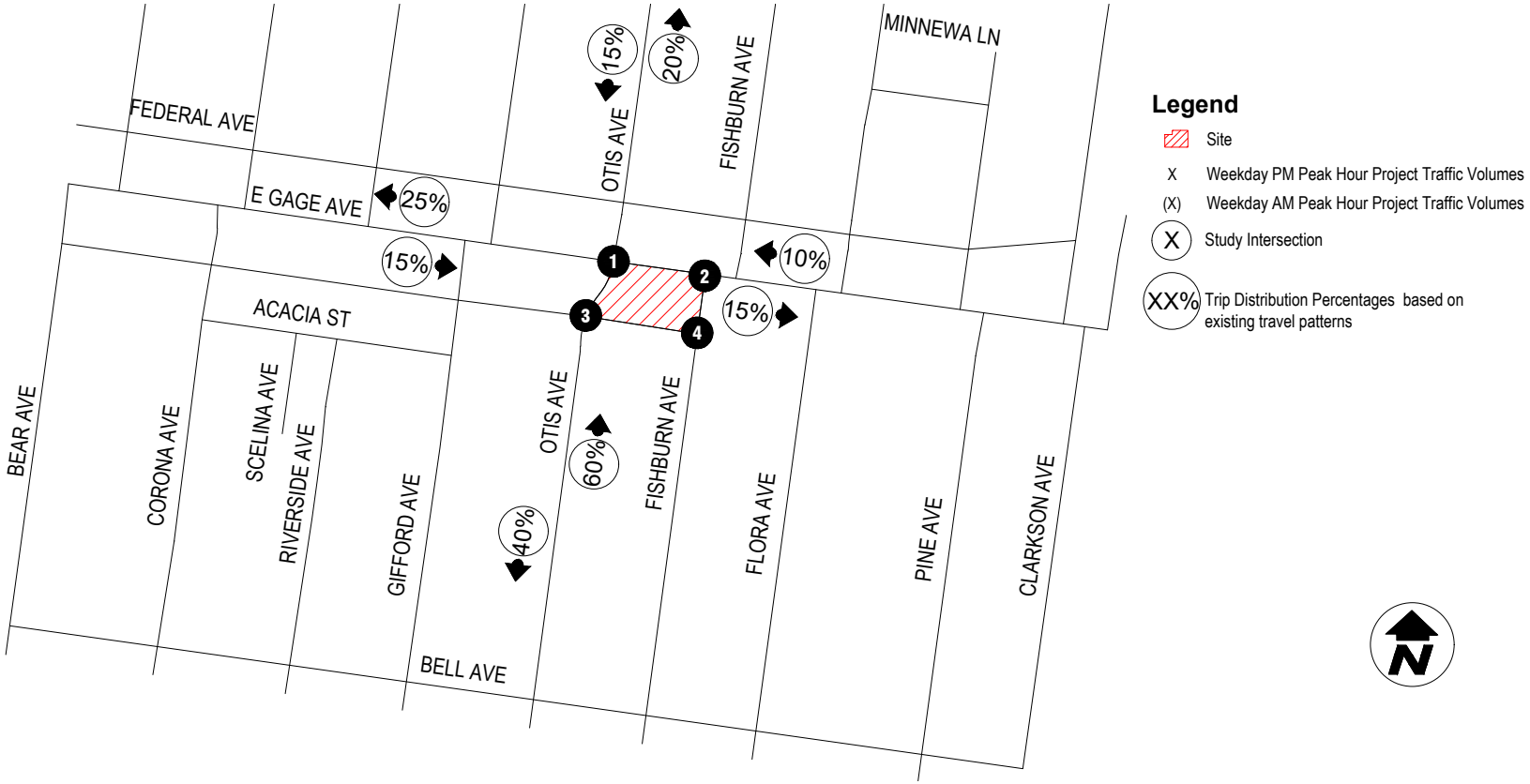
Trip Distribution and Assignment

The distribution of project trips to the surrounding street network is based on the existing travel patterns as derived from the counts. The project's trip distribution and assignment are illustrated in Figure 6.

Background Trips

Per the scoping agreement, a growth rate of 2% was utilized to cover ambient growth as well as that of future projects in the pipeline at the time of this analysis.





Project Trip Distribution and Assignment

Russell Westbrook Why Not High School

FIGURE
6

GENERAL TECHNOLOGIES & SOLUTIONS

VMT Analysis

Pursuant to SB 743 technical guidance published by Governor's Office of Planning and Research (OPR), there are several screening procedures to potentially streamline project analysis (i.e., provide a presumptive non-impact finding and remove the need for a VMT analysis). Prime among these are local-serving K-12 schools that can be presumed to have a less than significant transportation impact as well as project generating less than 110 daily trips.

The Project at hand satisfies both of the above criteria. Being a locally-serving school with an estimated number of net new trip ends of about 74.

Therefore, based on the VMT screening criteria, the proposed Project represents a less than significant transportation impact based on VMT and no further VMT analysis is required.

Level of Service Analysis

The purpose of the LOS analysis is to identify potential transportation-related impacts associated with the proposed project. If needed, mitigation measures will be identified that would offset or reduce the project-related impacts.

Existing Conditions (Year 2023)

The LOS analyses were prepared for the Existing conditions per the City's guidelines and are shown in Table 3. Detailed level of service worksheets are provided in Appendix C.

As shown in Table 3, all of the study intersections operate at LOS D or better during the weekday AM and PM peak hours under Existing conditions.

Table 3. Existing Peak Hour Intersection LOS

	AM Peak		PM Peak	
Intersection	**HCM LOS[1]**	**Delay[2]**	**HCM LOS**	**Delay**
Gage Ave & Otis Ave	B	15.2	B	11.8
Gage Ave and Fishburn Ave	D	30.1	C	24.7
Otis Ave and School Driveway	B	13.7	B	13.5
Fishburn Ave and School Driveway	A	0	A	9

1. LOS: Level of Service
2. Delay is measured in seconds/vehicle for HCM reporting.

Existing Conditions Plus Ambient Growth

The volumes for the Existing Conditions plus Ambient Growth scenario are obtained by applying a 2% annual growth rate to the 2023 volumes. A project opening year of 2025 was assumed and hence the growth rate was applied for two years. The volumes associated with this scenario are shown in Figure 7.

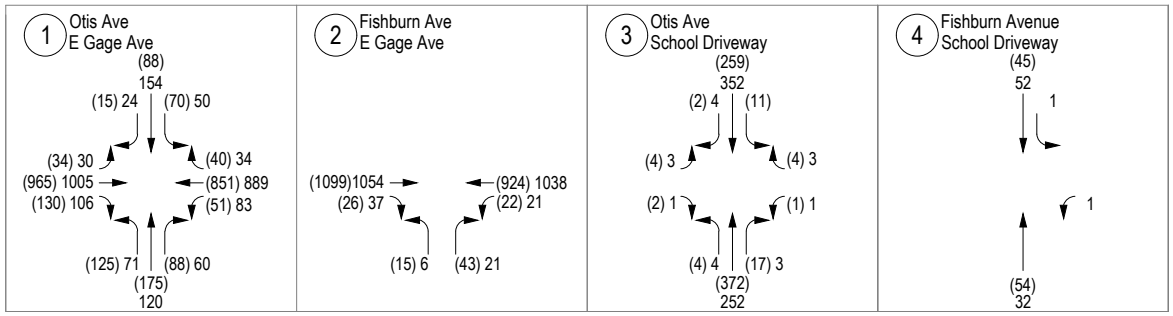
The LOS analyses are shown in Table 4. Detailed level of service worksheets are provided in Appendix C.

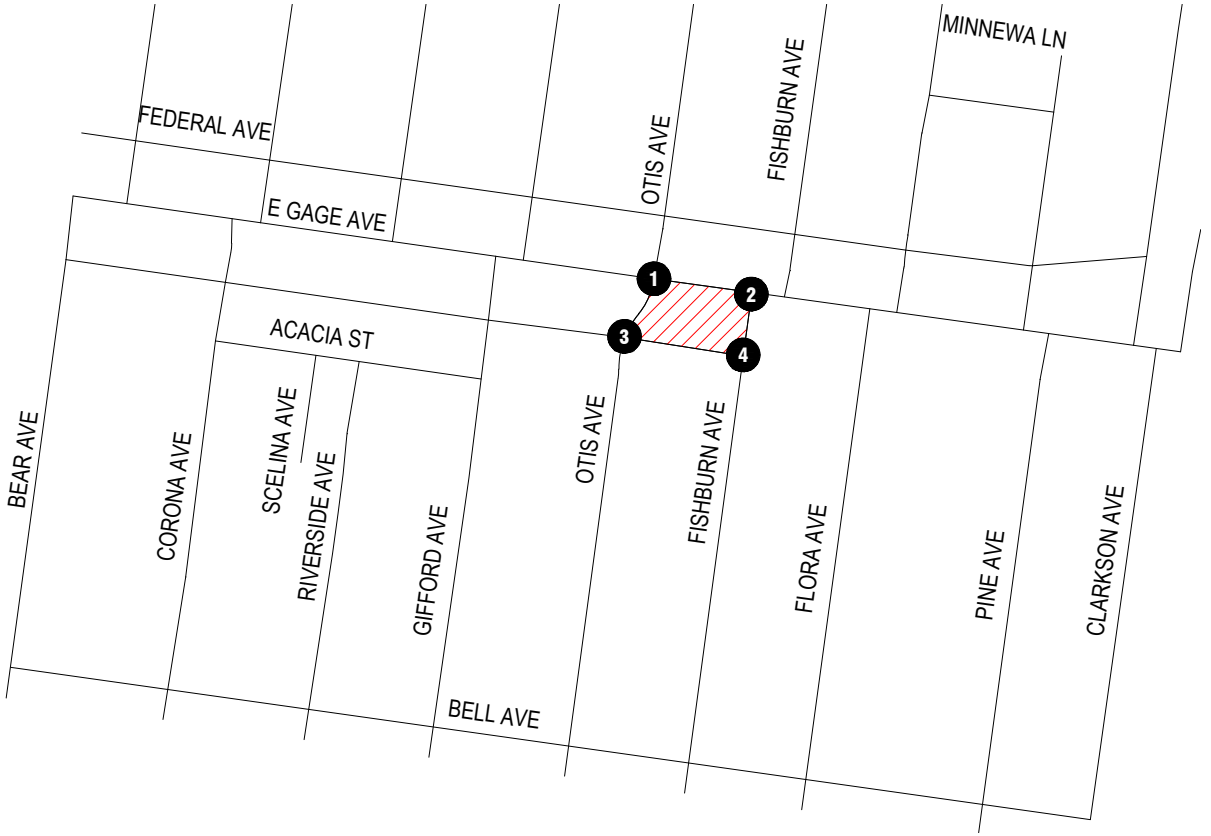
As shown in Table 6, all the study intersections operate at satisfactory LOS D or better during the weekday AM and PM peak hours under Existing conditions plus an ambient growth rate.

Table 4. Existing + Ambient Growth Peak Hour Intersection LOS

	AM Peak		PM Peak	
Intersection	**HCM LOS[1]**	**Delay[2]**	**HCM LOS**	**Delay**
Gage Ave & Otis Ave	B	15.7	B	12.1
Gage Ave and Fishburn Ave	D	34.4	D	26.6
Otis Ave and School Driveway	B	14.2	B	13.8
Fishburn Ave and School Driveway	A	0	A	9.1

1. LOS: Level of Service
2. Delay is measured in seconds/vehicle for HCM reporting.





Legend

- Site
- X — Weekday PM Peak Hour Traffic Volumes
- (X) — Weekday AM Peak Hour Traffic Volumes
- (X) — Study Intersection

Existing + Ambient Growth Traffic Volume

Russell Westbrook Why Not High School

FIGURE 7

GENERAL TECHNOLOGIES & SOLUTIONS

Existing Conditions Plus Ambient Growth With Project Conditions

Existing conditions plus an ambient growth rate with Project Traffic volumes were determined by adding the project trips to the existing plus an ambient growth (year 2025) traffic volumes. Figure 8 shows the Opening Year with Project AM and PM peak hour traffic volumes.

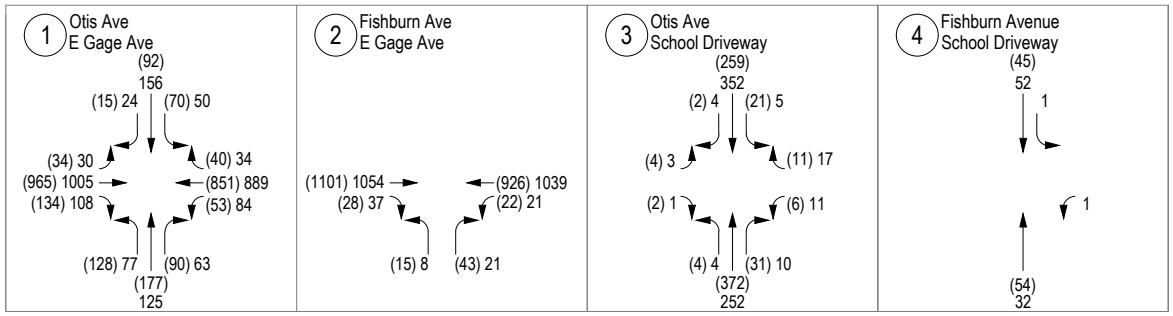
Intersection operations were calculated using the HCM methodology described previously. Table 5 provides HCM level of service for the Opening Year with Project Traffic operations for the weekday AM and PM peak hours. Detailed LOS worksheets are provided in Appendix C.

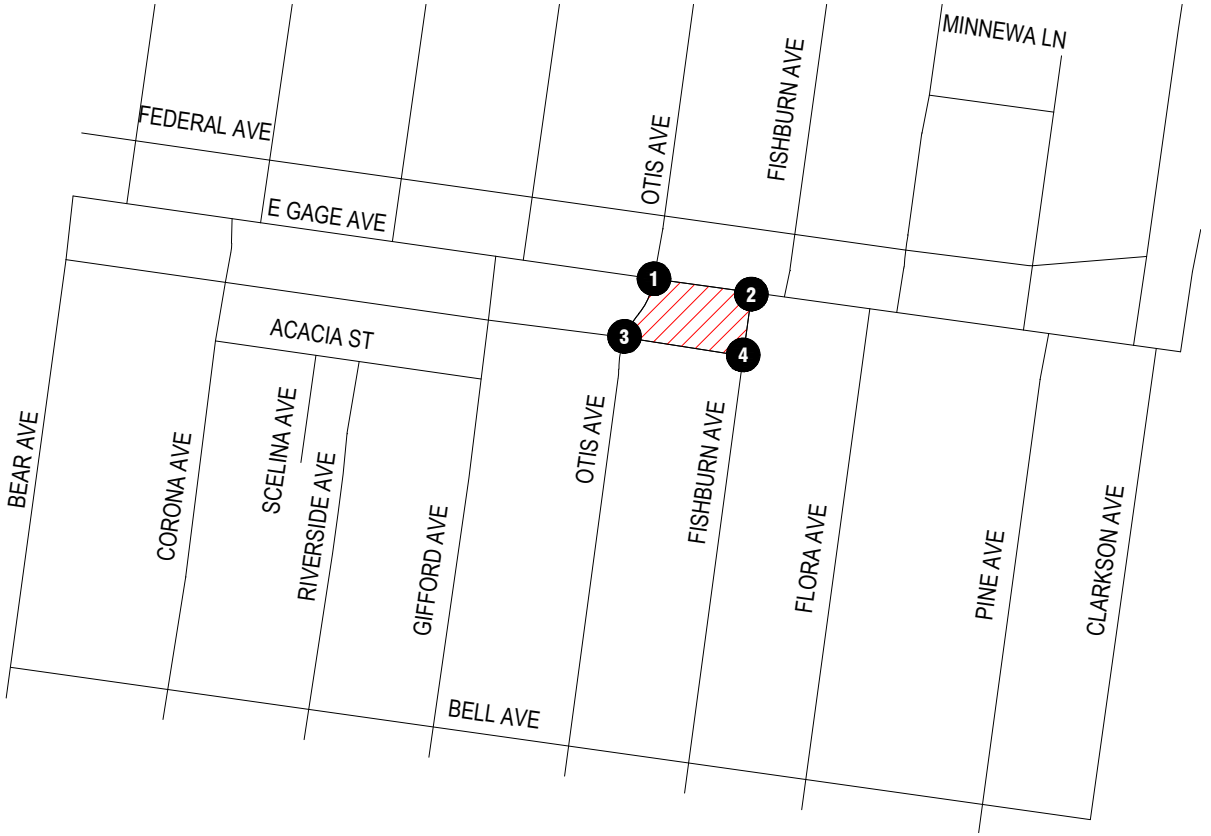
As shown in the table, all of the study intersections are forecast to continue to operate at LOS D or better during the AM and PM peak hours.

Table 5. Existing + Ambient Growth Rate + Project Trips LOS

	AM Peak		PM Peak	
Intersection	**HCM LOS[1]**	**Delay[2]**	**HCM LOS**	**Delay**
Gage Ave & Otis Ave	B	15.7	B	12.2
Gage Ave and Fishburn Ave	D	34.9	D	30.4
Otis Ave and School Driveway	B	14.5	B	14.2
Fishburn Ave and School Driveway	A	0	A	9.1

3. LOS: Level of Service
4. Delay is measured in seconds/vehicle for HCM reporting.





Legend

- Site
- X — Weekday PM Peak Hour Traffic Volumes
- (X) — Weekday AM Peak Hour Traffic Volumes
- X — Study Intersection

Existing + Ambient Growth + Project Traffic Volume

Russell Westbrook Why Not High School

FIGURE **8**

GENERAL TECHNOLOGIES & SOLUTIONS

Multimodal Connectivity and On-Site Conditions

This section highlights any impact the project might have on pedestrian, bicycle, and transit systems. It also addresses the site access and parking.

Pedestrian Facilities

As noted earlier, roadways in the project vicinity provide sidewalks on both sides of street. The signalized intersection at Gage Ave and Otis Ave provides crosswalks with pedestrian pushbuttons and curb ramps allowing for ease of access to the transit stops and adjacent destinations. The project is not anticipated to have an adverse impact on the pedestrian network.

Bicycle Facilities

There are no bikeway corridors within the project study area. The project is not anticipated to have an adverse impact on the planned bicycle network.

Transit

The project can make use of the existing bus lines especially with the transit stops immediately in front of the project site on both sides of Gage Avenue for transportation of staff and students. The project is not anticipated to have an adverse impact on the operation of the bus routes.

Parking

The City of Bell provides (in section 17.76.020 of the municipal code) the required off-street parking spaces. The code requires high schools and trade schools to provide 1 parking space for each 5 students and 1 parking space for each faculty member and employee.

However, as noted earlier (given the current student demographics and operations), students do not drive to school and that is not anticipated to change with the renewal of the school's business license. It is assumed that the majority of students will be bused to the school and the remaining will either walk, bike, use transit, or be dropped off.

As such the parking spaces should be provided to accommodate the staff (potentially 30 staff members) as well as potential visitors. The current site plan shows a total of 33 spaces which is considered adequate for the purposes of this project.

Access and Circulation

As previously mentioned in this report, the existing project site is currently served by the access driveway at Otis Avenue.

Vehicles desiring to drop-off students enter the school via Otis Ave driveway. A traffic circle is designated during drop-off and pick-up times to streamline the circulation of

traffic on-site and allow students to access the school's loading curb from the passenger side of the vehicle. The location of the circle also provides ample space for queuing on-site (all 12 vehicles can be accommodated on site) and avoids spillback of queues to Otis Avenue.

Buses will continue to drop-off and pick-up at Fishburn Avenue on the school side of the street. Students can conveniently access the school via the existing gateway. It should be noted that this driveway will not be used for vehicular access. The operation analysis for both driveways was illustrated earlier showing no uses for this driveway under existing or future conditions.

The access and on-site circulation are considered adequate for the intended purposes.

Conclusion

This report documented the transportation analysis required by the City for the purposes of compliance with the General Plan and other planning documents. The vehicle miles traveled analysis was also presented for CEQA documentation purposes.

The VMT analysis found this project can be screened out based on the number of trips it generates (less than 110 daily trips) as well as the nature of the project (locally serving school).

A LOS analysis was conducted per the City's requirements (following the County of Los Angeles Guidelines) that investigated the operations at the study area intersections for the existing year and opening year (2025) with- and without-project conditions. The analysis reported LOS per HCM methodologies. Based on the analysis, no adverse project traffic impacts were identified in the project study area.

Furthermore, the internal operations of the site are assumed adequate for the intended purposes and no adverse impacts are forecasted.

Appendix A. Scoping Memorandum

t +1 213 267 2332 | **f** +1 213 318 0744
info@gentecsol.com | www.gentecsol.com
11900 W Olympic Blvd, Suite 450, Los Angeles, CA 90064
GTS | General Technologies and Solutions

SCOPING MEMORANDUM

Date:	February 14, 2022	**GTS:** 220505.01
To:	Paula Kelly (City of Bell)	
From:	Rawad Hani (GTS)	
cc:	Lori Hashimoto (LA Promise Fund)	
Subject:	Traffic Impact Study Scoping Agreement (LOS and VMT)	
Project:	Russell Westbrook Why Not High School (4210 E. Gage Avenue)	

General Technologies and Solutions (GTS) is pleased to present the Traffic Impact Study Scoping memorandum for the purposes of permitting the above-mentioned Project in the City of Bell (City). The project site is located at 4210 E. Gage Avenue and currently houses a high school with 160 students (grades 9 to 11) and employs 18 faculty and staff members.

The Project includes accommodating the projected growth to 230 students in grade levels (9 to 11) supported by 20 faculty and staff members. The Project does not include alterations to the building or site.

This scoping memorandum consists of project description, trip generation, trip distribution, identification of study intersections, traffic study scenarios, and VMT screening approach.

We seek your review and confirmation on behalf of the City to proceed with the traffic impact study.

PROJECT DESCRIPTION

The Project is seeking City's renewal of business license for the Russell Westbrook Why Not High School located at 4210 E. Gage Avenue in the City of Bell. The school is a Public Charter School providing world class education. The project location is shown in Figure 1.

The building at 4210 E. Gage Avenue currently houses the high school with 160 students in grades 9 to 11 and employs 18 faculty and staff members. The school has projected growth to 230 students in grades 9 to 11 (grade 12 is at another location outside the City) supported by 20 faculty and staff members.

The project does not include alterations to the building or site. The current and future number of classrooms is 9. The class size will increase from approximately 19 students per class to 25 students per class.

School hours are 7:00 am to 5:30 pm, Monday through Friday. Busing is available to students. The school has reported that approximately 76% of students make use of the busing service (attached is a school documentation with the names of students utilizing the bus as well as other modes of transportation). The starting/end point and only other stop on the route is located in South LA, zip code 90062. The school has three buses that arrive at the site between 7:45 am – 8:15 am. The buses drop off and pick up on Fishburn Avenue, adjacent to the alley gate. Two afternoon buses will depart at 4:00

pm and one bus will depart at 5:00 pm. On Wednesdays, instructional time ends at 1:55 pm and 3 buses will depart the site at approximately 2:00 pm. Of the remaining 24% of students, half are dropped off by car and the other half walk or bike. The site plan and traffic circulation is shown in Figure 2. Vehicles would enter through Fishburn Ave gate and exit via Otis Ave gate.

TRIP GENERATION

Trip generation calculations typically use the trip generation rates of the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021)*. The ITE trip generation manual does not have rates specific to Public Charter High Schools. Hence, the closest rates that could be utilized are those of the High School land use (Land Use Code 525).

Table 1 summarizes the estimated trip generation for the project site on a typical weekday during the AM peak and PM peak hours. As shown, the project is expected to generate 136 net new daily trips, 36 new AM peak hour trips (25 inbound and 12 outbound), and 10 PM peak hour trips (5 inbound and 5 outbound).

Table 1: Project Trip Generation per ITE Trip Generation Manual

Land Use	Land Use Code	Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
High School	LU 525	Student	1.94	68%	32%	0.52	48%	52%	0.14
Project Trip Generation									
Existing School	LU 525	160 Students	311	57	27	84	11	12	23
Proposed School	LU 525	230 Students	447	82	39	120	16	17	33
Net New Trips			136	25	12	36	5	5	10

[1] Trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation Manual, 11th Edition,* 2021. Land Use Code 525 – High School.

The ITE trip generation manual cautions that in calculating the above rates the "percentage of students at the sites who were transported to school via bus varied considerably. Due to the varied transit and school bus usage at these sites, it is desirable that future studies include additional detail on the percentage of students who were bused to school and the percentage who were dropped off and picked up."

Moreover, given the particular demographics as well as operations of the current school, the trip generation can be more adequately estimated by utilizing the current mode share of buses and private vehicles. With 76% of student bused to the school and the remaining 24% of students walking, biking or being dropped-off, a more adequate trip generation estimate is presented in Table 2.

As shown in Table 2, the total net daily new trips are estimated at about 20 trips. This assumes that 12% of students use auto modes while the remaining are bused, walk, or bike (based on the existing observed patterns).

Table 2: Project Trip Generation based on Current Operations

			Buses		Vehicular Auto Modes		
	Students	Staff	Percentage	Number	Students (12%)[1]	Staff (100%)	Total Autos
Existing	160	18	76%	122 (3 buses)[2]	20	18	38
Proposed	230	20	76%	175 (4 buses)	28	20	48
Delta	64	2	-	1 bus	8	2	10
Net New Vehicle Trips				2	16	4	20

[1] 12% of students are estimated to walk and bike (calculated as 19 of 160 students)
[2] Assumes a bus capacity of 48 adult passengers

STUDY INTERSECTIONS

Per the County of Los Angeles Traffic Impact Study Guidelines of July 23, 2020, the study intersections should include the primary project driveways and the intersections that are adjacent to the project or that are expected to be integral to the project's site access and circulation plan.

Based on the previous trip generation section the traffic study will assess the traffic operations at the following intersections:

- The signalized intersection of Gage Ave and Otis Ave
- The un-signalized intersection of Gage Ave and Fishburn Ave
- The project driveways at Otis Avenue and at Fishburn Avenue

TRIP DISTRIBUTION

The distribution of project trips to the surrounding street network will follow the existing travel patterns. Counts will be carried out at the driveways and trips distributed accordingly.

TRAFFIC STUDY SCENARIOS

Per the County of Los Angeles Guidelines, the analysis scenarios included in this scope of work are as follows:

a) Existing traffic;
b) Existing traffic plus ambient growth to the year the project will be completed (pre-project);
c) Traffic in (b) plus project traffic;
d) Traffic in (c) with the proposed mitigation measures (if necessary);
e) Traffic in (c) plus the cumulative traffic of other known developments; and
f) Traffic in (e) with the proposed mitigation measures (if necessary).

We propose to use a growth rate of 2% to cover ambient growth as well as that of future projects in the pipeline at the time of this analysis.

VMT SCREENING ANALYSIS

Pursuant to SB 743 technical guidance published by OPR, there are several screening procedures to potentially streamline project analysis (i.e., provide a presumptive non-impact finding and remove the need for a VMT analysis). Prime among these are local-serving K-12 schools that can be presumed to have a less than significant transportation impact as well as project generating less than 110 daily trips.

The Project at hand satisfies the above criteria being a school with grades 9-11 school. Moreover, the estimated number of net new trips is estimated at about 36 trips (less than 110). Therefore, based on the VMT screening criteria, the proposed Project represents a less than significant transportation impact based on VMT and no further VMT analysis is required.

GTS will prepare a draft memorandum summarizing the analysis methodology and results. The draft memorandum will be submitted for review along with the level of service (LOS) analysis.

We look forward for your review and approval of this scoping memorandum to move ahead with the analysis.

Sincerely,
General Technologies and Solutions (GTS)

Rawad Hani, PE, TE
Principal

List of Attachments:

- **Figure 1: Site Location and Vicinity Map**
- **Figure 2: Site Plan and Traffic Circulation**



Figure 1. Site Location and Vicinity Map

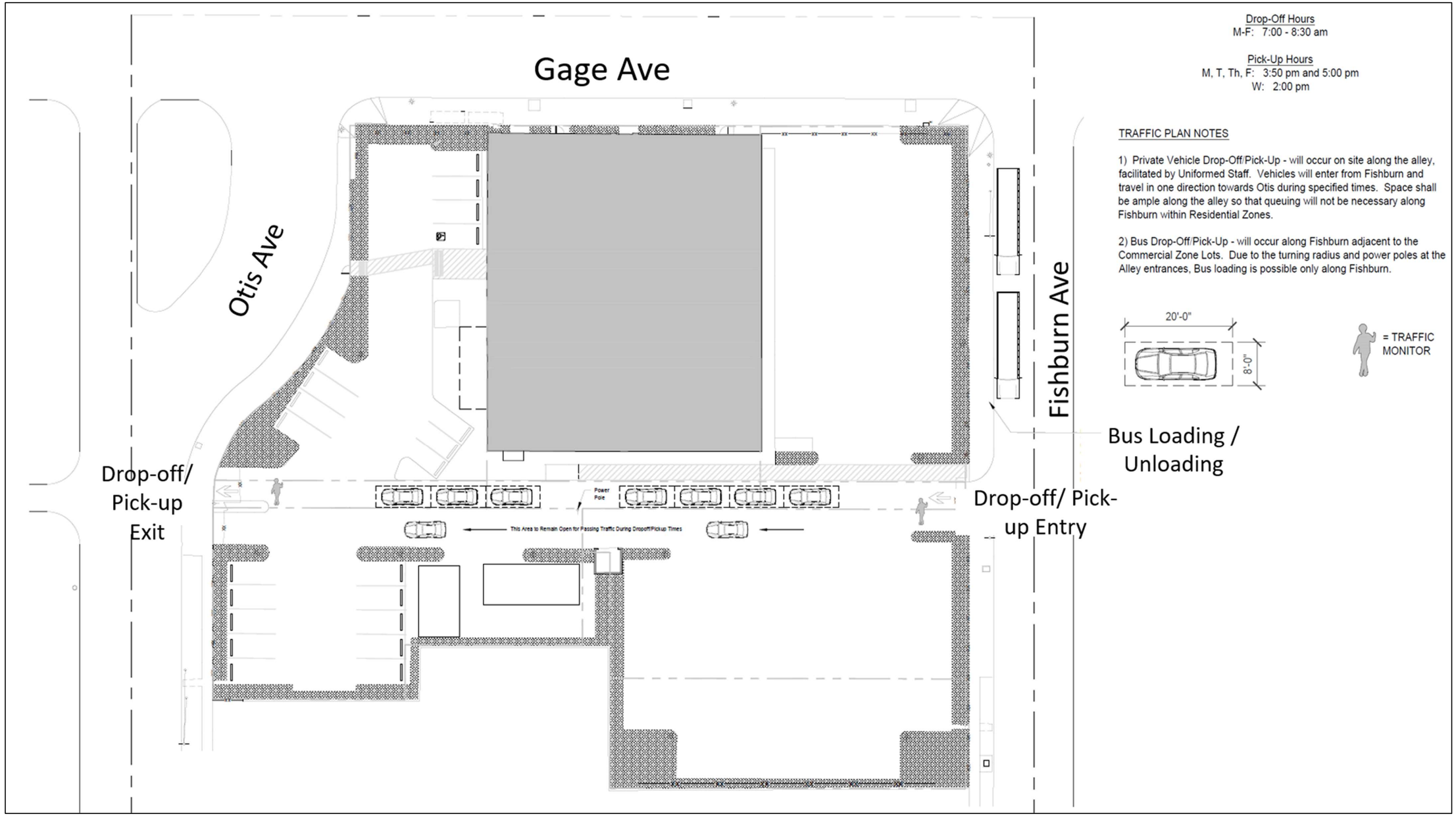


Figure 2. Site Map and Traffic Circulation

WESTBROOK HIGH SCHOOL
Russell Westbrook Why Not? High School
Operated by LA Promise Fund

Zeidy Revolorio, Principal | Narine Papazyan, Assistant Principal | Veronica Melvin, President/CEO | Donna Jacobson, Chief Academic Officer

Dear City of Bell,

In response to the City's requests of the Traffic Impact Study Scoping Agreement regarding to the number of students, kindly note the following:

- we currently have 160 students at the site
- 122 students of 160 take the bus (attached is a list of students using the bus for your information)
- of the remaining 38:
  - about 19 walk or bike
  - about 19 are dropped off

BUS RIDERSHIP LIST - SCHOOL YEAR 2022-2023

Cañas, Eileen
Castillo Hernandez, Amy Irlanda
Centman, Ruben
Ceron, Solange Gabriela
Cleaver, Jaden William
Flores, Adan Jr.
Grande, Raquel
Guzmán, Gisela Samanta
Hardwick, Chavela
Helms, Ryen
Jennings, Jb Jay'ian
Juarez-Itzep, Anderson Nicolas
Lewis, Kendall Brenae
Maldonado Reyes, Jafet Emanuel
Marshall, Zaraya Naiomi
Mestanza, Marixza Yamilex
Morales Portillo, Marta Alicia
Morales, JC Omar
Munguia Galdamez, Jefferson Javier
Murillo-Gutierrez, Mariela Lizeth
Nicholson, Reece Basil
Perez Gonzalez, Rosemary
Porter, Ava Vashtie Marie
Rodriguez, Cindy Pamela
Rogers, Jeremiah
Rojas, Anna K
Roque Vasquez, Lincy Graciela
Salinas Repreza, Reyli Steven
Santillan, Mayra
Smith-Vargas, Diora Letice
Solis, Mellanie
Soto-Lopez, Samara Audelina

Stanley, Ethan Amir-Eugene
Umana, Alexandra
Washington, William
Whalen, Maison L
Wheeler, Raniyah Mone't
Alfaro Gonzalez, Sara E
Bell, Uhssiah
Bennett, Rayshawn BobbyFrank
Bernal Gomez, Jean Claude
Bolanos, Mariana Isela
Buncom, Jayla Elizabeth
Canales, Juan Carlos
Carin Ganuza, Kelley
Carmona, Fernando
Carranza, Leonardo David
Crespin Elias, Anthony
Crusoe, Kadie
Diaz, Sarah
Farfan, Abraham
Galeas Molina, Michael Fernando
Garcia, Jaelyn Aurelia
Garcia-Fernandez, Vilma Esperanza
Guardado, Ever
Guevara, Heidi Alexandra
Haynes, Erica V
Huinil, Lesley Isabel
Huinil, Naydelin Betzaida
Lincoln, David-Alexander
Lopez, Ashley Elizabeth
Lopez, Gabriel Yvonne Milan
Lopez-Coyoy, Jony
Martinez, Marco
Medrano, Henry Alexander
Melendez, Sean Michael
Mestanza, Luis Armando
O'Keith, Rodney M
Parker, Jacob
Perez, Joseph
Pimentel, Rodolfo Santos
Poland, Carlissa Shenae
Salazar, Juan Pablo
Salinas, Miley Giselle
Sanchez Joya, Anthony
Singleton, J'Mar
Stewart, Robbie Earl
Turner, Tyonne
Vasquez, Gerardo Jr.
Villatoro, Manuel
Whalen Evans, Mia
Adqui Garcia, Anthony Leonel
Antonio, Kimberly Yaneth
Benson, Keylana Tamiya
Bonilla, Melany Andrea
Carmona, Alexander Antonio
Castaneda, Raquel
Chavez, Delanie Samantha
Contreras, Kenneth Joshua
Cortez Hernandez, Nuria Esmeralda

Grande, Wendy Elizabeth

Hardwick, Troy Kindu

Hasson, Brianna Ruth

Hernandez, Keyle Floricell

Hernandez-Chij, Angel Jose Danilo

Izaguirre Reyes, Beinis Dazaeth

Lucas, Alaysha

Martinez, Elise Darlene

Martinez, Karen Gabriela

Mayoral, Alyn Elena

Mejia Portillo, Anner Enrique

Monterroso Perez, Joshua

Peña Langarica, Jason Guadalupe

Perez, Delmi Yulisa

Perez, Steven Jesse

Posadas Garcia, Francis Isabel

Reynaga Jr., Luis Alberto

Roblero-Bravo, Lesli Magnolia

Rodriguez, Jesse E

Rojo Robles, Evelyn Rubi

Ross, E'Mari Jordan

Serrano, Violet Ashley

Sierra Fernandez, Marlon

Sierra, Anthony Misael

Whalen, NiJhe'a Mijoy

Wilson, James Ronald

Wilson, Jesse Arnald

Zapien, Alberto Jose Diaz

Zarseno, Christian

Rowe, Wayne

Torres-Monrroy, Brandley Alexander

Appendix B. Traffic Counts

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Otis Avenue
E/W: Gage Avenue
Weather: Clear

File Name : 01_BEL_Otis_Gage AM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 1

Groups Printed- Total Volume

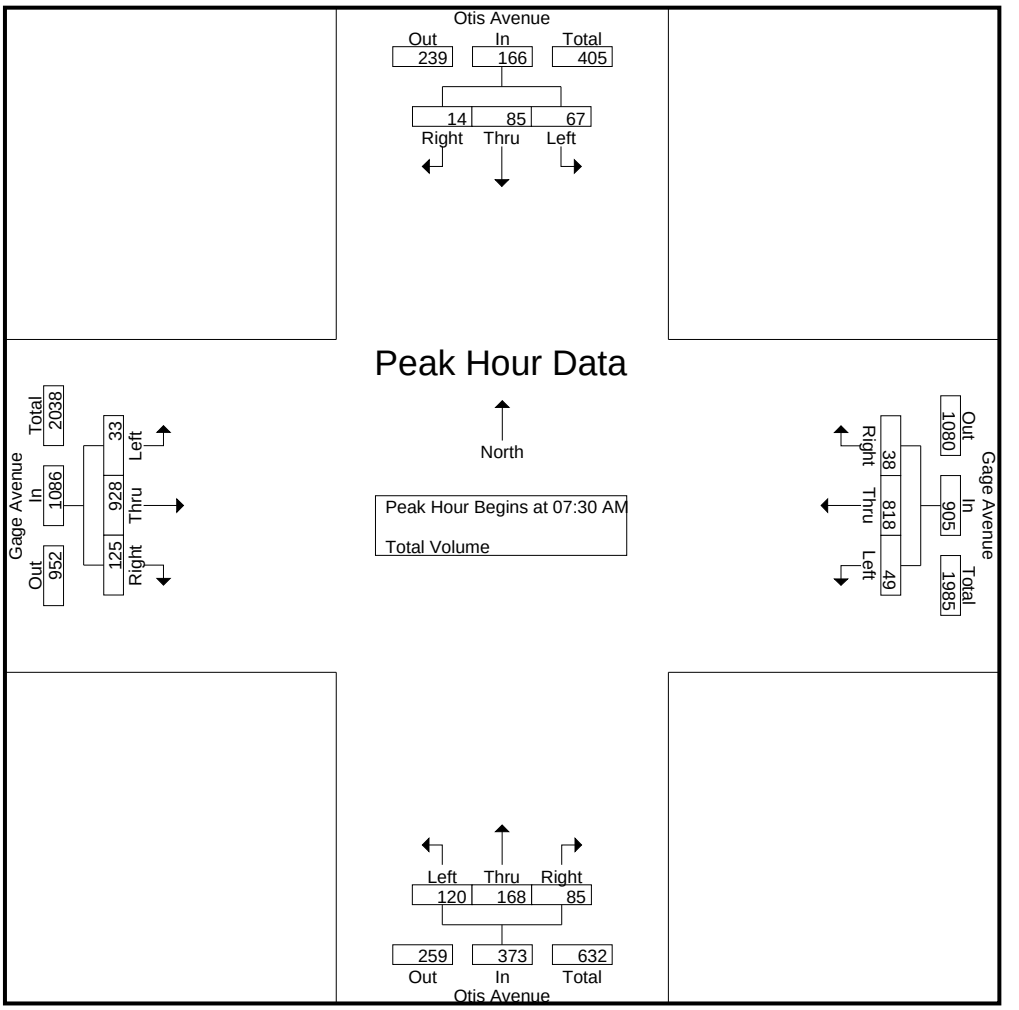
	Otis Avenue Southbound				Gage Avenue Westbound				Otis Avenue Northbound				Gage Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	10	2	19	10	208	8	226	12	13	10	35	6	159	3	168	448
07:15 AM	9	19	2	30	6	227	6	239	30	22	19	71	3	184	22	209	549
07:30 AM	8	19	4	31	5	227	5	237	29	32	15	76	9	225	33	267	611
07:45 AM	21	17	6	44	20	253	12	285	34	35	30	99	7	238	41	286	714
Total	45	65	14	124	41	915	31	987	105	102	74	281	25	806	99	930	2322
08:00 AM	22	25	4	51	10	162	10	182	21	53	21	95	6	243	33	282	610
08:15 AM	16	24	0	40	14	176	11	201	36	48	19	103	11	222	18	251	595
08:30 AM	17	20	4	41	12	150	8	170	27	34	16	77	5	167	9	181	469
08:45 AM	4	19	6	29	5	189	6	200	13	16	10	39	4	144	8	156	424
Total	59	88	14	161	41	677	35	753	97	151	66	314	26	776	68	870	2098
Grand Total	104	153	28	285	82	1592	66	1740	202	253	140	595	51	1582	167	1800	4420
Apprch %	36.5	53.7	9.8		4.7	91.5	3.8		33.9	42.5	23.5		2.8	87.9	9.3		
Total %	2.4	3.5	0.6	6.4	1.9	36	1.5	39.4	4.6	5.7	3.2	13.5	1.2	35.8	3.8	40.7	

	Otis Avenue Southbound				Gage Avenue Westbound				Otis Avenue Northbound				Gage Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	19	4	31	5	227	5	237	29	32	15	76	9	225	33	267	611
07:45 AM	21	17	**6**	44	**20**	**253**	**12**	**285**	34	35	**30**	99	7	238	**41**	**286**	**714**
08:00 AM	**22**	**25**	4	**51**	10	162	10	182	21	**53**	21	95	6	**243**	33	282	610
08:15 AM	16	24	0	40	14	176	11	201	**36**	48	19	**103**	**11**	222	18	251	595
Total Volume	67	85	14	166	49	818	38	905	120	168	85	373	33	928	125	1086	2530
% App. Total	40.4	51.2	8.4		5.4	90.4	4.2		32.2	45	22.8		3	85.5	11.5		
PHF	.761	.850	.583	.814	.613	.808	.792	.794	.833	.792	.708	.905	.750	.955	.762	.949	.886

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Otis Avenue
E/W: Gage Avenue
Weather: Clear

File Name : 01_BEL_Otis_Gage AM
Site Code : 08123046
Start Date : 1/12/2023



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	21	17	**6**	44	10	208	8	226	34	35	**30**	99	9	225	33	267
+15 mins.	**22**	**25**	4	**51**	6	227	6	239	21	**53**	21	95	7	238	**41**	**286**
+30 mins.	16	24	0	40	5	227	5	237	**36**	48	19	**103**	6	**243**	33	282
+45 mins.	17	20	4	41	**20**	**253**	**12**	**285**	27	34	16	77	**11**	222	18	251
Total Volume	76	86	14	176	41	915	31	987	118	170	86	374	33	928	125	1086
% App. Total	43.2	48.9	8		4.2	92.7	3.1		31.6	45.5	23		3	85.5	11.5	
PHF	.864	.860	.583	.863	.513	.904	.646	.866	.819	.802	.717	.908	.750	.955	.762	.949

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Otis Avenue
E/W: Gage Avenue
Weather: Clear

File Name : 01_BEL_Otis_Gage PM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 1

Groups Printed- Total Volume

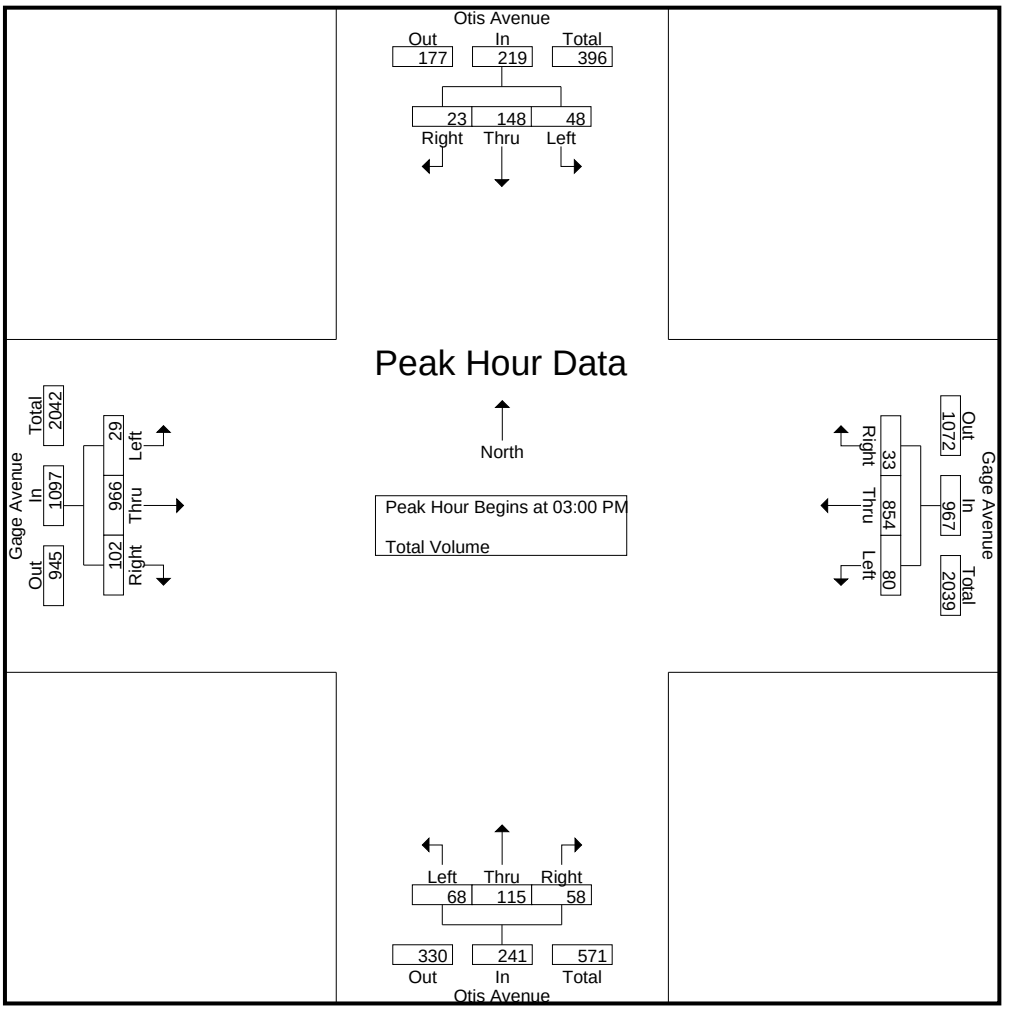
	Otis Avenue Southbound				Gage Avenue Westbound				Otis Avenue Northbound				Gage Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
02:00 PM	3	19	1	23	9	194	3	206	18	21	22	61	2	172	12	186	476
02:15 PM	10	22	4	36	22	221	10	253	10	23	17	50	6	201	13	220	559
02:30 PM	3	16	7	26	21	234	10	265	23	33	13	69	6	212	18	236	596
02:45 PM	1	36	2	39	12	235	13	260	15	31	13	59	4	201	21	226	584
Total	17	93	14	124	64	884	36	984	66	108	65	239	18	786	64	868	2215
03:00 PM	16	24	9	49	18	232	15	265	8	35	13	56	11	249	24	284	654
03:15 PM	14	40	5	59	16	207	3	226	18	28	15	61	8	278	25	311	657
03:30 PM	12	43	6	61	18	209	7	234	21	28	11	60	4	219	29	252	607
03:45 PM	6	41	3	50	28	206	8	242	21	24	19	64	6	220	24	250	606
Total	48	148	23	219	80	854	33	967	68	115	58	241	29	966	102	1097	2524
04:00 PM	3	33	2	38	18	215	6	239	19	23	14	56	6	180	19	205	538
04:15 PM	4	44	2	50	12	231	7	250	14	29	13	56	5	232	17	254	610
04:30 PM	12	37	5	54	15	204	7	226	22	19	15	56	6	237	14	257	593
04:45 PM	11	34	4	49	16	238	10	264	12	35	13	60	4	228	24	256	629
Total	30	148	13	191	61	888	30	979	67	106	55	228	21	877	74	972	2370
05:00 PM	10	41	4	55	18	196	6	220	27	21	11	59	8	235	14	257	591
05:15 PM	12	47	6	65	15	225	0	240	15	30	7	52	8	278	33	319	676
05:30 PM	5	38	3	46	19	199	12	230	14	28	15	57	6	200	14	220	553
05:45 PM	9	44	6	59	16	230	7	253	12	40	8	60	4	232	15	251	623
Total	36	170	19	225	68	850	25	943	68	119	41	228	26	945	76	1047	2443
Grand Total	131	559	69	759	273	3476	124	3873	269	448	219	936	94	3574	316	3984	9552
Apprch %	17.3	73.6	9.1		7	89.7	3.2		28.7	47.9	23.4		2.4	89.7	7.9		
Total %	1.4	5.9	0.7	7.9	2.9	36.4	1.3	40.5	2.8	4.7	2.3	9.8	1	37.4	3.3	41.7	

	Otis Avenue Southbound				Gage Avenue Westbound				Otis Avenue Northbound				Gage Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**16**	24	**9**	49	18	**232**	**15**	**265**	8	**35**	13	56	**11**	249	24	284	654
03:15 PM	14	40	5	59	16	207	3	226	18	28	15	61	8	**278**	25	**311**	**657**
03:30 PM	12	**43**	6	**61**	18	209	7	234	**21**	28	11	60	4	219	**29**	252	607
03:45 PM	6	41	3	50	**28**	206	8	242	21	24	**19**	**64**	6	220	24	250	606
Total Volume	48	148	23	219	80	854	33	967	68	115	58	241	29	966	102	1097	2524
% App. Total	21.9	67.6	10.5		8.3	88.3	3.4		28.2	47.7	24.1		2.6	88.1	9.3		
PHF	.750	.860	.639	.898	.714	.920	.550	.912	.810	.821	.763	.941	.659	.869	.879	.882	.960

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Otis Avenue
E/W: Gage Avenue
Weather: Clear

File Name : 01_BEL_Otis_Gage PM
Site Code : 08123046
Start Date : 1/12/2023



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				02:15 PM				02:30 PM				03:00 PM			
+0 mins.	10	41	4	55	**22**	221	10	253	**23**	33	13	**69**	**11**	249	24	284
+15 mins.	**12**	**47**	**6**	**65**	21	234	10	**265**	15	31	13	59	8	**278**	25	**311**
+30 mins.	5	38	3	46	12	**235**	13	260	8	**35**	13	56	4	219	**29**	252
+45 mins.	9	44	6	59	18	232	**15**	265	18	28	**15**	61	6	220	24	250
Total Volume	36	170	19	225	73	922	48	1043	64	127	54	245	29	966	102	1097
% App. Total	16	75.6	8.4		7	88.4	4.6		26.1	51.8	22		2.6	88.1	9.3	
PHF	.750	.904	.792	.865	.830	.981	.800	.984	.696	.907	.900	.888	.659	.869	.879	.882

Location: Bell
N/S: Otis Avenue
E/W: Gage Avenue

Date: 1/12/2023
Day: Thursday

PEDESTRIANS

	North Leg Otis Avenue Pedestrians	East Leg Gage Avenue Pedestrians	South Leg Otis Avenue Pedestrians	West Leg Gage Avenue Pedestrians	
7:00 AM	0	0	1	2	3
7:15 AM	2	0	5	2	9
7:30 AM	7	8	4	5	24
7:45 AM	7	10	9	4	30
8:00 AM	12	15	12	7	46
8:15 AM	8	20	4	1	33
8:30 AM	7	11	3	0	21
8:45 AM	3	6	4	0	13
TOTAL VOLUMES:	46	70	42	21	179

	North Leg Otis Avenue Pedestrians	East Leg Gage Avenue Pedestrians	South Leg Otis Avenue Pedestrians	West Leg Gage Avenue Pedestrians	
2:00 PM	2	0	4	6	12
2:15 PM	3	2	5	1	11
2:30 PM	4	7	5	2	18
2:45 PM	0	1	6	2	9
3:00 PM	4	5	24	1	34
3:15 PM	9	12	7	6	34
3:30 PM	9	23	13	10	55
3:45 PM	14	24	28	11	77
4:00 PM	5	6	5	2	18
4:15 PM	6	3	2	2	13
4:30 PM	4	4	7	4	19
4:45 PM	3	1	8	5	17
5:00 PM	4	1	2	1	8
5:15 PM	10	4	5	6	25
5:30 PM	8	2	3	2	15
5:45 PM	7	8	4	4	23
TOTAL VOLUMES:	92	103	128	65	388

Location: Bell
N/S: Otis Avenue
E/W: Gage Avenue

Date: 1/12/2023
Day: Thursday

BICYCLES

	Southbound Otis Avenue			Westbound Gage Avenue			Northbound Otis Avenue			Eastbound Gage Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	0	0	0	1	0	0	0	0	1	0	0	3
7:15 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
7:30 AM	0	0	0	1	4	0	0	0	0	0	0	0	5
7:45 AM	1	0	0	0	1	0	0	0	0	0	3	0	5
8:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	3
8:15 AM	0	1	0	0	1	0	0	1	0	0	0	0	3
8:30 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	2	2	0	1	12	0	0	2	0	2	5	0	26

	Southbound Otis Avenue			Westbound Gage Avenue			Northbound Otis Avenue			Eastbound Gage Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
2:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
2:30 PM	0	1	0	2	2	0	0	0	0	0	0	0	5
2:45 PM	0	0	1	0	0	1	0	0	0	0	2	0	4
3:00 PM	0	0	0	0	1	0	0	0	0	1	3	0	5
3:15 PM	0	1	0	0	0	1	0	0	1	0	0	0	3
3:30 PM	0	0	0	1	2	1	0	0	0	0	1	0	5
3:45 PM	0	0	0	0	3	0	0	1	0	2	1	0	7
4:00 PM	0	1	0	0	1	0	0	1	0	0	0	0	3
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
5:15 PM	0	0	1	0	0	0	0	0	0	1	1	0	3
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	3	2	3	17	3	0	2	1	5	15	0	51

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Fishburn Avenue
E/W: Gage Avenue
Weather: Clear

File Name : 02_BEL_Fish_Gage AM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 1

Groups Printed- Total Volume

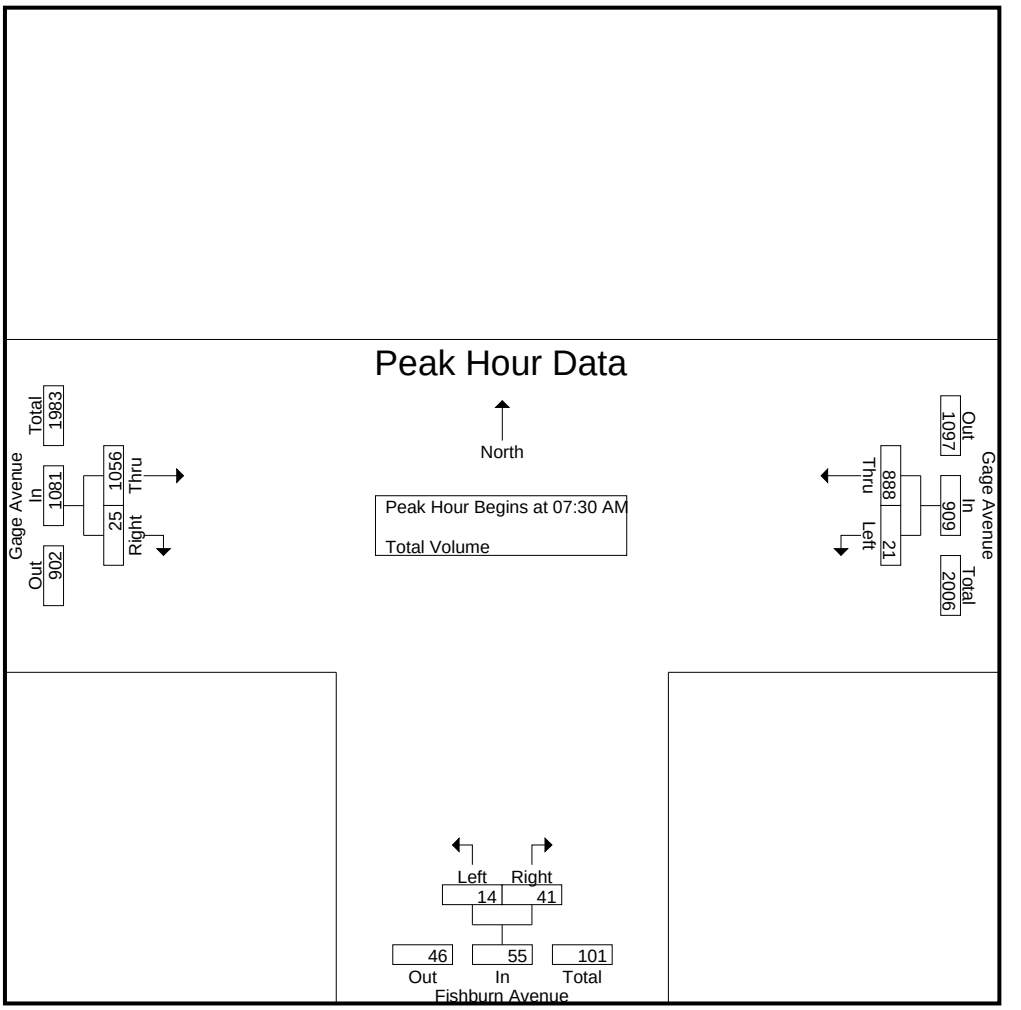
	Gage Avenue Westbound			Fishburn Avenue Northbound			Gage Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	221	222	1	6	7	176	2	178	407
07:15 AM	3	243	246	5	5	10	211	1	212	468
07:30 AM	1	240	241	3	8	11	249	1	250	502
07:45 AM	8	271	279	4	10	14	280	4	284	577
Total	13	975	988	13	29	42	916	8	924	1954
08:00 AM	4	189	193	4	9	13	274	13	287	493
08:15 AM	8	188	196	3	14	17	253	7	260	473
08:30 AM	2	165	167	1	5	6	197	4	201	374
08:45 AM	2	197	199	2	7	9	158	2	160	368
Total	16	739	755	10	35	45	882	26	908	1708
Grand Total	29	1714	1743	23	64	87	1798	34	1832	3662
Apprch %	1.7	98.3		26.4	73.6		98.1	1.9		
Total %	0.8	46.8	47.6	0.6	1.7	2.4	49.1	0.9	50	

	Gage Avenue Westbound			Fishburn Avenue Northbound			Gage Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	240	241	3	8	11	249	1	250	502
07:45 AM	**8**	**271**	**279**	**4**	10	14	**280**	4	284	**577**
08:00 AM	4	189	193	4	9	13	274	**13**	**287**	493
08:15 AM	8	188	196	3	**14**	**17**	253	7	260	473
Total Volume	21	888	909	14	41	55	1056	25	1081	2045
% App. Total	2.3	97.7		25.5	74.5		97.7	2.3		
PHF	.656	.819	.815	.875	.732	.809	.943	.481	.942	.886

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Fishburn Avenue
E/W: Gage Avenue
Weather: Clear

File Name : 02_BEL_Fish_Gage AM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:30 AM		
+0 mins.	1	221	222	3	8	11	249	1	250
+15 mins.	3	243	246	**4**	10	14	**280**	4	284
+30 mins.	1	240	241	4	9	13	274	**13**	**287**
+45 mins.	**8**	**271**	**279**	3	**14**	**17**	253	7	260
Total Volume	13	975	988	14	41	55	1056	25	1081
% App. Total	1.3	98.7		25.5	74.5		97.7	2.3	
PHF	.406	.899	.885	.875	.732	.809	.943	.481	.942

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Fishburn Avenue
E/W: Gage Avenue
Weather: Clear

File Name : 02_BEL_Fish_Gage PM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 1

Groups Printed- Total Volume

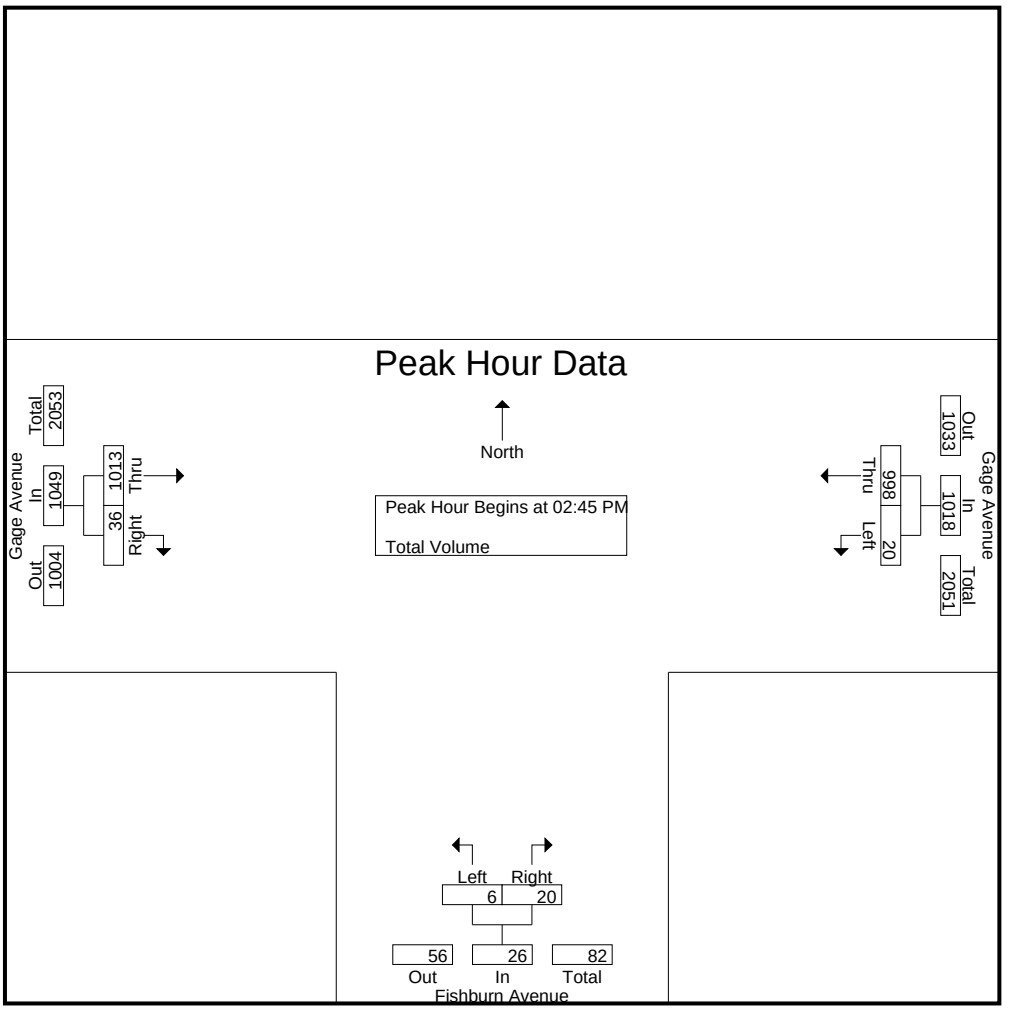
	Gage Avenue Westbound			Fishburn Avenue Northbound			Gage Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
02:00 PM	3	198	201	4	3	7	192	5	197	405
02:15 PM	6	255	261	2	6	8	220	6	226	495
02:30 PM	7	256	263	1	2	3	227	2	229	495
02:45 PM	6	272	278	2	7	9	218	2	220	507
Total	22	981	1003	9	18	27	857	15	872	1902
03:00 PM	8	255	263	0	4	4	258	8	266	533
03:15 PM	2	232	234	0	3	3	292	8	300	537
03:30 PM	4	239	243	4	6	10	245	18	263	516
03:45 PM	4	236	240	1	5	6	241	4	245	491
Total	18	962	980	5	18	23	1036	38	1074	2077
04:00 PM	6	252	258	1	6	7	193	4	197	462
04:15 PM	3	251	254	0	4	4	242	8	250	508
04:30 PM	5	225	230	2	2	4	259	6	265	499
04:45 PM	10	256	266	4	6	10	231	4	235	511
Total	24	984	1008	7	18	25	925	22	947	1980
05:00 PM	11	232	243	2	4	6	271	7	278	527
05:15 PM	6	246	252	0	0	0	285	9	294	546
05:30 PM	7	234	241	4	4	8	222	2	224	473
05:45 PM	6	239	245	2	4	6	250	2	252	503
Total	30	951	981	8	12	20	1028	20	1048	2049
Grand Total	94	3878	3972	29	66	95	3846	95	3941	8008
Apprch %	2.4	97.6		30.5	69.5		97.6	2.4		
Total %	1.2	48.4	49.6	0.4	0.8	1.2	48	1.2	49.2	

	Gage Avenue Westbound			Fishburn Avenue Northbound			Gage Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:45 PM										
02:45 PM	6	**272**	**278**	2	**7**	9	218	2	220	507
03:00 PM	**8**	255	263	0	4	4	258	8	266	533
03:15 PM	2	232	234	0	3	3	**292**	8	**300**	**537**
03:30 PM	4	239	243	**4**	6	**10**	245	**18**	263	516
Total Volume	20	998	1018	6	20	26	1013	36	1049	2093
% App. Total	2	98		23.1	76.9		96.6	3.4		
PHF	.625	.917	.915	.375	.714	.650	.867	.500	.874	.974

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Fishburn Avenue
E/W: Gage Avenue
Weather: Clear

File Name : 02_BEL_Fish_Gage PM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 2



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:15 PM			02:00 PM			03:00 PM		
+0 mins.	6	255	261	**4**	3	7	258	8	266
+15 mins.	7	256	263	2	6	8	**292**	8	**300**
+30 mins.	6	**272**	**278**	1	2	3	245	**18**	263
+45 mins.	**8**	255	263	2	**7**	**9**	241	4	245
Total Volume	27	1038	1065	9	18	27	1036	38	1074
% App. Total	2.5	97.5		33.3	66.7		96.5	3.5	
PHF	.844	.954	.958	.563	.643	.750	.887	.528	.895

Location: Bell
N/S: Fishburn Avenue
E/W: Gage Avenue

Date: 1/12/2023
Day: Thursday

PEDESTRIANS

	North Leg Dead End	East Leg Gage Avenue	South Leg Fishburn Avenue	West Leg Gage Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	4	0	4
7:15 AM	0	0	5	0	5
7:30 AM	0	0	7	0	7
7:45 AM	0	0	14	0	14
8:00 AM	0	0	16	0	16
8:15 AM	0	0	21	0	21
8:30 AM	0	0	6	0	6
8:45 AM	0	0	6	0	6
TOTAL VOLUMES:	0	0	79	0	79

	North Leg Dead End	East Leg Gage Avenue	South Leg Fishburn Avenue	West Leg Gage Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:00 PM	0	0	4	0	4
2:15 PM	0	0	9	0	9
2:30 PM	0	0	9	0	9
2:45 PM	0	0	8	0	8
3:00 PM	0	0	9	0	9
3:15 PM	0	0	16	0	16
3:30 PM	0	0	17	0	17
3:45 PM	0	0	26	0	26
4:00 PM	0	0	5	0	5
4:15 PM	0	0	7	0	7
4:30 PM	0	0	7	0	7
4:45 PM	0	0	6	0	6
5:00 PM	0	0	5	1	6
5:15 PM	0	0	8	0	8
5:30 PM	0	0	2	0	2
5:45 PM	0	0	4	0	4
TOTAL VOLUMES:	0	0	142	1	143

Location: Bell
N/S: Fishburn Avenue
E/W: Gage Avenue

Date: 1/12/2023
Day: Thursday

BICYCLES

	Southbound Dead End			Westbound Gage Avenue			Northbound Fishburn Avenue			Eastbound Gage Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	1	0	0	0	1	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	5	0	1	0	0	0	7	0	13

	Southbound Dead End			Westbound Gage Avenue			Northbound Fishburn Avenue			Eastbound Gage Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
2:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	1	0	0	0	2	0	3
3:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
3:15 PM	0	0	0	0	1	0	0	1	0	0	0	3	5
3:30 PM	0	0	0	0	5	0	0	0	0	0	2	0	7
3:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	14	0	3	1	0	0	13	4	35

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Otis Avenue
E/W: School Driveway
Weather: Clear

File Name : 03_BEL_Otis_Sch DW AM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 1

Groups Printed- Total Volume

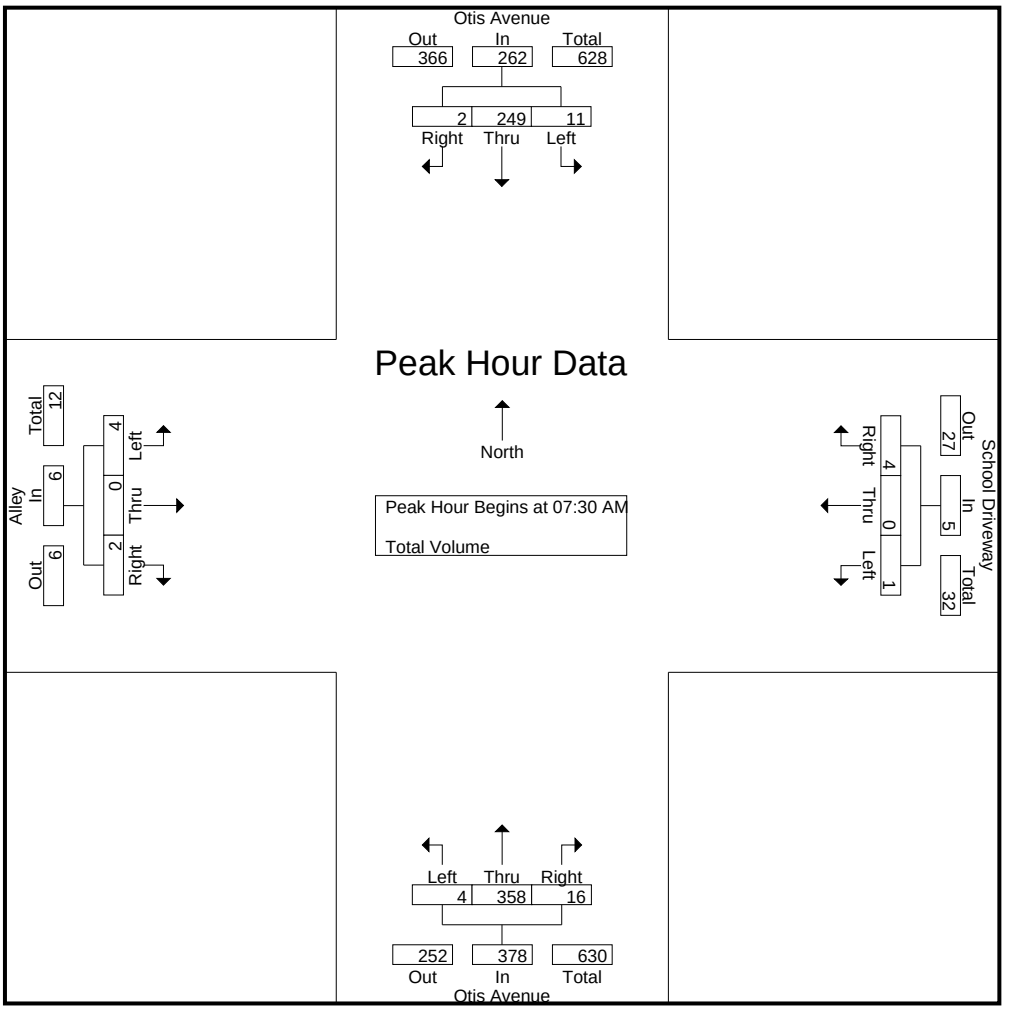
	Otis Avenue Southbound				School Driveway Westbound				Otis Avenue Northbound				Alley Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	25	0	25	0	0	0	0	0	34	0	34	2	0	1	3	62
07:15 AM	1	44	3	48	0	0	1	1	0	64	0	64	1	0	0	1	114
07:30 AM	0	57	0	57	0	0	0	0	3	78	1	82	2	0	0	2	141
07:45 AM	2	77	1	80	0	0	0	0	1	92	2	95	2	0	2	4	179
Total	3	203	4	210	0	0	1	1	4	268	3	275	7	0	3	10	496
08:00 AM	2	67	1	70	0	0	0	0	0	90	5	95	0	0	0	0	165
08:15 AM	7	48	0	55	1	0	4	5	0	98	8	106	0	0	0	0	166
08:30 AM	1	42	1	44	2	0	3	5	5	71	4	80	0	0	1	1	130
08:45 AM	0	38	0	38	0	0	0	0	0	42	0	42	0	1	0	1	81
Total	10	195	2	207	3	0	7	10	5	301	17	323	0	1	1	2	542
Grand Total	13	398	6	417	3	0	8	11	9	569	20	598	7	1	4	12	1038
Apprch %	3.1	95.4	1.4		27.3	0	72.7		1.5	95.2	3.3		58.3	8.3	33.3		
Total %	1.3	38.3	0.6	40.2	0.3	0	0.8	1.1	0.9	54.8	1.9	57.6	0.7	0.1	0.4	1.2	

	Otis Avenue Southbound				School Driveway Westbound				Otis Avenue Northbound				Alley Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	57	0	57	0	0	0	0	**3**	78	1	82	**2**	0	0	2	141
07:45 AM	2	**77**	**1**	**80**	0	0	0	0	1	92	2	95	2	0	**2**	**4**	**179**
08:00 AM	2	67	1	70	0	0	0	0	0	90	5	95	0	0	0	0	165
08:15 AM	**7**	48	0	55	**1**	0	**4**	**5**	0	**98**	**8**	**106**	0	0	0	0	166
Total Volume	11	249	2	262	1	0	4	5	4	358	16	378	4	0	2	6	651
% App. Total	4.2	95	0.8		20	0	80		1.1	94.7	4.2		66.7	0	33.3		
PHF	.393	.808	.500	.819	.250	.000	.250	.250	.333	.913	.500	.892	.500	.000	.250	.375	.909

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Otis Avenue
E/W: School Driveway
Weather: Clear

File Name : 03_BEL_Otis_Sch DW AM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:00 AM			
+0 mins.	0	57	0	57	0	0	0	0	**3**	78	1	82	**2**	0	1	3
+15 mins.	2	**77**	**1**	**80**	0	0	0	0	1	92	2	95	1	0	0	1
+30 mins.	2	67	1	70	1	0	**4**	**5**	0	90	5	95	2	0	0	2
+45 mins.	**7**	48	0	55	**2**	0	3	5	0	**98**	**8**	**106**	2	0	**2**	**4**
Total Volume	11	249	2	262	3	0	7	10	4	358	16	378	7	0	3	10
% App. Total	4.2	95	0.8		30	0	70		1.1	94.7	4.2		70	0	30	
PHF	.393	.808	.500	.819	.375	.000	.438	.500	.333	.913	.500	.892	.875	.000	.375	.625

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Otis Avenue
E/W: School Driveway
Weather: Clear

File Name : 03_BEL_Otis_Sch DW PM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 1

Groups Printed- Total Volume

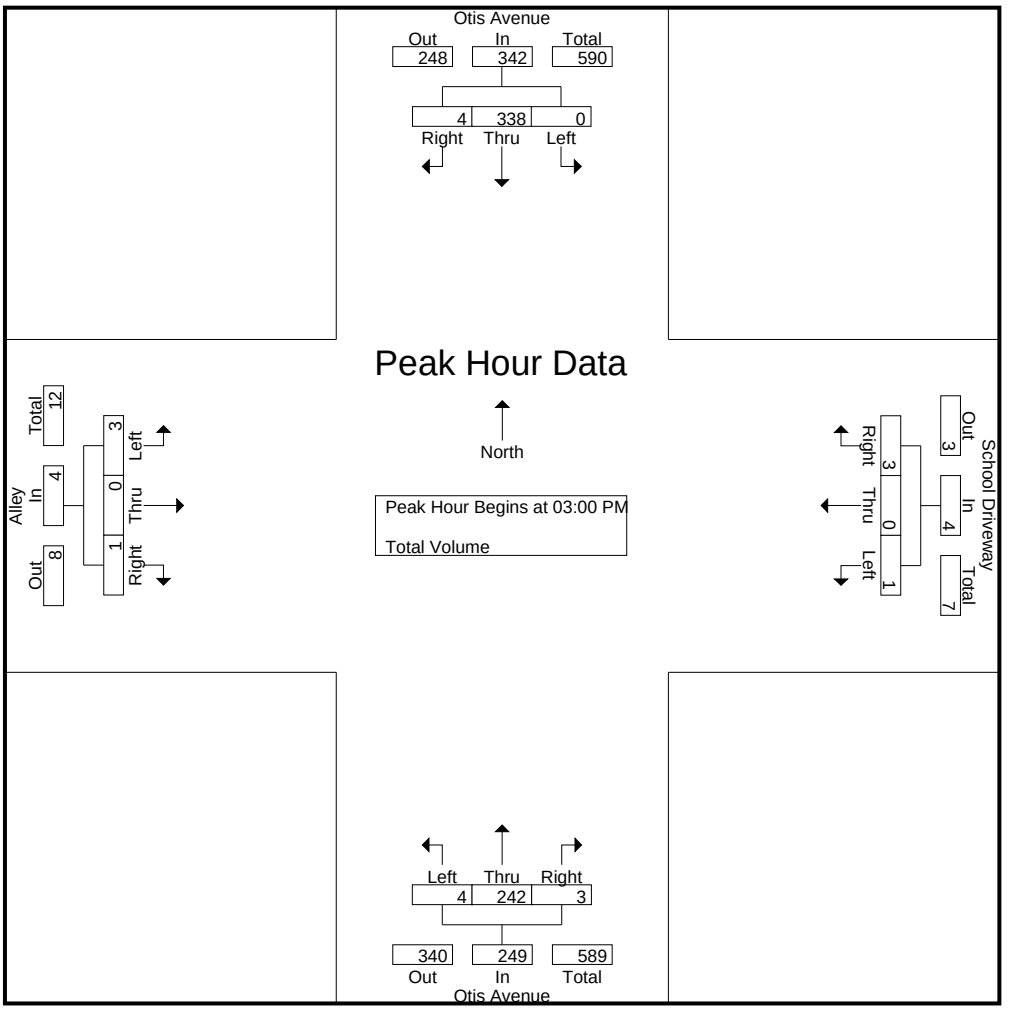
	Otis Avenue Southbound				School Driveway Westbound				Otis Avenue Northbound				Alley Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
02:00 PM	0	42	0	42	0	0	0	0	2	64	1	67	1	0	1	2	111
02:15 PM	0	57	0	57	1	0	1	2	0	43	0	43	0	0	3	3	105
02:30 PM	0	59	0	59	0	0	0	0	1	67	0	68	0	0	2	2	129
02:45 PM	0	67	1	68	0	0	0	0	0	62	0	62	0	0	0	0	130
Total	0	225	1	226	1	0	1	2	3	236	1	240	1	0	6	7	475
03:00 PM	0	69	0	69	0	0	0	0	1	55	0	56	0	0	0	0	125
03:15 PM	0	86	0	86	0	0	0	0	2	62	0	64	1	0	1	2	152
03:30 PM	0	88	1	89	0	0	0	0	1	62	1	64	1	0	0	1	154
03:45 PM	0	95	3	98	1	0	3	4	0	63	2	65	1	0	0	1	168
Total	0	338	4	342	1	0	3	4	4	242	3	249	3	0	1	4	599
04:00 PM	0	63	3	66	4	0	3	7	0	47	1	48	1	0	1	2	123
04:15 PM	0	70	0	70	2	0	1	3	0	55	0	55	1	0	0	1	129
04:30 PM	0	72	0	72	3	0	4	7	1	53	0	54	1	0	0	1	134
04:45 PM	0	80	1	81	0	0	1	1	0	55	0	55	1	0	0	1	138
Total	0	285	4	289	9	0	9	18	1	210	1	212	4	0	1	5	524
05:00 PM	0	80	2	82	0	0	2	2	1	58	0	59	0	0	0	0	143
05:15 PM	0	98	1	99	1	0	2	3	0	50	1	51	0	0	1	1	154
05:30 PM	0	74	1	75	0	0	0	0	1	57	0	58	0	0	0	0	133
05:45 PM	0	78	0	78	0	0	2	2	0	54	0	54	0	1	0	1	135
Total	0	330	4	334	1	0	6	7	2	219	1	222	0	1	1	2	565
Grand Total	0	1178	13	1191	12	0	19	31	10	907	6	923	8	1	9	18	2163
Apprch %	0	98.9	1.1		38.7	0	61.3		1.1	98.3	0.7		44.4	5.6	50		
Total %	0	54.5	0.6	55.1	0.6	0	0.9	1.4	0.5	41.9	0.3	42.7	0.4	0	0.4	0.8	

	Otis Avenue Southbound				School Driveway Westbound				Otis Avenue Northbound				Alley Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	69	0	69	0	0	0	0	1	55	0	56	0	0	0	0	125
03:15 PM	0	86	0	86	0	0	0	0	**2**	62	0	64	**1**	0	**1**	**2**	152
03:30 PM	0	88	1	89	0	0	0	0	1	62	1	64	1	0	0	1	154
03:45 PM	0	**95**	**3**	**98**	**1**	0	**3**	**4**	0	**63**	**2**	**65**	1	0	0	1	**168**
Total Volume	0	338	4	342	1	0	3	4	4	242	3	249	3	0	1	4	599
% App. Total	0	98.8	1.2		25	0	75		1.6	97.2	1.2		75	0	25		
PHF	.000	.889	.333	.872	.250	.000	.250	.250	.500	.960	.375	.958	.750	.000	.250	.500	.891

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Otis Avenue
E/W: School Driveway
Weather: Clear

File Name : 03_BEL_Otis_Sch DW PM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 2



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:45 PM				02:30 PM				02:00 PM			
+0 mins.	0	69	0	69	1	0	3	4	1	**67**	0	**68**	**1**	0	1	2
+15 mins.	0	86	0	86	**4**	0	3	**7**	0	62	0	62	0	0	**3**	**3**
+30 mins.	0	88	1	89	2	0	1	3	1	55	0	56	0	0	2	2
+45 mins.	0	**95**	**3**	**98**	3	0	**4**	7	**2**	62	0	64	0	0	0	0
Total Volume	0	338	4	342	10	0	11	21	4	246	0	250	1	0	6	7
% App. Total	0	98.8	1.2		47.6	0	52.4		1.6	98.4	0		14.3	0	85.7	
PHF	.000	.889	.333	.872	.625	.000	.688	.750	.500	.918	.000	.919	.250	.000	.500	.583

Location: Bell
N/S: Otis Avenue
E/W: School Driveway

Date: 1/12/2023
Day: Thursday

PEDESTRIANS

	North Leg Otis Avenue	East Leg #VALUE!	South Leg Otis Avenue	West Leg Alley	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	3	3
7:15 AM	1	0	0	3	4
7:30 AM	2	4	0	4	10
7:45 AM	0	4	1	10	15
8:00 AM	0	1	1	0	2
8:15 AM	1	0	0	3	4
8:30 AM	0	0	1	1	2
8:45 AM	1	3	0	2	6
TOTAL VOLUMES:	5	12	3	26	46

	North Leg Otis Avenue	East Leg #VALUE!	South Leg Otis Avenue	West Leg Alley	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:00 PM	0	0	0	1	1
2:15 PM	1	1	0	1	3
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	4	4
3:00 PM	0	2	0	5	7
3:15 PM	1	5	0	2	8
3:30 PM	0	7	0	7	14
3:45 PM	0	1	1	1	3
4:00 PM	1	2	3	0	6
4:15 PM	0	1	0	1	2
4:30 PM	1	4	0	3	8
4:45 PM	0	0	0	3	3
5:00 PM	0	0	0	4	4
5:15 PM	0	3	0	4	7
5:30 PM	1	0	0	0	1
5:45 PM	1	2	0	1	4
TOTAL VOLUMES:	6	28	4	37	75

Location: Bell
N/S: Otis Avenue
E/W: School Driveway

Date: 1/12/2023
Day: Thursday

BICYCLES

	Southbound Otis Avenue			Westbound #VALUE!			Northbound Otis Avenue			Eastbound Alley			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	2	0	0	0	0	1	4

	Southbound Otis Avenue			Westbound #VALUE!			Northbound Otis Avenue			Eastbound Alley			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	3
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	5	3	0	0	0	0	2	0	3	0	2	15

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Fishburn Avenue
E/W: School Driveway
Weather: Clear

File Name : 04_BEL_Fish_Sch DW AM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 1

Groups Printed- Total Volume

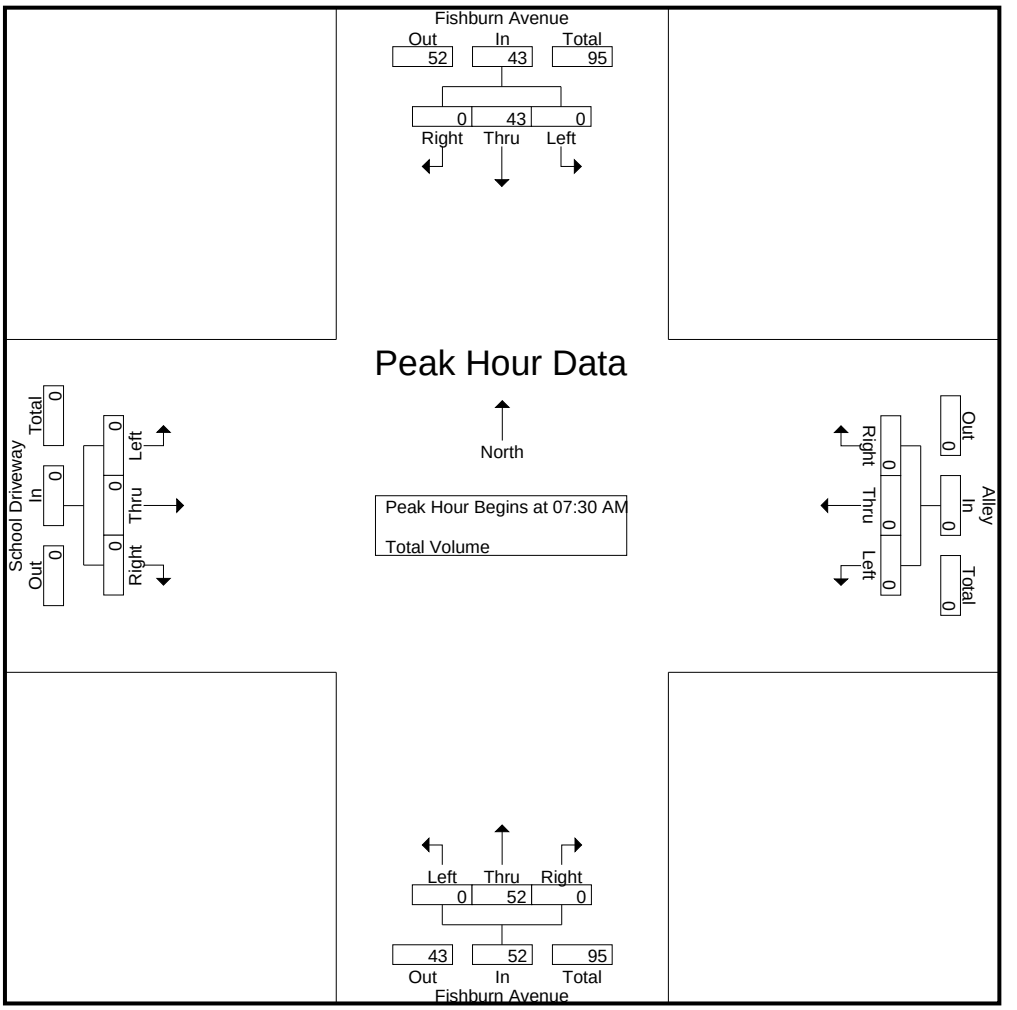
	Fishburn Avenue Southbound				Alley Westbound				Fishburn Avenue Northbound				School Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	0	9	0	9	0	0	0	0	12
07:15 AM	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
07:30 AM	0	2	0	2	0	0	0	0	0	11	0	11	0	0	0	0	13
07:45 AM	0	15	0	15	0	0	0	0	0	12	0	12	0	0	0	0	27
Total	0	25	0	25	0	0	0	0	0	40	0	40	0	0	0	0	65
08:00 AM	0	11	0	11	0	0	0	0	0	10	0	10	0	0	0	0	21
08:15 AM	0	15	0	15	0	0	0	0	0	19	0	19	0	0	0	0	34
08:30 AM	0	8	0	8	0	0	0	0	0	5	0	5	0	0	0	0	13
08:45 AM	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
Total	0	38	0	38	0	0	0	0	0	43	0	43	0	0	0	0	81
Grand Total	0	63	0	63	0	0	0	0	0	83	0	83	0	0	0	0	146
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	43.2	0	43.2	0	0	0	0	0	56.8	0	56.8	0	0	0	0	

	Fishburn Avenue Southbound				Alley Westbound				Fishburn Avenue Northbound				School Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	0	0	0	0	11	0	11	0	0	0	0	13
07:45 AM	0	**15**	0	**15**	0	0	0	0	0	12	0	12	0	0	0	0	27
08:00 AM	0	11	0	11	0	0	0	0	0	10	0	10	0	0	0	0	21
08:15 AM	0	15	0	15	0	0	0	0	0	**19**	0	**19**	0	0	0	0	**34**
Total Volume	0	43	0	43	0	0	0	0	0	52	0	52	0	0	0	0	95
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.717	.000	.717	.000	.000	.000	.000	.000	.684	.000	.684	.000	.000	.000	.000	.699

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Fishburn Avenue
E/W: School Driveway
Weather: Clear

File Name : 04_BEL_Fish_Sch DW AM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	0	**15**	0	**15**	0	0	0	0	0	11	0	11	0	0	0	0
+15 mins.	0	11	0	11	0	0	0	0	0	12	0	12	0	0	0	0
+30 mins.	0	15	0	15	0	0	0	0	0	10	0	10	0	0	0	0
+45 mins.	0	8	0	8	0	0	0	0	0	**19**	0	**19**	0	0	0	0
Total Volume	0	49	0	49	0	0	0	0	0	52	0	52	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.817	.000	.817	.000	.000	.000	.000	.000	.684	.000	.684	.000	.000	.000	.000

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Fishburn Avenue
E/W: School Driveway
Weather: Clear

File Name : 04_BEL_Fish_Sch DW PM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 1

Groups Printed- Total Volume

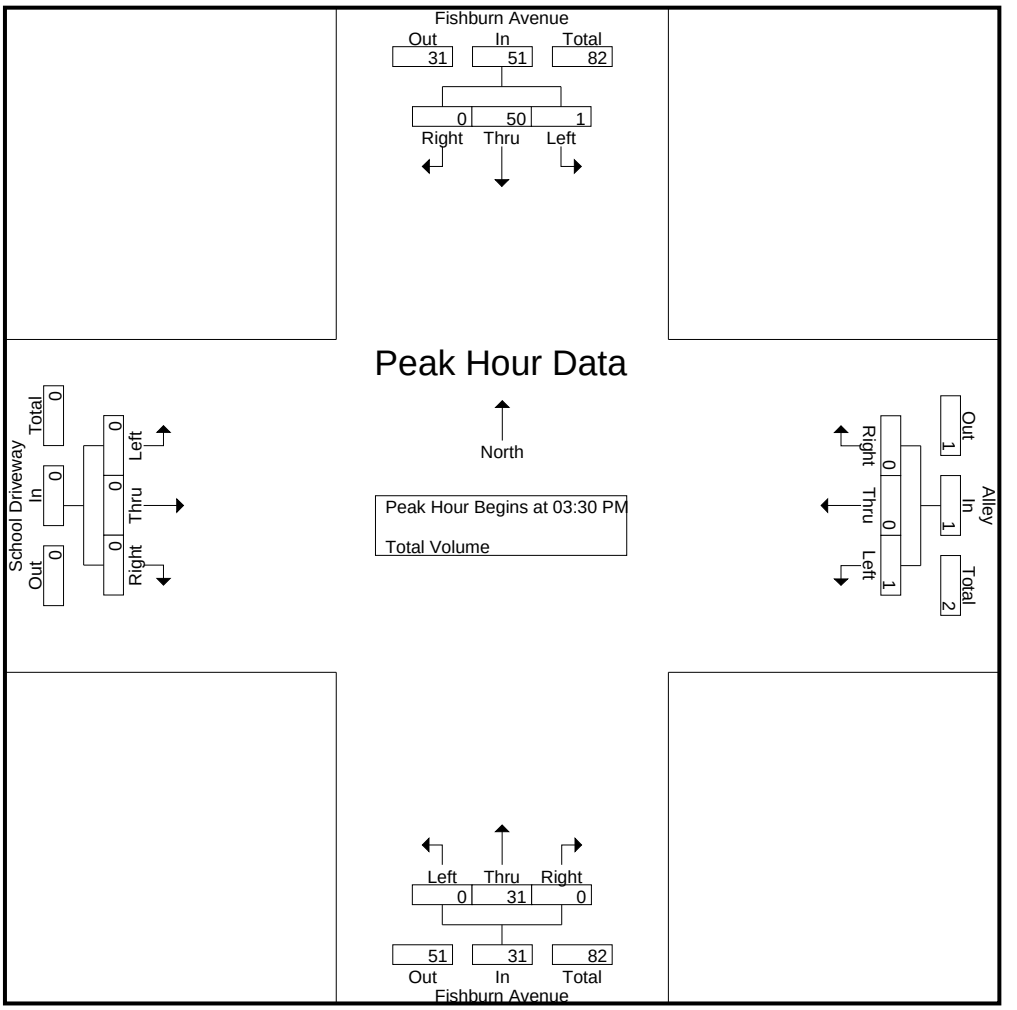
	Fishburn Avenue Southbound				Alley Westbound				Fishburn Avenue Northbound				School Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
02:00 PM	0	7	0	7	1	0	0	1	0	7	0	7	0	0	0	0	15
02:15 PM	0	9	0	9	1	0	0	1	0	10	0	10	0	0	0	0	20
02:30 PM	0	12	0	12	0	0	0	0	0	2	0	2	0	0	0	0	14
02:45 PM	0	6	0	6	0	0	1	1	0	5	0	5	0	0	0	0	12
Total	0	34	0	34	2	0	1	3	0	24	0	24	0	0	0	0	61
03:00 PM	0	14	0	14	0	0	0	0	0	4	0	4	0	0	0	0	18
03:15 PM	0	10	0	10	0	0	0	0	0	3	1	4	0	0	0	0	14
03:30 PM	0	18	0	18	0	0	0	0	0	10	0	10	0	0	0	0	28
03:45 PM	0	11	0	11	0	0	0	0	0	7	0	7	0	0	0	0	18
Total	0	53	0	53	0	0	0	0	0	24	1	25	0	0	0	0	78
04:00 PM	0	11	0	11	1	0	0	1	0	9	0	9	0	0	0	0	21
04:15 PM	1	10	0	11	0	0	0	0	0	5	0	5	0	0	0	0	16
04:30 PM	0	11	0	11	0	0	0	0	0	8	0	8	0	0	0	0	19
04:45 PM	0	17	0	17	0	0	0	0	0	7	0	7	0	0	0	0	24
Total	1	49	0	50	1	0	0	1	0	29	0	29	0	0	0	0	80
05:00 PM	0	13	0	13	0	0	1	1	0	4	0	4	0	0	0	0	18
05:15 PM	0	17	0	17	0	0	0	0	0	3	0	3	0	0	0	0	20
05:30 PM	0	8	0	8	0	0	0	0	0	7	0	7	0	0	0	0	15
05:45 PM	1	8	0	9	0	0	0	0	0	6	0	6	0	0	0	0	15
Total	1	46	0	47	0	0	1	1	0	20	0	20	0	0	0	0	68
Grand Total	2	182	0	184	3	0	2	5	0	97	1	98	0	0	0	0	287
Apprch %	1.1	98.9	0		60	0	40		0	99	1		0	0	0		
Total %	0.7	63.4	0	64.1	1	0	0.7	1.7	0	33.8	0.3	34.1	0	0	0	0	

	Fishburn Avenue Southbound				Alley Westbound				Fishburn Avenue Northbound				School Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	**18**	0	**18**	0	0	0	0	0	**10**	0	**10**	0	0	0	0	**28**
03:45 PM	0	11	0	11	0	0	0	0	0	7	0	7	0	0	0	0	18
04:00 PM	0	11	0	11	**1**	0	0	**1**	0	9	0	9	0	0	0	0	21
04:15 PM	**1**	10	0	11	0	0	0	0	0	5	0	5	0	0	0	0	16
Total Volume	1	50	0	51	1	0	0	1	0	31	0	31	0	0	0	0	83
% App. Total	2	98	0		100	0	0		0	100	0		0	0	0		
PHF	.250	.694	.000	.708	.250	.000	.000	.250	.000	.775	.000	.775	.000	.000	.000	.000	.741

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Bell
N/S: Fishburn Avenue
E/W: School Driveway
Weather: Clear

File Name : 04_BEL_Fish_Sch DW PM
Site Code : 08123046
Start Date : 1/12/2023
Page No : 2



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				02:00 PM				03:30 PM				02:00 PM			
+0 mins.	0	11	0	11	**1**	0	0	**1**	0	**10**	0	**10**	0	0	0	0
+15 mins.	0	**17**	0	**17**	1	0	0	1	0	7	0	7	0	0	0	0
+30 mins.	0	13	0	13	0	0	0	0	0	9	0	9	0	0	0	0
+45 mins.	0	17	0	17	0	0	**1**	1	0	5	0	5	0	0	0	0
Total Volume	0	58	0	58	2	0	1	3	0	31	0	31	0	0	0	0
% App. Total	0	100	0		66.7	0	33.3		0	100	0		0	0	0	
PHF	.000	.853	.000	.853	.500	.000	.250	.750	.000	.775	.000	.775	.000	.000	.000	.000

Location: Bell
N/S: Fishburn Avenue
E/W: School Driveway

Date: 1/12/2023
Day: Thursday

PEDESTRIANS

	North Leg Fishburn Avenue	East Leg Alley	South Leg Fishburn Avenue	West Leg School Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	1	2
8:00 AM	0	3	0	2	5
8:15 AM	1	4	0	6	11
8:30 AM	0	0	0	3	3
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	8	0	12	21

	North Leg Fishburn Avenue	East Leg Alley	South Leg Fishburn Avenue	West Leg School Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:00 PM	0	0	1	0	1
2:15 PM	2	0	0	0	2
2:30 PM	0	2	2	4	8
2:45 PM	1	2	1	0	4
3:00 PM	3	5	2	0	10
3:15 PM	1	0	0	0	1
3:30 PM	5	2	2	0	9
3:45 PM	0	2	0	0	2
4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	2	4
4:30 PM	0	2	0	2	4
4:45 PM	3	4	0	4	11
5:00 PM	0	2	0	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	3	0	0	3
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	15	27	8	12	62

Location: Bell
N/S: Fishburn Avenue
E/W: School Driveway

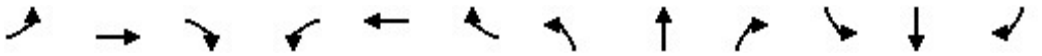
Date: 1/12/2023
Day: Thursday

BICYCLES

	Southbound Fishburn Avenue			Westbound Alley			Northbound Fishburn Avenue			Eastbound School Driveway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Fishburn Avenue			Westbound Alley			Northbound Fishburn Avenue			Eastbound School Driveway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	0	0	0	2	0	2	0	0	7

Appendix C. LOS Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	928	125	49	818	38	120	168	85	67	85	14
Future Volume (veh/h)	33	928	125	49	818	38	120	168	85	67	85	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	1009	136	53	889	41	130	183	92	73	92	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	1386	187	210	1524	70	252	335	148	292	343	50
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	602	3147	424	491	3459	160	421	827	367	506	848	123
Grp Volume(v), veh/h	36	569	576	53	457	473	405	0	0	180	0	0
Grp Sat Flow(s),veh/h/ln	602	1777	1794	491	1777	1842	1614	0	0	1476	0	0
Q Serve(g_s), s	2.8	15.3	15.4	5.8	11.2	11.2	7.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.0	15.3	15.4	21.1	11.2	11.2	11.2	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.09	0.32		0.23	0.41		0.08
Lane Grp Cap(c), veh/h	273	783	790	210	783	811	735	0	0	684	0	0
V/C Ratio(X)	0.13	0.73	0.73	0.25	0.58	0.58	0.55	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	292	841	849	227	841	872	735	0	0	684	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.5	13.4	13.4	22.1	12.2	12.2	13.5	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	3.0	3.0	0.6	0.9	0.9	3.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.8	5.8	0.7	4.0	4.1	4.2	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	16.3	16.3	22.7	13.1	13.1	16.5	0.0	0.0	12.4	0.0	0.0
LnGrp LOS	B	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1181			983			405			180	
Approach Delay, s/veh		16.4			13.6			16.5			12.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.0		30.1		28.0		30.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		23.5		27.5		23.5		27.5				
Max Q Clear Time (g_c+I1), s		13.2		17.4		6.0		23.1				
Green Ext Time (p_c), s		1.9		5.5		0.9		2.4				

Intersection Summary												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1056	25	21	888	14	41
Future Vol, veh/h	1056	25	21	888	14	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1148	27	23	965	15	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1175	0	1691	588
Stage 1	-	-	-	-	1162	-
Stage 2	-	-	-	-	529	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	590	-	84	452
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	590	-	77	452
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	30.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	202	-	-	590	-
HCM Lane V/C Ratio	0.296	-	-	0.039	-
HCM Control Delay (s)	30.1	-	-	11.3	0.5
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	52	0	0	43	0
Future Vol, veh/h	0	0	0	0	0	0	0	52	0	0	43	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	57	0	0	47	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	104	104	47	104	104	57	47	0	0	57	0	0
Stage 1	47	47	-	57	57	-	-	-	-	-	-	-
Stage 2	57	57	-	47	47	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	876	786	1022	876	786	1009	1560	-	-	1547	-	-
Stage 1	967	856	-	955	847	-	-	-	-	-	-	-
Stage 2	955	847	-	967	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	876	786	1022	876	786	1009	1560	-	-	1547	-	-
Mov Cap-2 Maneuver	876	786	-	876	786	-	-	-	-	-	-	-
Stage 1	967	856	-	955	847	-	-	-	-	-	-	-
Stage 2	955	847	-	967	856	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1560	-	-	-	-	1547	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	0	2	1	0	4	4	358	16	11	249	2
Future Vol, veh/h	4	0	2	1	0	4	4	358	16	11	249	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	2	1	0	4	4	389	17	12	271	2

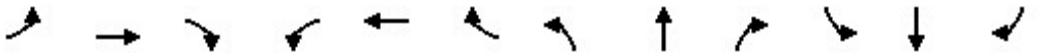
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	704	710	272	703	703	398	273	0	0	406	0	0
Stage 1	296	296	-	406	406	-	-	-	-	-	-	-
Stage 2	408	414	-	297	297	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	352	359	767	352	362	652	1290	-	-	1153	-	-
Stage 1	712	668	-	622	598	-	-	-	-	-	-	-
Stage 2	620	593	-	712	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	345	353	767	347	356	652	1290	-	-	1153	-	-
Mov Cap-2 Maneuver	345	353	-	347	356	-	-	-	-	-	-	-
Stage 1	709	660	-	620	596	-	-	-	-	-	-	-
Stage 2	613	591	-	701	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	11.6	0.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1290	-	-	422	555	1153	-	-
HCM Lane V/C Ratio	0.003	-	-	0.015	0.01	0.01	-	-
HCM Control Delay (s)	7.8	0	-	13.7	11.6	8.2	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th Signalized Intersection Summary
1: Gage Avenue & Otis Avenue

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	966	102	80	854	33	68	115	58	48	148	23
Future Volume (veh/h)	29	966	102	80	854	33	68	115	58	48	148	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	1050	111	87	928	36	74	125	63	52	161	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	1652	174	261	1776	69	191	300	129	155	427	59
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	583	3243	343	484	3488	135	328	910	392	234	1294	179
Grp Volume(v), veh/h	32	575	586	87	473	491	262	0	0	238	0	0
Grp Sat Flow(s),veh/h/ln	583	1777	1809	484	1777	1846	1630	0	0	1708	0	0
Q Serve(g_s), s	2.2	13.2	13.2	8.9	10.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.1	13.2	13.2	22.1	10.0	10.0	6.5	0.0	0.0	5.6	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.07	0.28		0.24	0.22		0.11
Lane Grp Cap(c), veh/h	322	905	921	261	905	940	620	0	0	642	0	0
V/C Ratio(X)	0.10	0.64	0.64	0.33	0.52	0.52	0.42	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	363	1030	1049	295	1030	1070	620	0	0	642	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.3	10.0	10.0	18.0	9.2	9.2	14.7	0.0	0.0	14.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.1	1.0	0.7	0.5	0.5	2.1	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.3	4.4	0.9	3.2	3.3	2.7	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	11.0	11.0	18.7	9.7	9.6	16.8	0.0	0.0	16.1	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1193			1051			262			238	
Approach Delay, s/veh		11.1			10.4			16.8			16.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		33.0		23.0		33.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		8.5		15.2		7.6		24.1				
Green Ext Time (p_c), s		1.1		7.8		1.0		4.4				

Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1013	36	20	998	6	20
Future Vol, veh/h	1013	36	20	998	6	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1101	39	22	1085	7	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1140	0	1708	570
Stage 1	-	-	-	-	1121	-
Stage 2	-	-	-	-	587	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	609	-	82	465
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	519	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	609	-	75	465
Mov Cap-2 Maneuver	-	-	-	-	75	-
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	472	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	24.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	609	-
HCM Lane V/C Ratio	0.134	-	-	0.036	-
HCM Control Delay (s)	24.7	-	-	11.1	0.5
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	1	0	0	0	31	0	1	50	0
Future Vol, veh/h	0	0	0	1	0	0	0	31	0	1	50	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	0	0	0	34	0	1	54	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	90	90	54	90	90	34	54	0	0	34	0	0
Stage 1	56	56	-	34	34	-	-	-	-	-	-	-
Stage 2	34	34	-	56	56	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	895	800	1013	895	800	1039	1551	-	-	1578	-	-
Stage 1	956	848	-	982	867	-	-	-	-	-	-	-
Stage 2	982	867	-	956	848	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	894	799	1013	894	799	1039	1551	-	-	1578	-	-
Mov Cap-2 Maneuver	894	799	-	894	799	-	-	-	-	-	-	-
Stage 1	956	847	-	982	867	-	-	-	-	-	-	-
Stage 2	982	867	-	955	847	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	-	894	1578	-	-
HCM Lane V/C Ratio	-	-	-	-	0.001	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

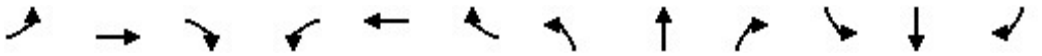
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	0	1	1	0	3	4	242	3	0	338	4
Future Vol, veh/h	3	0	1	1	0	3	4	242	3	0	338	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	1	0	3	4	263	3	0	367	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	643	643	369	643	644	265	371	0	0	266	0	0
Stage 1	369	369	-	273	273	-	-	-	-	-	-	-
Stage 2	274	274	-	370	371	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	386	392	677	386	391	774	1188	-	-	1298	-	-
Stage 1	651	621	-	733	684	-	-	-	-	-	-	-
Stage 2	732	683	-	650	620	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	383	390	677	384	389	774	1188	-	-	1298	-	-
Mov Cap-2 Maneuver	383	390	-	384	389	-	-	-	-	-	-	-
Stage 1	648	621	-	730	681	-	-	-	-	-	-	-
Stage 2	726	680	-	649	620	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	10.9	0.1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1188	-	-	430	617	1298	-	-
HCM Lane V/C Ratio	0.004	-	-	0.01	0.007	-	-	-
HCM Control Delay (s)	8	0	-	13.5	10.9	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	965	130	51	851	40	125	175	88	70	88	15
Future Volume (veh/h)	34	965	130	51	851	40	125	175	88	70	88	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	1049	141	55	925	43	136	190	96	76	96	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	266	1412	190	203	1551	72	253	326	147	283	333	49
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	581	3148	423	471	3458	161	431	818	368	495	836	124
Grp Volume(v), veh/h	37	591	599	55	475	493	422	0	0	188	0	0
Grp Sat Flow(s),veh/h/ln	581	1777	1794	471	1777	1841	1617	0	0	1454	0	0
Q Serve(g_s), s	3.0	16.2	16.3	6.5	11.9	11.9	7.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.9	16.2	16.3	22.7	11.9	11.9	12.1	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.09	0.32		0.23	0.40		0.09
Lane Grp Cap(c), veh/h	266	797	805	203	797	826	726	0	0	666	0	0
V/C Ratio(X)	0.14	0.74	0.74	0.27	0.60	0.60	0.58	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	276	829	837	212	829	859	726	0	0	666	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	13.4	13.4	22.8	12.2	12.2	14.1	0.0	0.0	11.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	3.5	3.5	0.7	1.1	1.1	3.4	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.2	6.3	0.7	4.2	4.4	4.6	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	16.9	16.9	23.6	13.3	13.3	17.5	0.0	0.0	13.0	0.0	0.0
LnGrp LOS	B	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1227			1023			422			188	
Approach Delay, s/veh		17.0			13.9			17.5			13.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.0		30.9		28.0		30.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		23.5		27.5		23.5		27.5				
Max Q Clear Time (g_c+I1), s		14.1		18.3		6.5		24.7				
Green Ext Time (p_c), s		1.9		5.4		1.0		1.7				

Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1099	26	22	924	15	43
Future Vol, veh/h	1099	26	22	924	15	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1195	28	24	1004	16	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1223	0	1759	612
Stage 1	-	-	-	-	1209	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	566	-	76	436
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	566	-	69	436
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	490	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	34.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	184	-	-	566	-
HCM Lane V/C Ratio	0.343	-	-	0.042	-
HCM Control Delay (s)	34.4	-	-	11.6	0.5
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	54	0	0	45	0
Future Vol, veh/h	0	0	0	0	0	0	0	54	0	0	45	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	59	0	0	49	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	108	108	49	108	108	59	49	0	0	59	0	0
Stage 1	49	49	-	59	59	-	-	-	-	-	-	-
Stage 2	59	59	-	49	49	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	871	782	1020	871	782	1007	1558	-	-	1545	-	-
Stage 1	964	854	-	953	846	-	-	-	-	-	-	-
Stage 2	953	846	-	964	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	871	782	1020	871	782	1007	1558	-	-	1545	-	-
Mov Cap-2 Maneuver	871	782	-	871	782	-	-	-	-	-	-	-
Stage 1	964	854	-	953	846	-	-	-	-	-	-	-
Stage 2	953	846	-	964	854	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	-	-	1545	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

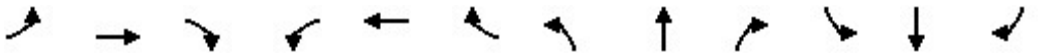
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	0	2	1	0	4	4	372	17	16	259	11
Future Vol, veh/h	4	0	2	1	0	4	4	372	17	16	259	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	2	1	0	4	4	404	18	17	282	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	745	752	288	744	749	413	294	0	0	422	0	0
Stage 1	322	322	-	421	421	-	-	-	-	-	-	-
Stage 2	423	430	-	323	328	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	330	339	751	331	341	639	1268	-	-	1137	-	-
Stage 1	690	651	-	610	589	-	-	-	-	-	-	-
Stage 2	609	583	-	689	647	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	322	332	751	324	333	639	1268	-	-	1137	-	-
Mov Cap-2 Maneuver	322	332	-	324	333	-	-	-	-	-	-	-
Stage 1	687	639	-	608	587	-	-	-	-	-	-	-
Stage 2	602	581	-	675	635	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	11.8	0.1	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1268	-	-	398	535	1137	-	-
HCM Lane V/C Ratio	0.003	-	-	0.016	0.01	0.015	-	-
HCM Control Delay (s)	7.8	0	-	14.2	11.8	8.2	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1005	106	83	889	34	71	120	60	50	154	24
Future Volume (veh/h)	30	1005	106	83	889	34	71	120	60	50	154	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1092	115	90	966	37	77	130	65	54	167	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	1687	177	254	1814	69	187	295	126	152	419	58
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	562	3244	341	463	3489	134	330	914	391	235	1296	180
Grp Volume(v), veh/h	33	598	609	90	492	511	272	0	0	247	0	0
Grp Sat Flow(s),veh/h/ln	562	1777	1809	463	1777	1846	1634	0	0	1711	0	0
Q Serve(g_s), s	2.4	13.9	14.0	10.0	10.5	10.5	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.9	13.9	14.0	24.0	10.5	10.5	7.1	0.0	0.0	6.0	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.07	0.28		0.24	0.22		0.11
Lane Grp Cap(c), veh/h	315	924	941	254	924	960	608	0	0	629	0	0
V/C Ratio(X)	0.10	0.65	0.65	0.36	0.53	0.53	0.45	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	341	1008	1026	275	1008	1047	608	0	0	629	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.4	9.9	10.0	18.6	9.1	9.1	15.5	0.0	0.0	15.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.3	1.3	0.8	0.5	0.5	2.4	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.6	4.7	1.0	3.3	3.5	2.9	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	11.2	11.2	19.5	9.6	9.6	17.9	0.0	0.0	17.0	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1240			1093			272			247	
Approach Delay, s/veh		11.3			10.4			17.9			17.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		34.3		23.0		34.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		9.1		16.0		8.0		26.0				
Green Ext Time (p_c), s		1.1		8.0		1.0		3.8				

Intersection Summary												
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1054	37	21	1038	6	21
Future Vol, veh/h	1054	37	21	1038	6	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1146	40	23	1128	7	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1186	0	1776	593
Stage 1	-	-	-	-	1166	-
Stage 2	-	-	-	-	610	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	585	-	74	449
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	505	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	585	-	66	449
Mov Cap-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	452	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	26.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	196	-	-	585	-
HCM Lane V/C Ratio	0.15	-	-	0.039	-
HCM Control Delay (s)	26.6	-	-	11.4	0.6
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	1	0	0	0	32	0	1	52	0
Future Vol, veh/h	0	0	0	1	0	0	0	32	0	1	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	0	0	0	35	0	1	57	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	94	94	57	94	94	35	57	0	0	35	0	0
Stage 1	59	59	-	35	35	-	-	-	-	-	-	-
Stage 2	35	35	-	59	59	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	889	796	1009	889	796	1038	1547	-	-	1576	-	-
Stage 1	953	846	-	981	866	-	-	-	-	-	-	-
Stage 2	981	866	-	953	846	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	888	795	1009	888	795	1038	1547	-	-	1576	-	-
Mov Cap-2 Maneuver	888	795	-	888	795	-	-	-	-	-	-	-
Stage 1	953	845	-	981	866	-	-	-	-	-	-	-
Stage 2	981	866	-	952	845	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.1	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1547	-	-	-	888	1576	-	-
HCM Lane V/C Ratio	-	-	-	-	0.001	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.1	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	0	1	3	0	4	4	252	3	0	352	4
Future Vol, veh/h	3	0	1	3	0	4	4	252	3	0	352	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	3	0	4	4	274	3	0	383	4

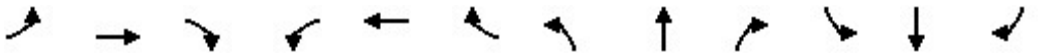
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	671	670	385	670	671	276	387	0	0	277	0	0
Stage 1	385	385	-	284	284	-	-	-	-	-	-	-
Stage 2	286	285	-	386	387	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	370	378	663	371	378	763	1171	-	-	1286	-	-
Stage 1	638	611	-	723	676	-	-	-	-	-	-	-
Stage 2	721	676	-	637	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	367	376	663	369	376	763	1171	-	-	1286	-	-
Mov Cap-2 Maneuver	367	376	-	369	376	-	-	-	-	-	-	-
Stage 1	635	611	-	720	673	-	-	-	-	-	-	-
Stage 2	714	673	-	636	610	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	12	0.1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1171	-	-	413	523	1286	-	-
HCM Lane V/C Ratio	0.004	-	-	0.011	0.015	-	-	-
HCM Control Delay (s)	8.1	0	-	13.8	12	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th Signalized Intersection Summary
1: Gage Avenue & Otis Avenue

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	965	134	53	851	40	128	177	90	70	92	15
Future Volume (veh/h)	34	965	134	53	851	40	128	177	90	70	92	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	1049	146	58	925	43	139	192	98	76	100	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	1413	196	203	1559	72	254	322	147	276	338	48
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	581	3133	436	468	3458	161	436	811	369	482	852	121
Grp Volume(v), veh/h	37	594	601	58	475	493	429	0	0	192	0	0
Grp Sat Flow(s),veh/h/ln	581	1777	1792	468	1777	1841	1616	0	0	1455	0	0
Q Serve(g_s), s	3.0	16.3	16.4	6.9	11.9	11.9	7.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.9	16.3	16.4	23.3	11.9	11.9	12.5	0.0	0.0	4.6	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.09	0.32		0.23	0.40		0.08
Lane Grp Cap(c), veh/h	267	801	808	203	801	830	722	0	0	663	0	0
V/C Ratio(X)	0.14	0.74	0.74	0.29	0.59	0.59	0.59	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	275	826	833	210	826	856	722	0	0	663	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	13.4	13.4	23.0	12.2	12.2	14.3	0.0	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	3.5	3.5	0.8	1.1	1.1	3.6	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.3	6.3	0.8	4.2	4.4	4.7	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	16.9	17.0	23.8	13.3	13.2	17.9	0.0	0.0	13.2	0.0	0.0
LnGrp LOS	B	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1232			1026			429			192	
Approach Delay, s/veh		17.0			13.9			17.9			13.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.0		31.2		28.0		31.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		23.5		27.5		23.5		27.5				
Max Q Clear Time (g_c+I1), s		14.5		18.4		6.6		25.3				
Green Ext Time (p_c), s		1.9		5.3		1.0		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1101	28	22	926	15	43
Future Vol, veh/h	1101	28	22	926	15	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1197	30	24	1007	16	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1227	0	1764	614
Stage 1	-	-	-	-	1212	-
Stage 2	-	-	-	-	552	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	564	-	75	435
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	541	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	564	-	68	435
Mov Cap-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	489	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	34.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	182	-	-	564	-
HCM Lane V/C Ratio	0.346	-	-	0.042	-
HCM Control Delay (s)	34.9	-	-	11.7	0.5
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	54	0	0	45	0
Future Vol, veh/h	0	0	0	0	0	0	0	54	0	0	45	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	59	0	0	49	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	108	108	49	108	108	59	49	0	0	59	0	0
Stage 1	49	49	-	59	59	-	-	-	-	-	-	-
Stage 2	59	59	-	49	49	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	871	782	1020	871	782	1007	1558	-	-	1545	-	-
Stage 1	964	854	-	953	846	-	-	-	-	-	-	-
Stage 2	953	846	-	964	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	871	782	1020	871	782	1007	1558	-	-	1545	-	-
Mov Cap-2 Maneuver	871	782	-	871	782	-	-	-	-	-	-	-
Stage 1	964	854	-	953	846	-	-	-	-	-	-	-
Stage 2	953	846	-	964	854	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	-	-	1545	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	0	2	6	0	11	4	372	31	21	259	2
Future Vol, veh/h	4	0	2	6	0	11	4	372	31	21	259	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	2	7	0	12	4	404	34	23	282	2

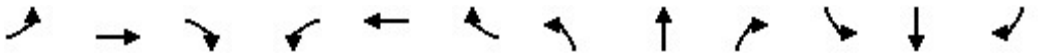
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	764	775	283	759	759	421	284	0	0	438	0	0
Stage 1	329	329	-	429	429	-	-	-	-	-	-	-
Stage 2	435	446	-	330	330	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	321	329	756	323	336	632	1278	-	-	1122	-	-
Stage 1	684	646	-	604	584	-	-	-	-	-	-	-
Stage 2	600	574	-	683	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	308	320	756	315	327	632	1278	-	-	1122	-	-
Mov Cap-2 Maneuver	308	320	-	315	327	-	-	-	-	-	-	-
Stage 1	681	630	-	602	582	-	-	-	-	-	-	-
Stage 2	586	572	-	665	630	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.5	13	0.1	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1278	-	-	384	466	1122	-	-
HCM Lane V/C Ratio	0.003	-	-	0.017	0.04	0.02	-	-
HCM Control Delay (s)	7.8	0	-	14.5	13	8.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

HCM 6th Signalized Intersection Summary
1: Gage Avenue & Otis Avenue

04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1005	108	84	889	34	77	125	63	50	156	24
Future Volume (veh/h)	30	1005	108	84	889	34	77	125	63	50	156	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1092	117	91	966	37	84	136	68	54	170	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	1687	181	253	1818	70	193	290	124	151	421	58
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	562	3238	347	462	3489	134	346	900	385	233	1306	179
Grp Volume(v), veh/h	33	599	610	91	492	511	288	0	0	250	0	0
Grp Sat Flow(s),veh/h/ln	562	1777	1808	462	1777	1846	1632	0	0	1717	0	0
Q Serve(g_s), s	2.4	14.0	14.0	10.2	10.5	10.5	1.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.9	14.0	14.0	24.2	10.5	10.5	7.6	0.0	0.0	6.1	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.07	0.29		0.24	0.22		0.10
Lane Grp Cap(c), veh/h	315	926	942	253	926	962	607	0	0	630	0	0
V/C Ratio(X)	0.10	0.65	0.65	0.36	0.53	0.53	0.47	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	340	1006	1024	274	1006	1045	607	0	0	630	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.4	9.9	9.9	18.7	9.1	9.1	15.7	0.0	0.0	15.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.3	1.3	0.9	0.5	0.5	2.6	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.6	4.7	1.0	3.3	3.5	3.2	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	11.2	11.2	19.5	9.6	9.6	18.4	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1242			1094			288			250	
Approach Delay, s/veh		11.3			10.4			18.4			17.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		34.4		23.0		34.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		9.6		16.0		8.1		26.2				
Green Ext Time (p_c), s		1.1		8.0		1.0		3.7				

Intersection Summary												
HCM 6th Ctrl Delay			12.2									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1054	37	21	1039	8	21
Future Vol, veh/h	1054	37	21	1039	8	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1146	40	23	1129	9	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1186	0	1777	593
Stage 1	-	-	-	-	1166	-
Stage 2	-	-	-	-	611	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	585	-	74	449
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	585	-	66	449
Mov Cap-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	451	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	30.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	173	-	-	585	-
HCM Lane V/C Ratio	0.182	-	-	0.039	-
HCM Control Delay (s)	30.4	-	-	11.4	0.6
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	1	0	0	0	32	0	1	52	0
Future Vol, veh/h	0	0	0	1	0	0	0	32	0	1	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	0	0	0	35	0	1	57	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	94	94	57	94	94	35	57	0	0	35	0	0
Stage 1	59	59	-	35	35	-	-	-	-	-	-	-
Stage 2	35	35	-	59	59	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	889	796	1009	889	796	1038	1547	-	-	1576	-	-
Stage 1	953	846	-	981	866	-	-	-	-	-	-	-
Stage 2	981	866	-	953	846	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	888	795	1009	888	795	1038	1547	-	-	1576	-	-
Mov Cap-2 Maneuver	888	795	-	888	795	-	-	-	-	-	-	-
Stage 1	953	845	-	981	866	-	-	-	-	-	-	-
Stage 2	981	866	-	952	845	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.1	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1547	-	-	-	888	1576	-	-
HCM Lane V/C Ratio	-	-	-	-	0.001	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.1	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	0	1	11	0	17	4	252	10	5	352	4
Future Vol, veh/h	3	0	1	11	0	17	4	252	10	5	352	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	12	0	18	4	274	11	5	383	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	692	688	385	684	685	280	387	0	0	285	0	0
Stage 1	395	395	-	288	288	-	-	-	-	-	-	-
Stage 2	297	293	-	396	397	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	358	369	663	363	371	759	1171	-	-	1277	-	-
Stage 1	630	605	-	720	674	-	-	-	-	-	-	-
Stage 2	712	670	-	629	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	347	366	663	360	368	759	1171	-	-	1277	-	-
Mov Cap-2 Maneuver	347	366	-	360	368	-	-	-	-	-	-	-
Stage 1	627	602	-	717	671	-	-	-	-	-	-	-
Stage 2	692	667	-	625	600	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	12.2	0.1	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1171	-	-	394	529	1277	-	-
HCM Lane V/C Ratio	0.004	-	-	0.011	0.058	0.004	-	-
HCM Control Delay (s)	8.1	0	-	14.2	12.2	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Russel Westbrook Why Not? High School Project

Air Quality Technical Report

January 2024

Prepared for:

Los Angeles Promise Fund
1933 S. Broadway, Suite 1108
Los Angeles, CA 90007

Prepared by:

Impact Sciences, Inc.
811 W. 7th Street, Suite 200
Los Angeles, CA 90017
Contact: Brett Pomeroy, Associate Principal

TABLE OF CONTENTS

Section		Page
1.0	Introduction	1
1.1	Environmental Setting	1
1.2	Project background	4
1.3	Project Characteristics	4
2.0	Environmental Setting	7
2.1	Air Quality Setting	7
2.2	AMbient Air Quality	9
3.0	Regulatory Framework	13
3.1	Federal	13
3.2	State	14
3.3	Regional	18
3.4	Local	20
4.0	Air Quality Analysis	21
4.1	Thresholds and Methodology	21
4.2	Project Impacts	25
5.0	References	29

Appendices

A – Air Quality Data

LIST OF FIGURES

Figure		Page
1	Aerial Photograph of the Project Site	2
2	Project Site Plan	3
3	Building Elevations	6
4	Source Receptor Area Location Map	8

LIST OF TABLES

Table		Page
1	Criteria Pollutants Summary of Common Sources and Effects	9
2	Air Monitoring Station Ambient Pollutant Concentrations	10
3	Attainment Status of the South Coast Air Basin	11
4	National Ambient Air Quality Standards	14
5	California Ambient Air Quality Standards	15
6	South Coast AQMD Air Quality Significance Thresholds	22
7	SCAQMD LSTs in SRA 12	23
8	Long-Term Operational Emissions – Maximum Pounds per Day	27

1.0 INTRODUCTION

This Air Quality Technical Report evaluates air quality impacts associated with the proposed project located at 4210 Gage Avenue (Project) in the City of Bell (City) in Los Angeles County. This report has been prepared by Impact Sciences, Inc., to support the Project's environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). This analysis considers both the temporary air quality impacts from Project construction and long-term impacts associated with operation of the Project.

1.1 ENVIRONMENTAL SETTING

Project Location

The Russel Westbrook Why Not? High School is located at 4210 Gage Avenue in the City of Bell (Project Site) As the agency carrying out the project, the City of Bell is the Lead Agency. The Project Site is comprised of six parcels (APN: 635-009-002, 635-009-003, 635-009-004, 635-009-005, 635-009-006, and 639-005-007) totaling 52,605 square feet. The Project Site is bound by Gage Avenue to the north, Otis Avenue to the west, Fishburne Avenue to the east, the City's Public Works yard located to the southwest, and multifamily residential uses to the southeast (**Figure 1, Aerial Photograph of the Project Site,** and **Figure 2, Project Site Plan**). The Project Site is approximately 1.3 miles west of the Long Beach Freeway (Interstate 710, or I-710).

The Project Site is currently improved with a two-story 15,142 square foot building, two paved outdoor play areas, 20 existing parking spaces, and an existing 6-foot metal fence along the perimeter. Southwest of the Project Site is the City's Public Works Yard; southeast of the Project Site are multifamily residences; west of the Project Site across Otis Avenue is a landscaped median followed by an office building; east of the Project Site across Fishburn Avenue is a liquor store; and north of the Project Site across Gage Avenue is a commercial strip mall. The Project Site includes 20 uncovered parking spaces located southwest of the existing building. The Project Site is generally surrounded by commercial uses to the north, and Medium Density Residential located to the south, west, and east.

Figure 1 – Aerial Photograph of the Project Site

Figure 2 – Project Site Plan

Existing Site Zoning and Land Use Designations

The *City of Bell 2030 General Plan*, Land Use Plan,[1] shows that the three northern parcels of the Project Site are designated as Commercial (COMM), and the three southern parcels are designated as Medium Density Residential (RMD). Surrounding land uses north of the Project Site along Gage Avenue are primarily commercial and medium density residential uses to the east, west, and south of the Project Site. Of the Project Site's six parcels, the three northern parcels of the Project Site are zoned General Commercial (C3R), and the three southern parcels are zoned High Density Multifamily Residential (R3). Parcels to the north, east, and west are zoned C3R. Parcels immediately adjacent to the Project Site to the south are also zoned R3. The closest sensitive receptors include residences designated RMD and zoned R3 immediately southeast of the Project Site.

1.2 PROJECT BACKGROUND

As discussed above and shown in **Figure 3**, the Project Site includes an existing school building located on the northern portion of the Project Site. The effective year built for the existing building was constructed in 1965.[2] The original 11,588-square-foot building was used as a warehouse. On May 20, 2002, the building had been vacant for more than six months and the City issued a CUP (Resolution No. 2002-16) to Cyntha's Beauty Salon Academy to change the warehouse to a beauty school and add a 1,097-square-foot addition to the building. The property was acquired by Alta Public Schools, and on September 13, 2016, the City transferred the existing CUP to the new occupant for the operation of a charter school under the original conditions of approval.

The Project Site currently operates as an existing charter school for grades 9 through 11. Existing driveway access to the Project Site includes one driveway off Otis Avenue and one driveway off Fishburn Avenue. The school provides bus services and includes three buses. However, drop-off and pick-up is staggered to ensure there are only two buses loading at any time. The school bus drop-off and pick-up takes place along Fishburn Avenue north of the driveway entrance. The existing Gage/Otis Eastbound Bus Stop (Metro 110 bus line) is adjacent to the Project Site along Gage Avenue, the Gage/Otis Westbound Bus Stop (Metro 110 Bus line) is 100 feet northwest of the Project Site.

---

1 City of Bell, 2030 *General Plan*, April 20, 2018. Available online at: https://www.cityofbell.org/home/showpublisheddocument/14770/637490821578330000, accessed December 12, 2023.

2 Los Angeles County Office of the Assessor, Property Assessment Information System. Available online at: https://maps.assessor.lacounty.gov/m/, accessed January 5, 2024.

1.3 PROJECT CHARACTERISTICS

Project Features

The Project Applicant proposes new parking striping on the southern play area to add 23 additional parking spaces (for a total of 38 parking spaces), vacation of the existing alley between Otis Avenue and Fishburne Avenue, and some street signage (**Figure 4, Building Elevations**).

No changes are being proposed to the interior or exterior of the existing two-story, 15,142 square foot building. However, the Project Applicant proposes to add an additional grade level to their operations. The proposed parking striping will occur when the school is not in session.

Access and Parking

Regional access to the Project Site is provided by I-710 approximately 1.3 mile to the east. There is an existing alley that transects the Project Site. Vehicular access will be limited to the driveway off Otis Avenue. Vehicles entering the Project Site for drop-off and pick-up will enter from Otis Avenue, circle around on site, and then exit from Otis Avenue. The driveway at Fishburn Avenue will be closed to vehicles at all times. The Project will include the permanent vacation of the alley and closing the gate along Fishburn Avenue. As described above, 19 on-site parking spaces are located immediately adjacent to the existing building. The Project will include new striping on the southern play area to provide an additional 23 parking spaces for a total of 38 parking spaces (including two ADA spaces). The additional parking spaces will accommodate up to 30 teachers.

Currently, the school provides free bussing services for students. Approximately 76% of students use the bus service. The remaining 24% of students arrive via car, walking, bicycling, or public transit. The school's bus service includes morning drop-off from three buses between 7:45 and 8:15 a.m. at Fishburn Avenue adjacent to the alley gate. In the afternoon, three buses will depart at 3:30 p.m. and one at 5:00 p.m. On Wednesdays, classes end earlier, and four buses will depart at 2:00 p.m. There are no proposed changes to the existing bus service.

Utilities

There are no proposed changes to the existing building on site and no changes to any utility connections.

Figure 3, Building Elevations

2.0 ENVIRONMENTAL SETTING

2.1 AIR QUALITY SETTING

South Coast Air Basin

The Project Site is located within the Los Angeles County portion of the South Coast Air Basin (Basin). The Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by meteorological conditions and a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry. The South Coast Air Quality Management District (SCAQMD) divides the Basin into source receptor areas (SRAs) in which monitoring stations operate to monitor the various concentrations of air pollutants in the region. As shown in **Figure 4, Source Receptor Area Location Map**, the Project Site is located within SRA 12, which covers the South Central Los Angeles County area.

Air Pollutants of Concern

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards for outdoor concentrations. The federal and state standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons such as children, pregnant women, and the elderly, from illness or discomfort. Criteria air pollutants include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter 2.5 microns or less in diameter (PM2.5), particulate matter ten microns or less in diameter (PM10), and lead (Pb). Note that reactive organic gases (ROGs), which are also known as reactive organic compounds (ROCs) or volatile organic compounds (VOCs), and nitrogen oxides (NOx) are not classified as criteria pollutants. However, ROGs and NOx are widely emitted from land development projects and participate in photochemical reactions in the atmosphere to form O_3; therefore, NOx and ROGs are relevant to the Proposed Project and are of concern in the Basin. As such, they are listed below along with the criteria pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 1, Criteria Pollutants Summary of Common Sources and Effects**.

Figure 4, Source Receptor Area Location Map

Table 1
Criteria Pollutants Summary of Common Sources and Effects

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuels is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include moto vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Ozone (O_3)	Formed by a chemical reaction between volatile organic compounds (VOC) and nitrous oxides (NOx) in the presence of sunlight. VOCs are also commonly referred to as reactive organic gases (ROGs). Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.
Particulate Matter (PM10 & PM2.5)	Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Sulfur Dioxide (SO_2)	A colorless, nonflammable gas formed when fuel containing sulfur is burned; when gasoline is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant; aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron, and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.

Source: CAPCOA, Health Effects. Available online at: http://www.capcoa.org/health-effects/

2.2 AMBIENT AIR QUALITY

Criteria Air Pollutant Monitoring Data

Ambient air quality in Los Angeles can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. Existing levels of ambient air quality and historical trends and projections are documented by measurements made by the SCAQMD, the air pollution regulatory agency in the Basin. The SCAQMD maintains air quality monitoring stations which process ambient air quality measurements throughout the Basin.

The purpose of the monitoring station is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Ozone and particulate matter (PM10 and PM2.5) are pollutants of particular concern in the Basin. The monitoring station closest to and most representative of the Project Site is SCAQMD Station No. 112. Ambient emission concentrations vary due to localized variations in emissions sources and climate and should be considered "generally" representative of ambient concentrations near the Project Site. See **Table 2, Air Monitoring Station Ambient Pollutant Concentrations**.

Table 2
Air Monitoring Station Ambient Pollutant Concentrations

Pollutant	Standards[1]	Year		
		2020	2021	2022
Carbon Monoxide (CO)				
Maximum 1-hour concentration monitored (ppm)		4.50	4.30	3.40
Maximum 8-hour concentration monitored (ppm)		3.10	3.0	3.0
Number of days exceeding state 1-hour standard	20 ppm	0	0	0
Number of days exceeding federal 1-hour standard	35 ppm	0	0	0
Ozone (O_3)				
Maximum 1-hour concentration monitored (ppm)		0.152	0.085	0.111
Maximum 8-hour concentration monitored (ppm)		0.115	0.076	0.085
Number of days exceeding state 1-hour standard	0.09 ppm	3	0	1
Number of days exceeding federal/state 8-hour standard	0.070 ppm	4 / 4	1 / 1	1 / 1
Nitrogen Dioxide (NO_2)				
Maximum 1-hour concentration monitored (ppm)		0.072	0.068	0.065
Annual average concentration monitored (ppm)		0.015	0.014	0.014
Number of days exceeding state 1-hour standard	0.18 ppm	0	0	0
Fine Particulate Matter (PM2.5)				
Maximum 24-hour concentration monitored ($\mu g/m^3$)		43.20	102.1	52.8
Annual average concentration monitored ($\mu g/m^3$)		13.57	13.41	12.25
Number of samples exceeding federal standard	35 $\mu g/m^3$	7	12	6

Source: South Coast Air Quality Management District. Historical Data By Year. Available online at: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed December 13, 2023.

[1] Parts by volume per million of air (ppm), micrograms per cubic meter of air ($\mu g/m^3$), or annual arithmetic mean (aam).

[2] The 8-hour federal O_3 standard was revised from 0.075 ppm to 0.070 ppm in 2015. The statistics shown are based on the 2015 standard of 0.070 ppm.

The attainment status for the Basin region is included in **Table 3, Attainment Status of Criteria Pollutants in the South Coast Air Basin**. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The Basin region

is designated as a nonattainment area for federal ozone, PM2.5, and lead standards and is designated as nonattainment for state ozone, PM10, and PM2.5 standards.

Table 3
Attainment Status of the South Coast Air Basin

Pollutant	State	Federal
Ozone (O_3)	Non-Attainment	Non-Attainment
Particulate Matter (PM10)	Non-Attainment	Attainment
Particulate Matter (PM2.5)	Non-Attainment	Non-Attainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead	Attainment	Non-Attainment (Partial)[1]

Source: SCAQMD. 2016. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin. naaqs-caaqs-feb2016.pdf, accessed December 13, 2023.
[1] The Los Angeles County portion of the Basin is designated as a non-attainment area for the federal lead standard on the basis of source-specific monitoring at two locations as determined by U.S. EPA using 2007-2009 data. However, all stations in the Basin, including the near-source monitoring in Los Angeles County, have remained below the lead NAAQS for the 2012 through 2015 period. The SCAQMD will request that the U.S. EPA re-designated the Los Angeles County portion of the Basin as attainment for lead.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes, such as petroleum refining and chrome-plating operations; commercial operations, such as gasoline stations and dry cleaners; and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

To date, CARB has designated 244 compounds as TACs. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds.[3]

CARB identified diesel particulate matter (DPM) as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particulates and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiovascular diseases.[4]

Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children are considered more susceptible to health effects of air pollution due to their immature immune systems and developing organs. As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. The closest air quality sensitive receptors are the residences located to the south (130 feet) and southwest of the Project Site (170 feet).

---

3 California Air Resources Board, *CARB Identified Toxic Air Contaminants*. Available online at: https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants, accessed December 13, 2023.

4 California Air Resources Board, *Sensitive Receptor Assessment*. Available online at: https://ww2.arb.ca.gov/capp-resource-center/community-assessment/sensitive-receptor-assessment, accessed December 13, 2023.

3.0 REGULATORY FRAMEWORK

3.1 FEDERAL

Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the U.S. Environmental Protection Agency (U.S. EPA) to establish NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants. On April 2, 2007, the Supreme Court found that carbon dioxide is an air pollutant covered by the CAA; however, no NAAQS have been established for carbon dioxide.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The U.S. EPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for nonattainment or attainment designations. **Table 3** lists the federal attainment status of the Basin for the criteria pollutants.

National Emissions Standards for Hazardous Air Pollutants Program

Under federal law, 187 substances are currently listed as hazardous air pollutants (HAPs). Major sources of specific HAPs are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants (NESHAPS) program. The U.S. EPA is establishing regulatory schemes for specific source categories and requires implementation of the Maximum Achievable Control Technologies (MACT) for major sources of HAPs in each source category. State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and is aimed at HAPs that are a problem in California. The state has formally identified 244 substances as TACs and is adopting appropriate control measures for each. Once adopted at the state level, each air district will be required to adopt a measure that is equally or more stringent.

National Ambient Air Quality Standards

The federal CAA required the U.S. EPA to establish NAAQS. The NAAQS set primary standards and secondary standards for specific air pollutants**.** Primary standards define limits for the intention of protecting public health, which include sensitive populations such as asthmatics, children, and the elderly. Secondary Standards define limits to protect public welfare to include protection against decreased visibility, damage to animals, crops, vegetation, and buildings. A summary of the federal ambient air quality standards is shown in **Table 4, National Ambient Air Quality Standards**.

Table 4
National Ambient Air Quality Standards

Pollutant		Primary/Secondary	Averaging Time	Level
Carbon monoxide		Primary	8 hours	9 ppm
			1 hour	35 ppm
Lead		Primary and secondary	Rolling 3-month average	0.15 μg/m^3
Nitrogen dioxide		Primary	1 hour	100 ppb
		Primary and secondary	Annual	0.053 ppm
Ozone		Primary and secondary	8 hours	0.070 ppm
Particulate Matter	PM2.5	Primary	Annual	12 μg/m^3
		Secondary	Annual	15 μg/m^3
		Primary and secondary	24 hours	35 μg/m^3
	PM10	Primary and secondary	24 hours	150 μg/m^3
Sulfur dioxide		Primary	1 hour	75 ppb
		Secondary	3 hours	0.5 ppm

Source: California Air Resources Board. May 2016. Ambient Air Quality Standards. Available online at: https://www.arb.ca.gov/research/aaqs/aaqs2.pdf.

3.2 STATE

California Clean Air Act of 1988

The California CAA of 1988 (CCAA) allows the state to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. The California Air Resources Board (CARB), a part of the California Environmental Protection Agency (Cal EPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the CAAQS. The CCAA, amended in 1992, requires all air quality management districts (AQMDs) in the state to achieve and maintain the CAAQS. The CAAQS are generally stricter than national standards for the same pollutants and has also established state standards for sulfates, hydrogen sulfide,

vinyl chloride, and visibility-reducing particles, for which there are no national standards. CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

California Ambient Air Quality Standards

The federal CAA permits states to adopt additional or more protective air quality standards if needed. California has set standards for certain pollutants, such as particulate matter and ozone, which are more protective of public health than respective federal standards. California has also set standards for some pollutants that are not addressed by federal standards. The state standards for ambient air quality are summarized in **Table 5, California Ambient Air Quality Standards**.

Table 5
California Ambient Air Quality Standards

Pollutant		Averaging Time	Level
Carbon monoxide		8 hours	9 ppm
		1 hour	20 ppm
Lead		30-day average	1.5 μg/m^3
Nitrogen dioxide		1 hour	0.180 ppm
		Annual	0.030 ppm
Ozone		8 hours	0.070 ppm
		1 hour	0.09 ppm
Particulate matter	PM2.5	Annual	12 μg/m^3
	PM10	24 hours	50 μg/m^3
		Annual	20 μg/m^3
Sulfur dioxide		1 hour	0.25 ppm
		24 hours	0.04 ppm
Sulfates		24 hours	25 μg/m^3
Hydrogen sulfide		1 hour	0.03 ppm
Vinyl chloride		24 hours	0.01 ppm

Source: California Air Resources Board. May 2016. Ambient Air Quality Standards. Available online at: https://www.arb.ca.gov/research/aaqs/aaqs2.pdf.

California State Implementation Plan

The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIP is a living document that is periodically

modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. The 2022 Air Quality Management Plan (2022 AQMP) is the SIP for the Basin. The AQMP identifies the control measures that will be implemented to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while population growth has occurred in the SCAB.

On December 2, 2022, the SCAQMD Governing Board approved the 2022 AQMP that lays a path for improving air quality and meeting federal air pollution standards by 2037. The AQMP aims to, among other goals, reduce almost 70 percent of smog forming emissions by 2037 beyond existing regulations, require zero-emission technologies across all sectors, and lay out specific actions needed from the federal government to reduce emissions from ships, trains, aircraft, and other sources primarily under federal regulatory authority. The 2022 AQMP also focuses on communities disproportionately impacted by air pollution with a dedicated chapter on environmental justice.[5]

The future air quality levels forecast in the 2022 AQMP are based on the most recent assumptions provided by both CARB and the Southern California Association of Governments (SCAG) for motor vehicle emissions and demographic updates and includes updated transportation conformity budgets.[6] For example, future growth projections were based on demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2020 RTP/SCS.[7] The 2022 AQMP also assumes that development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures. The 2022 AQMP acknowledges that the most significant air quality challenge in the Basin is to reduce NOX emissions sufficiently to meet the upcoming ozone standard deadlines. The

---

5 South Coast Air Quality Management District. *South Coast AQMD Finalizes Most Ambitious Strategy to Cut Pollution*, 2022. Available online at: http://www.aqmd.gov/docs/default-source/news-archive/2022/aqmp-adopted-dec2-2022.pdf, accessed December 13, 2023.

6 *Ibid.*

7 *Ibid.*

2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The 2022 AQMP includes integrated strategies and measures to meet the NAAQS.

California Air Toxics "Hot Spots" Information and Assessment Act (AB 2588)

The California Air Toxics Program is supplemented by the Air Toxics "Hot Spots" program, which became law (Assembly Bill [AB] 2588, Statutes of 1987) in 1987. In 1992, the AB 2588 program was amended by Senate Bill 1731 to require facilities that pose a significant health risk to the community to perform a risk reduction audit and reduce their emissions through implementation of a risk management plan. Under this program, which is required under the Air Toxics "Hot Spots" Information and Assessment Act (Section 44363 of the California Health and Safety Code), facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks when present.

Typically, land development projects generate diesel emissions from construction vehicles during the construction phase, as well as some diesel emissions from small trucks during the operational phase. Diesel exhaust is mainly composed of particulate matter and gases, which contain potential cancer-causing substances. Emissions from diesel engines currently include over 40 substances that are listed by the U.S. EPA as hazardous air pollutants and by CARB as TACs. On August 27, 1998, CARB identified particulate matter in diesel exhaust as a TAC, based on data linking diesel particulate emissions to increased risks of lung cancer and respiratory disease.[8]

In March 2015, the OEHHA adopted "The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments" in accordance with the Health and Safety Code, Section 44300. The Final Guidance Manual incorporates the scientific basis from three earlier developed Technical Support Documents to assess risk from exposure to facility emissions. The 2015 OEHHA Final Guidance has key changes including greater age sensitivity in particular for children, decreased exposure durations, and higher breathing rate profiles. Because cancer risk could be up to three times greater using this new guidance, it may result in greater mitigation requirements, more agency backlog, and increased difficulty in getting air permits. Regardless of the change in calculation methodology, actual emissions and cancer risk within South Coast Air Basin has declined by more than 50% since 2005.

8 Diesel exhaust is included within pollutants subject to the hotspot program. Please refer to OEHHA's Air Toxics Hot Spot Program Risk Assessment Guidelines. https://oehha.ca.gov/air/crnr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0.

The CARB provides a computer program, the Hot Spots Analysis and Reporting Program (HARP), to assist in a coherent and consistent preparation of a Health Risk Assessment (HRA). HARP2, an update to HARP, was released in March 2015. HARP2 has a more refined risk characterization in HRA and CEQA documents and incorporates the 2015 OEHHA Final Guidance.

3.3 REGIONAL

South Coast Air Quality Management District

The SCAQMD is the air pollution control district for Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that the Basin region meets attainment for the federal and state standards. The SCAQMD is responsible for preparing an air quality management plan in order to meet federal attainment status. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

SCAQMD Rules and Regulations

The following is a list of noteworthy SCAQMD rules that are required of construction activities:

- **Rule 401 Visible Emissions** – This rule prohibits an air discharge that results in a plume that is as dark as or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM10 emissions from any transportation, handling,

construction, or storage activity that has the potential to generate fugitive dust. PM10 suppression techniques are summarized below.

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 1113 Architectural Coatings** – This rule limits volatile organic compounds (VOCs) in architectural coatings used in the SCAQMD jurisdiction. These limits are application-specific and are updated as availability of low VOC products expands.
- **Rule 1168 Adhesive and Sealant Applications** – This rule reduces emissions of VOCs and eliminates emissions of chloroform, ethylene dichloride, methylene chloride, perchlorethylene, and trichloroethylene from the application of adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers, or any other primers.
- **Regulation XIII New Source Review** – This regulation contains Rules 1300 through 1325, which set forth pre-construction review requirements for new, modified, or relocated facilities, to ensure that the operation of such facilities does not interfere with progress in attainment of the NAAQS, and that future growth within SCAQMD is not unnecessarily restricted. The specific air quality goal of this regulation is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Ventura, Orange, Riverside, San Bernardino, and Imperial Counties. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a

portion of the South Coast Air Quality management plans. As required by federal and state law, SCAG develops plans pertaining to transportation, growth management, hazardous waste management, housing, and air quality. SCAG data are used in the preparation of air quality forecasts and the conformity analysis included in the AQMP.

On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy), and the addendum to the Connect SoCal Program Environmental Impact Report. The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS charts a course for closely integrating land use and transportation so the region can grow smartly and sustainably. The 2020–2045 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the NAAQS as set forth by the CAA. As noted above, the most recent AQMP (2022) was developed using the 2020-2045 SCAG RTP/SCS.

3.4 LOCAL

City of Bell 2030 General Plan

The City of Bell 2030 General Plan was adopted on May 9, 2018, and addresses different issues through policies within each element.[9] The following air quality policy is relevant to the Project:

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

9 City of Bell, 2018, *City of Bell 2030 General Plan*. Available online at: https://www.cityofbell.org/home/showpublisheddocument/14770/637490821578330000, accessed December 14, 2023.

4.0 AIR QUALITY ANALYSIS

4.1 THRESHOLDS AND METHODOLOGY

Thresholds of Significance

The impact analysis provided below is based on the application of the following *State CEQA Guidelines* Appendix G, which indicates that a Project would have a significant impact on air quality if it would:

1. Conflict with or obstruct implementation of any applicable air quality plan.

2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

3. Expose sensitive receptors to substantial pollutant concentrations.

4. Result in other emissions (such as those leading to odors), adversely affecting a substantial number of people.

Consistency with the Applicable AQMP

The SCAQMD has adopted criteria for consistency with regional plans and the regional AQMP in its CEQA Air Quality Handbook. Specifically, the indicators of consistency are: 1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations; and 2) whether the project would exceed the assumptions utilized in preparing the AQMP.

Violation of Standards or Substantial Contribution to Air Quality Violations

As the agency principally responsible for comprehensive air pollution control in the Basin, the SCAQMD recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in the CEQA Air Quality Handbook. These thresholds were developed by the SCAQMD to provide quantifiable levels to which projects can be compared. The most current significance thresholds, shown in **Table 6, South Coast AQMD Regional Significance Thresholds**, are used in this analysis.

Table 6
South Coast AQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction [b]**	**Operation [c]**
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and Greenhouse Gas (GHG) Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (Project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO_2eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants [d]		
NO_2 1-hour average annual arithmetic mean	South coast AQMD is in attainment; Project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM10 24-hour average annual average	10.4 μg/m^3 (construction) [e] & 2.5 μg/m^3 (operation) 1.0 μg/m3	
PM2.5 24-hour average	10.4 μg/m^3 (construction) [e] & 2.5 μg/m^3 (operation)	
SO_2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal - 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 μg/m^3 (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; Project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Ambient Air Quality Standards for Criteria Pollutants [d] (continued)		
Lead 30-day Average Rolling 3-month average	1.5 μg/m^3 (state) 0.15 μg/m^3 (federal)	

[a] *Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)*

[b] *Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).*

[c] *For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.*

[d] *Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.*

[e] *Ambient air quality threshold based on South Coast AQMD Rule 403.*

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the CEQA Air Quality Handbook (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NOx, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each SRA, distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway. **Table 7, SCAQMD LSTs in SRA 12,** shows the LST's for each pollutant for SRA 12 – South Central Los Angeles County. As the nearest sensitive receptors are located approximately 130 feet (or approximately 40 meters) from the Project Site, the LSTs for distances between 25 and 50 meters are presented below.

Table 7
SCAQMD LSTs in SRA 12

Pollutant	Localized Significance Thresholds		
	1 acre at 50 meters	2 acres at 50 meters	5 acres at 50 meters
Construction			
Nitrogen Oxides (NO_x)	46 lbs/day	64 lbs/day	94 lbs/day
Carbon Monoxide (CO)	342 lbs/day	515 lbs/day	879 lbs/day
Respirable Particulates (PM10)	12 lbs/day	20 lbs/day	41 lbs/day
Fine Particulates (PM2.5)	4 lbs/day	6 lbs/day	10 lbs/day
Operation			
Nitrogen Oxides (NO_x)	46 lbs/day	64 lbs/day	94 lbs/day
Carbon Monoxide (CO)	342 lbs/day	515 lbs/day	879 lbs/day
Respirable Particulates (PM10)	3 lbs/day	5 lbs/day	10 lbs/day
Fine Particulates (PM2.5)	1 lb/day	2 lbs/day	3 lbs/day

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology, Appendix C – Mass Rate LST Looks-Up Tables. 2009. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2

Cumulatively Considerable Increase of Criteria Pollutants

The SCAQMD's CEQA Air Quality Handbook identifies several methods to determine the cumulative significance of land use projects (i.e., whether the contribution of a project is cumulatively considerable).

However, the SCAQMD no longer recommends the use of these methodologies. Instead, the SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[10] The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when a project generates localized pollutant concentrations of NO_2, CO, PM10, or PM2.5 at sensitive receptors near a project site that exceed the localized pollutant concentration thresholds listed above or when a project's traffic causes CO concentrations at sensitive receptors located near congested intersections to exceed the national or state ambient air quality standards. The roadway CO thresholds would also apply to the contribution of emissions associated with cumulative development. Additionally, the SCAQMD recommends impacts to sensitive receptors be considered significant if a project exceeds the TAC thresholds detailed in **Table 6** above.

In addition, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants. To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based localized significance thresholds (LSTs) that are the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD.[11] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA.

Exposure to Objectionable Odors

A significant impact may occur if objectionable odors occur that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents,

---

10 SCAQMD, White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

11 SCAQMD, *Final Localized Significance Threshold Methodology*, June 2003, Revised July 2008. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf, accessed December 14, 2023.

petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

Methodology

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the Project. Given the nature of the Project, air pollutant emissions associated with the Project would result from the implementation of the shade canopy, the striping of additional parking spaces and from Project-related traffic volumes.

4.2 PROJECT IMPACTS

AQ Impact 1 **Would implementation of the Proposed Project conflict with or obstruct implementation of any applicable air quality plan? *(Less than Significant).***

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

Drafted by the SCAQMD, the 2022 AQMP was developed in coordination with CARB, SCAG, and the U.S. EPA to establish a program of rules and regulations to reduce air pollutant emissions to achieves CAAQS and NAAQS. The AQMP's pollutant control strategies are based on SCAG's 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS).

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's *1993 CEQA Air Quality Handbook*, and include the following:

- **Consistency Criterion No. 1**: The proposed Project will not result in an increase in the frequency or severity of an existing air quality violation, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2**: The proposed Project will not exceed the assumptions in the AQMP, or increments based on the years of the Project build-out phase.

Area air quality planning, including the AQMP, assumes that there will be emissions from new growth, but that such emissions may not impede the attainment and may actually contribute to the attainment of applicable air quality standards within the SCAB. Given that the Project is not proposing any new construction, there would be no potential for the Project to result in an increase in the frequency or severity of an existing air quality violation, cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. The Project is currently operating as a school and that use will not be changing. While slight increases associated with student enrollment and faculty are anticipated, the Project is not proposing any improvements that will increase on-site capacity compared to existing conditions. Furthermore, as the Project proposes no change to housing supply or associated population for the region, the Project would not have the potential to conflict with the planned growth assumptions utilized in preparing SCAG's RTP/SCS and the AQMP and this impact is less than significant.

AQ Impact 2 **Would implementation of the Proposed Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard? *(Less than Significant).***

A project may have a significant impact if project-related emissions would result in a cumulatively considerable net increase for a criteria pollutant for which the region in nonattainment under applicable federal or state ambient air quality standards. The cumulative analysis of air quality impacts follows the SCAQMD's guidance such that construction or operational project emissions will be considered cumulatively considerable if project-specific emissions exceed an applicable SCAQMD recommended daily threshold.

Construction Emissions

The Project does not include any construction activities that would require the use of heavy-duty construction equipment or haul trucks. The Project would involve the installation of a shade canopy, application of paint for striping new parking spaces on the existing surface parking lot, and potentially minor interior renovations to accommodate the modest increase in students and faculty. Any air quality emissions generated during these activities would not be substantive, would be short term, and would not have the potential to exceed SCAQMD thresholds of significance. Construction-related air quality impacts would be *less than significant.*

Operational Emissions

Operational air quality emissions would be associated with motor vehicle use, energy use, and area sources, such as the use of landscape maintenance equipment and consumer cleaning products. The Project proposes no substantive changes to the existing facility and on-site emissions associated with energy use and area sources would remain unchanged. With respect to motor vehicle emissions, according to the Project's Traffic Impact Analysis,[12] the Project would add approximately 74 net daily trips associated with the anticipated increase in student enrollment and faculty. The addition of 74 daily trips would be a nominal increase to the region and the associated air quality emissions would not have the potential to exceed the SCAQMD thresholds of significance (see **Table 8**, below). Operational air quality impacts would be less than significant.

Table 8
Long-Term Operational Emissions – Maximum Pounds per Day

Source	ROG	NOx	CO	SO_2	PM10	PM2.5
Mobile Source	0.26	0.20	2.06	<0.01	0.39	0.10
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Impact Sciences, January 2024. See Appendix A to this report.

AQ Impact 3 **Would implementation of the Proposed Project expose sensitive receptors to substantial air pollutant concentrations? (*Less than Significant).***

As previously discussed in **AQ Impact 2,** the Project would not have the potential to generate substantive emissions associated with construction and operational phases. Therefore, the Project would also not have the potential to expose sensitive receptors to substantial air pollutant concentrations. Impacts would be less than significant.

12 Traffic Impact Analysis, Russell Westbrook Why Not? High School, prepared by GTS, April 2023; report on file with the City.

AQ Impact 4 **Would the Proposed Project include sources that could create other emissions (such as those leading to odors) adversely affecting a substantial number of people? (*Less than Significant).***

The SCAQMD *CEQA Air Quality Handbook* (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project does not operate as any of the land uses that have been identified by the SCAQMD as odor sources. The Project would continue to operate as a school and would maintain the same operations. As such, the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant.

5.0 REFERENCES

California Air Pollution Control Officers Association (CAPCOA). "Health Effects." Available online at: http://www.capcoa.org/health-effects/, accessed December 13, 2023.

California Air Resources Board. "CARB Identified Toxic Air Contaminants." Available online at: https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants, accessed December 13, 2023.

California Air Resources Board. *Frequently Asked Questions Regulation for In-Use Off-Road Diesel-Fueled (Off-Road Regulation)*. Available online at: https://ww2.arb.ca.gov/sites/default/files/classic/msprog/ordiesel/faq/applicabilityfaq.pdf, accessed December 22, 2023.

California Air Resources Board. *Sensitive Receptor Assessment*. Available online at: https://ww2.arb.ca.gov/capp-resource-center/community-assessment/sensitive-receptor-assessment, accessed December 13, 2023.

City of Bell, 2030 *General Plan*, April 20, 2018. Available online at: https://www.cityofbell.org/home/showpublisheddocument/14770/637490821578330000, accessed December 14, 2023.

GTS, *Russell Westbrook Why Not High School Traffic Impact Analysis,* April 2023.

Impact Sciences. *CalEEMod Output for the Bell Charter School Project*. January 2024.

Los Angeles County Office of the Assessor, Property Assessment Information System. Available online at: https://assessor.lacounty.gov/homeowners/property-search, accessed December 21, 2023.

Southern California Association of Governments. *Adopted Final Connect SoCal* (2020-2045 RTP/SCS). Available online at: https://scag.ca.gov/read-plan-adopted-final-plan, accessed December 21, 2023.

South Coast Air Quality Management District. "Historical Data By Year." Available online at: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed December 13, 2023.

South Coast Air Quality Management District. *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.* 2003.

South Coast Air Quality Management District. *Final Localized Significance Threshold Methodology.* June 2003, Revised July 2008. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf, accessed December 14, 2023.

South Coast Air Quality Management District. *Sample Construction Scenarios for Projects Less than Five Acres in Size*, page 1-3. 2005.

South Coast Air Quality Management District. *South Coast AQMD Finalizes Most Ambitious Strategy to Cut Pollution*. 2022. Available online at: http://www.aqmd.gov/docs/default-source/news-archive/2022/aqmp-adopted-dec2-2022.pdf, accessed December 13, 2023.

APPENDIX A

Air Quality Data


IMPACT
SCIENCES

APPENDIX B

List of Preparers and Persons Consulted

LIST OF PREPARERS AND PERSONS CONSULTED

Persons directly involved in the review and preparation of this Categorical Exemption include:

City of Bell (Lead Agency)

Community Development Department, Planning Division
6330 Pine Avenue
Bell, CA 90201

Environmental Consultant

Impact Sciences, Inc.
811 W. 7th Street
Suite 200
Los Angeles, CA 90017

Jessica Kirchner, AICP, Managing Principal
John Anderson, Principal
Brett Pomeroy, Associate Principal
Margaret Lin, Senior Project Manager
Amber Williams, Technical Specialist
Annalie Sarrieddine, Associate Planner
Kara Yates Hines, Publications Manager



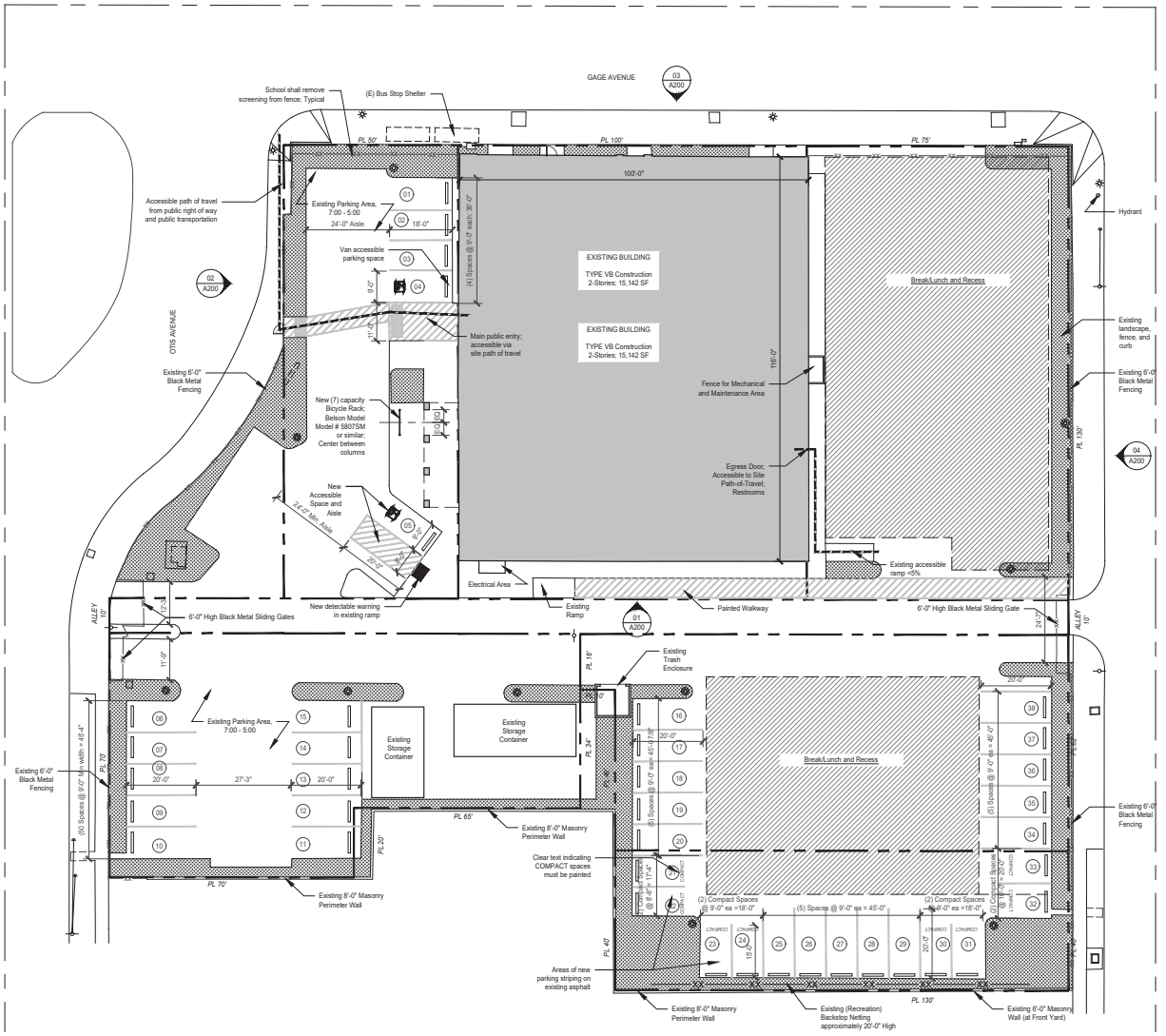
SOURCE: Esri, 2024

FIGURE 1

IMPACT SCIENCES

Aerial Photograph of the Project Site

1563.001•01/24



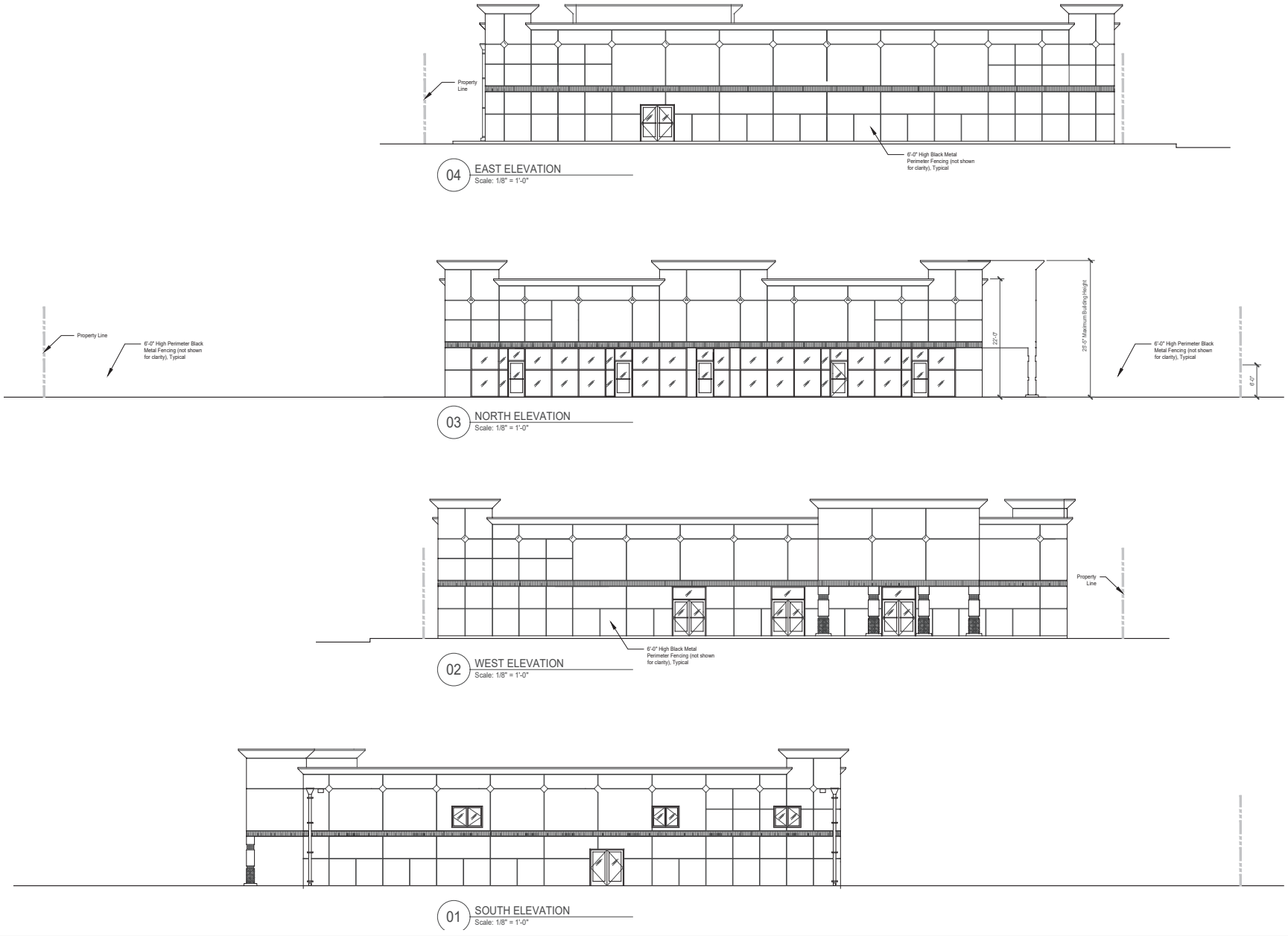
SOURCE: IntuArch, 2023

FIGURE **2**

IMPACT SCIENCES

Project Site Plan

1563.001•01/24



SOURCE: IntuArch, 2023

FIGURE **3**

IMPACT SCIENCES

Building Elevations

1563.001•01/24

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

21865 Copley Drive, Diamond Bar, CA 91765-4182
Information: 1-800-CUT-SMOG (1-800-288-7664)
Internet: http://www.aqmd.gov

Air Quality Reporting

Since 1977, the South Coast Air Quality Management District has served as the local government agency responsible for measuring, reporting and taking steps to improve air quality.

To inform the AQMD's 15 million residents about air quality conditions, the AQMD issues an air quality forecast each day and reports current air quality conditions for each numbered Monitoring Area and General Forecast Area depicted here.

This air quality information is transmitted to the public through newspapers, television, radio and pager services, through faxes to schools, through recorded messages on the AQMD's toll-free Smog Update telephone line, 1-800-CUT-SMOG, and on the AQMD's Internet Website http://www.aqmd.gov.

Newspapers, television and radio stations typically will report air quality information using the General Forecast Areas, shown in color below, which are larger groupings of the more specific Air Monitoring Areas.

The 1-800-CUT-SMOG (1-800-288-7664) line also provides smog forecast and current smog level information by ZIP code.

The AQMD's Internet Website provides both forecasts as well as smog levels for that day and the previous day. Forecasts for the next day normally are posted by noon.

General Forecast Areas & Air Monitoring Areas

Coastal
- Northwest Los Angeles County Coastal 2
- Southwest Los Angeles County Coastal 3
- South Los Angeles County Coastal 4
- North Orange County Coastal 18
- Central Orange County Coastal 20

Metropolitan
- Central Los Angeles County 1
- Southeast Los Angeles County 5
- South Central Los Angeles County 12
- North Orange County 16

San Fernando Valley
- West San Fernando Valley 6
- East San Fernando Valley 7
- Santa Clarita Valley 13

San Gabriel Valley
- West San Gabriel Valley 8
- East San Gabriel Valley 9
- Pomona/Walnut Valley 10
- South San Gabriel Valley 11

Inland Orange County
- Central Orange County 17
- Saddleback Valley 19
- Capistrano Valley 21

Riverside Valley
- Corona/Norco Area 22
- Metropolitan Riverside 23

San Bernardino Valley
- Northwest San Bernardino Valley 32
- Southwest San Bernardino Valley 33
- Central San Bernardino Valley 34
- East San Bernardino Valley 35

Hemet/Elsinore Area
- Perris Valley 24
- Lake Elsinore 25
- Hemet/San Jacinto Valley 28

Temecula/Anza Area
- Temecula Valley 26
- Anza Area 27

San Gabriel Mountains 15

San Bernardino Mountains
- West San Bernardino Mountains 36
- Central San Bernardino Mountains 37

Big Bear Lake 38

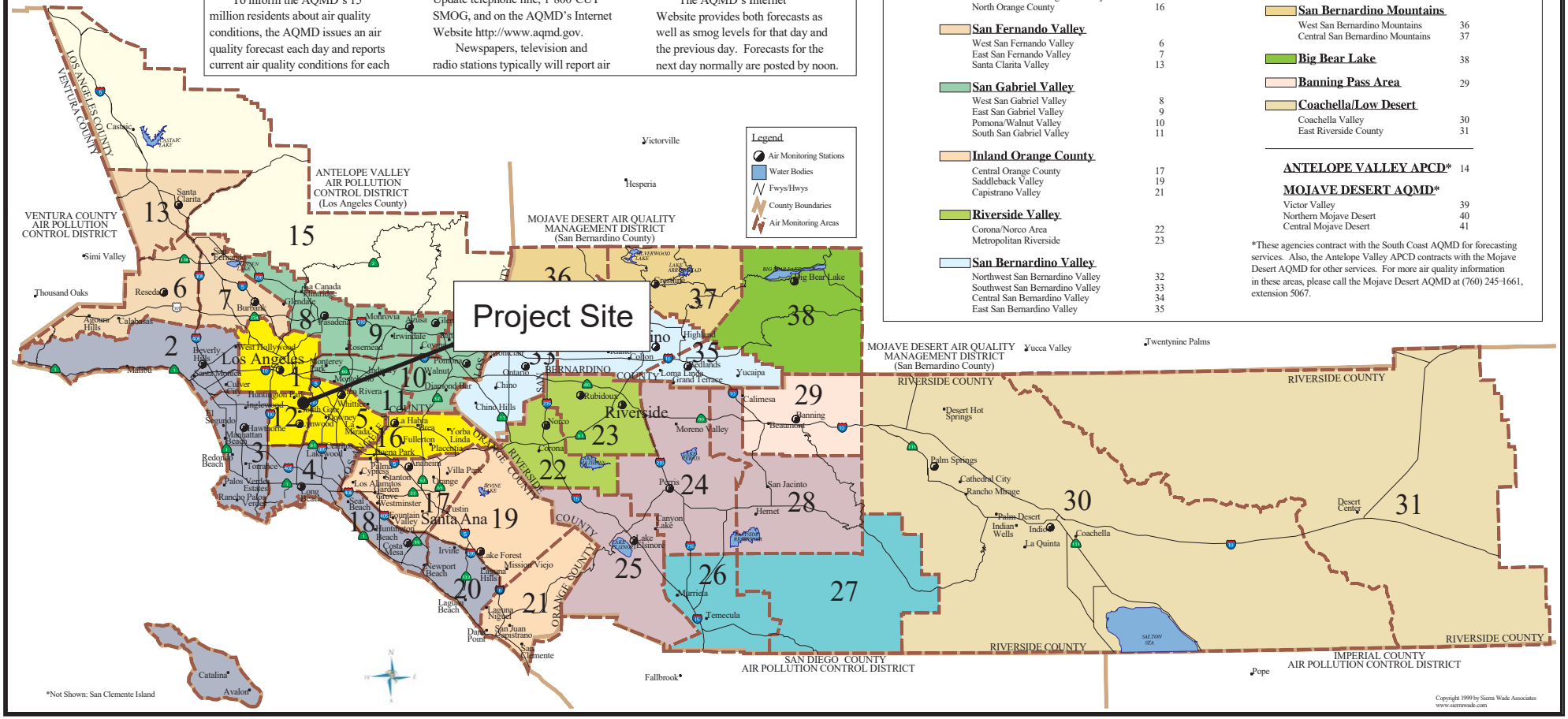
Banning Pass Area 29

Coachella/Low Desert
- Coachella Valley 30
- East Riverside County 31

ANTELOPE VALLEY APCD* 14

MOJAVE DESERT AQMD*
- Victor Valley 39
- Northern Mojave Desert 40
- Central Mojave Desert 41

*These agencies contract with the South Coast AQMD for forecasting services. Also, the Antelope Valley APCD contracts with the Mojave Desert AQMD for other services. For more air quality information in these areas, please call the Mojave Desert AQMD at (760) 245-1661, extension 5067.



SOURCE: SCAQMD, 2023

FIGURE 4

IMPACT SCIENCES

Source Receptor Area Location Map

1563.001•01/24

Statement of Intended Use - City of Bell Business License Application
Resubmitted 8/21/24

Russell Westbrook Why Not? High School is a traditional high school serving 171 students. Please find below a **description of the exact use for all portions of building and lot and also a description of the type of business and operations**.

The building at 4210 E. Gage Avenue will be used as a 9-12 grade Public Charter School providing a world class education to our students.

We currently have 171 students enrolled in four grade levels and 33 faculty and staff. We are able to provide actual numbers for the last 2 years. The break down by grade is as follows:

Grade	2022-2023	2023-2024	Future
9	47	33	50
10	66	42	50
11	54	57	50
12	-	39	50
Staff	20	33	30
TOTAL	**187**	**204**	**230**

Since this CUP will cover this site into the future, we would like approval for the projected future amount of student occupants **two hundred (200)** as the site has the capacity and we completed the parking and traffic analysis based on higher projected future numbers.

Busing is available to students at no cost. Approximately 76% of our students make use of the busing service. The starting/end point and only other stop on the route is located in South LA, zip code 90062. We will have three buses that arrive at the site between 7:45 am – 8:15 am. The buses drop off and pick up on Fishburn Avenue, adjacent to the alley gate (see submitted plans). Three afternoon buses queue on Fishburn (2 at a time) for 15-20 minutes before departure. Two buses depart at 3:45 pm and one bus will depart between 4:30-4:45 pm. On Wednesdays, instructional time ends at 1:55 pm and 3 buses will depart the site between 2:00-2:05 pm. The remaining 24% of students are dropped off by car, walk, bike, or take public transit. See drop-off/pick-up diagram on submitted plans. None of our students drive on their own. See traffic study for more information.

Operations conducted on site include:
- Classroom Instruction
- Physical Education Instruction
- Parent Meetings
- After School Club Meetings
    - Clubs and tutoring start at 3:35 pm and last until 4:30pm every day except Wednesday. Last year, 25-30 students stayed each day for clubs. This year, there are clubs focused on LEGO, Theater, Gaming, Art and Wellness. Outside, one sport is

played each day.

- Outdoor Lunch Period and Free Time
    - Before school and during nutrition and lunch, kids eat breakfast/snack/lunch at the picnic tables, talk with friends or play volleyball, basketball or soccer on the eastern half of the site. The PE curriculum changes throughout the year, but it is a combination of warm up exercises and cardio exercises, playing games like tag, and learning sports like volleyball, basketball and soccer.
- Late Meetings and Saturday Classes
    - Late afternoon appointments occur twice a week from 4-5:30pm and 5:30-7pm to accommodate a limited number of students who need additional instruction. All staff and students exit the school by 7pm
    - Saturday school occurs approximately 4 times a year and is for a minority of students who need extra help or have missed some school.

See submitted plans for more information.

We do not plan to make any alterations to the building or site.

City of Bell
Planning Commission
Agenda Report

DATE: September 4, 2024

TO: Honorable Chair and Planning Commission Members

FROM: Manuel Acosta, Director of Community Development

PREPARED BY: Jason Garcia, Assistant Planner

SUBJECT: Master Sign Program (MSP 2024-03)

PROJECT PROPOSAL / REQUEST:

Request for approval of a Master Sign Program to allow the removal and replacement of three (3) wall signs on an existing commercial building, the replacement of two (2) push-through acrylic sign faces on an existing roof-mounted pylon sign, the replacement of four (4) directional signs, and the replacement of multiple parking and wall regulatory plaques on a property located at 6312 Atlantic Avenue, in the C3 (Heavy Commercial) zone.

BACKGROUND:

Project Overview

- General Plan Designation: Commercial
- Zoning: (C3, Heavy Commercial)
- Project Location: 6312 Atlantic Avenue
- Assessor's Parcel Number(s): 6316-022-016
- Site Characteristics: The subject site measures approximately 57,199 square feet and is comprised of one (1) rectangular parcel with two (2) street frontages. The primary frontage is along Atlantic Avenue, and the secondary (rear) frontage is along Woodward Avenue. The site is currently developed with a one-story 13,988 square foot commercial building utilized as a financial institution (Bank of America). The existing site is developed with surface-level open parking areas and landscaping planters throughout the southerly and northerly portions of the site. The site is accessible from two (2) existing driveways along Atlantic Avenue and two (2) existing driveways along Woodward Avenue. The site is also developed with two (2) drive-through Automated Teller Machines (ATMs) with sole access from the southerly driveway along Atlantic Avenue.
- Surroundings: Surrounding properties include single-story commercial/retail buildings adjacent to the north and south of the subject site, a two-story multi-family residential building across Woodward Avenue to the east, and one-story commercial/retail buildings across Atlantic Avenue to the west.

- Project Description: The proposed project includes the removal and replacement of three (3) existing cabinet signs with new illuminated channel letter wall signs on the existing commercial building, the replacement of two (2) push-through acrylic sign faces on an existing roof sign, the replacement of four (4) directional ground-mounted signs, and the replacement of eighteen (18) wall and pole regulatory placards as described below:

Signage location	Signage type	Quantity	Size (area)
North building elevation, facing the side parking lot.	Business identification sign and logo (Bank of America)	1	73.20 sf
West building elevation, facing Atlantic Ave.	Business identification sign and logo (Bank of America)	1	73.20 sf
East building elevation, facing Woodward Ave.	Business identification sign and logo (Bank of America)	1	73.20 sf
Double-sided roof sign located on southwest corner of the building.	Business identification sign and logo (Bank of America)	1 facing north 1 facing south	110.68 sf 110.68 sf
Northeast parking lot, facing north and south	Directional sign	1	7.5 sf
Southeast parking lot, facing north and south	Directional sign	1	7.5 sf
Northwest driveway entrance, facing north and south	Directional sign	1	7.5 sf
Southwest driveway entrance, facing north and south	Directional sign	1	7.5 sf
	Total	**8 signs**	**360.28 sf**

- Applicant: Kelly Hoager and Adam Hale, on behalf of Bank of America

- 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 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. They are also 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 plan general plan plans and policies.

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

ANALYSIS:

Description of Site Improvements

The project proposes the removal of three (3) existing cabinet signs and the installation of three (3) new wall signs on an existing commercial building, which are proposed to be built to the size of 73.20 square feet each. The proposed signs are intended to replace the existing cabinet signs and identify the business name “Bank of America” and logo. Their design will consist of aluminum (internally-illuminated) channel letters anchored directly to the building walls. The combined area of the proposed wall signs is 219.6 square feet. One sign is proposed to be mounted across the western building elevation fronting Atlantic Avenue; one is proposed to be mounted across the northern building elevation facing the north parking lot, and one is proposed to be mounted across the east building elevation fronting Woodward Avenue.

The project also proposes removing and replacing an internally illuminated, double-faced, existing (legally non-conforming) roof-mounted sign located on the southwest corner of the commercial building. The existing roof sign is approximately 13’-6” in width and 8’-2 ½” in height, facing north and south. The roof-mounted sign is comprised of routed aluminum with push-through acrylic letters and will be serviced to include a replacement of internal electrical components to like new conditions.

In addition, the proposal includes the removal and replacement of eighteen (18) existing wall/pole plaques with new enhanced plaques that include a larger font that clearly indicates “Bank Customer Parking Only” or “No Overnight Parking.” The improvements also include the in-kind removal and replacement of two (2) clearance bars located near the existing drive-thru ATMs.

Lastly, the proposal includes four (4) directional signs to be removed and replaced with updated signage. The four (4) directional signs will be internally illuminated and consist of a pushed-through double-faced routed aluminum with a pushed-through acrylic face to indicate the direction of the customer parking areas and ATM locations.

Compatibility

Pursuant to BMC 17.84.010(B), sign regulations are established to promote public health, safety, and welfare by safeguarding and enhancing property values and protecting public and private investment in buildings and open spaces. The sign regulations are also intended to improve the city's appearance as a place 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.

Pursuant to the sign regulations of BMC 17.84.050(B), business tenant spaces with multiple frontages are allowed a maximum of two (2) 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 includes the installation of three (3) new internally illuminated wall signs and the removal and replacement of an existing (legal nonconforming) roof mounted sign which exceeds the maximum allowable number of signs permitted under BMC 17.84.050(B). The three (3) proposed channel letter signs of 73.20 square-feet comply with the size regulations imposed in BMC 17.84.050(B) as they are less than the maximum limitation of 80 square-foot requirement.

The proposed project overall exceeds the number of wall signs allowed and imposed in BMC Section 17.84.050(B), however, pursuant to BMC Section 17.84.070(C), the Planning Commission may grant an MSP to accommodate unique commercial development needs that may include exceeding the normal limitation of two (2) signs.

Master Sign Program Analysis

In granting approval of a Master Sign Program to allow the removal and replacement of three (3) new wall signs on an existing commercial building; the replacement of two (2) sign faces of an existing pole sign; the replacement of four (4) directional signs; the replacement of (2) drive-thru clearance bars; and the replacement of eighteen (18) wall and pole parking plaques, 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 signs are well-designed and consistent with other signs in the (C3) Heavy Commercial zone. The subject site is located to the east of Bell Palm Plaza, which includes a multitude of channel letter wall signs throughout the commercial property. All signs being proposed for the subject site are consistent with the same level of design, color, and aesthetic, complementing the existing commercial building.

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 high quality in construction and site design features. The City shall create and implement specific design guidelines to promote higher quality in construction.

   The proposed sign program aligns with the General Plan, as this project provides high-quality construction, an overall consistent color theme, and site design features. It also aligns with the Zoning Code's principles and the General Plan's objectives.

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

   The proposed signage will not harm public health, safety, or welfare as it is proposed as an update to the existing signage. The implementation of the new directional signs and pole/wall plaques will provide customers with easily readable directions and parking regulations. The proposed new signage is proposed to be located in the same location as the exiting signs. No additional signage will be installed.

Conclusion

Based on the above analysis, staff has determined that the proposed project complies with the BMC, and all of the required findings can be made in support of a Master Sign Program.

ENVIRONMENTAL ANALYSIS:

Staff has reviewed the Master Sign Program 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-premises 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. 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 Master Sign Program can be made.

2. Read by title only, waive further reading and adopt Resolution No. 2024-09PC titled:

   A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING A MASTER SIGN PROGRAM (MSP 2024-03), FOR THE INSTALLATION OF THREE WALL SIGNS ON AN EXISTING COMMERCIAL BUILDING; THE REFACING OF AN EXISTING DUAL-FACED ROOF SIGN; THE REPLACEMENT OF FOUR DIRECTIONAL SIGNS, AND THE REPLACEMENT OF EIGHTEEN WALL/POLE PARKING PLAQUES ON A PROPERTY LOCATED AT 6312 ATLANTIC AVENUE, IN THE C3 (HEAVY COMMERCIAL) ZONE.

ATTACHMENTS:

1. Resolution No 2024-09PC
2. Applicant Submittal, Including Current Plans, Elevations, and Detail Drawings

RESOLUTION NO. 2024-09PC

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING A MASTER SIGN PROGRAM (MSP 2024-03), FOR THE INSTALLATION OF THREE WALL SIGNS ON AN EXISTING COMMERCIAL BUILDING; THE REFACING OF AN EXISTING DUAL-FACED ROOF SIGN; THE REPLACEMENT OF FOUR DIRECTIONAL SIGNS, AND THE REPLACEMENT OF EIGHTEEN WALL/POLE PARKING PLAQUES ON A PROPERTY LOCATED AT 6312 ATLANTIC AVENUE, IN THE C3 (HEAVY COMMERCIAL) ZONE.

WHEREAS, Kelly Hoegar and Adam Hale, on behalf of Bank of America ("the Applicant"), filed a complete application requesting the approval of a Master Sign Program (MSP 2024-03) described herein ("Application"); and

WHEREAS, the Application pertains to an approximate 57,199 square foot property with Los Angeles County Assessor's Parcel Number 6316-022-016, more commonly known as 6312 Atlantic Avenue, Bell, California ("Property"); and

WHEREAS, the Applicant requests approval of a Master Sign Program ("MSP") to allow the removal and replacement of three (3) existing cabinet signs with new illuminated channel letter wall signs on the existing commercial building; the replacement of two (2) push through acrylic sign faces on an existing roof sign; the replacement of four (4) directional ground-mounted signs; and the replacement of eighteen (18) wall and pole regulatory plaques. Pursuant to Bell Municipal Code, Section 17.84.070(C), the Planning Commission granted the MSP to accommodate unique commercial development needs that included (3) multiple signs per business, exceeding the normal limit of two signs; and

WHEREAS, the 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-premises signs, and thereby would be exempt from CEQA; and

WHEREAS, notice of the Planning Commission public hearing of September 4, 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, occupant 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 September 4, 2024, the Planning Commission held a public hearing to receive public testimony and other evidence regarding the Application, including, without limitation, the 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 of September 4, 2024, including, without limitation, the staff report submitted by the Community Development Department; and

WHEREAS, all legal prerequisites to adopting 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 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 signs are well-designed and consistent with others in the (C3) Heavy Commercial zone. The subject site is located east of the Bell Palm Plaza, which includes many channel letter wall signs throughout the commercial property. All signs proposed for the subject site are consistent with the same design, color, and aesthetic level, which complement the existing commercial building.*

2. **The proposed sign program complies with all applicable chapters of this title and is consistent with the general plan's plans and policies.** *The Land Use and Sustainability Element Policy 5 of the General Plan specifies that the City of Bell shall encourage high quality in construction and site design features. The City shall create and implement specific design guidelines to promote higher quality in construction.*

   The proposed sign program aligns with the General Plan, as this project provides high-quality construction and an overall consistent color theme and site design features. It also aligns with the Zoning Code's principles and the General Plan's objectives.

3. **The proposed signs are displayed in a manner that does not harm public health, safety, and welfare.** *The proposed signage will not cause harm to public health, safety, and welfare as the signage is proposed as an update to the existing signage. The implementation of the new directional signs and pole/wall plaques will provide customers with easily readable directions and parking regulations. The proposed new signage is proposed to be located in the same location as the existing signs. No additional signage will be installed.*

SECTION 3. The City, as a Lead Agency, reviewed the Master Sign Program 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.

SECTION 4. The Planning Commission hereby approves **MSP 2024-03,** subject to the execution and fulfillment of the Conditions of Approval set forth in Exhibit "A" attached to this resolution.

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

PASSED, APPROVED, AND ADOPTED this 4th day of September 2024

_____
Luis Mesa, Chair

ATTEST:

_____
Angela Bustamante,
Planning Commission Secretary

APPROVED AS TO FORM:

_____
Alexis Hall, Deputy City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, Angela Bustamante, Planning Commission Secretary of the City of Bell, do hereby certify that the preceding **Resolution 2024-09-PC** was adopted at a regular meeting of the Planning Commission of the City of Bell held on the 4th day of September 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Angela Bustamante,
Planning Commission Secretary

CONDITIONS OF APPROVAL MSP 2024-03

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, 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, indemnifying, or holding 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 proposed use shall be conducted, and the property shall be maintained in a clean, neat, quiet, and orderly manner at all times and comply with the property maintenance standards as outlined in Chapter 8.36 (Property Maintenance and Nuisance Abatement) of the BMC.

5. The Master Sign Program approval shall expire if building permits are not issued within one (1) year from the date of approval unless the Planning Commission grants an extension.

6. All existing and/or proposed mechanical equipment and appurtenances, including electrical conduits, etc., whether located on the rooftop, ground level, or anywhere on the property, shall be adequately shielded/enclosed so as not to be visible from any public street and/or adjacent properties. Such shielding/enclosure of facilities shall be of compatible design related to the building structure for which such facilities are intended to serve. It shall be installed before issuance of the Certificate of Occupancy.

7. Any graffiti placed on any building or structure 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 Applicant's expense. The Applicant shall

promptly pay, upon receipt of an invoice from the City, all the City's reasonable costs of such work.

8. No outside storage shall be permitted.

9. The Community Development Director is authorized to approve minor modifications to the approved plans or any of the conditions if such modifications achieve substantially the same results as with strict compliance with conditions.

10. The operator shall obtain its City of Bell Business License before commencing business operations.

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

Building & Safety

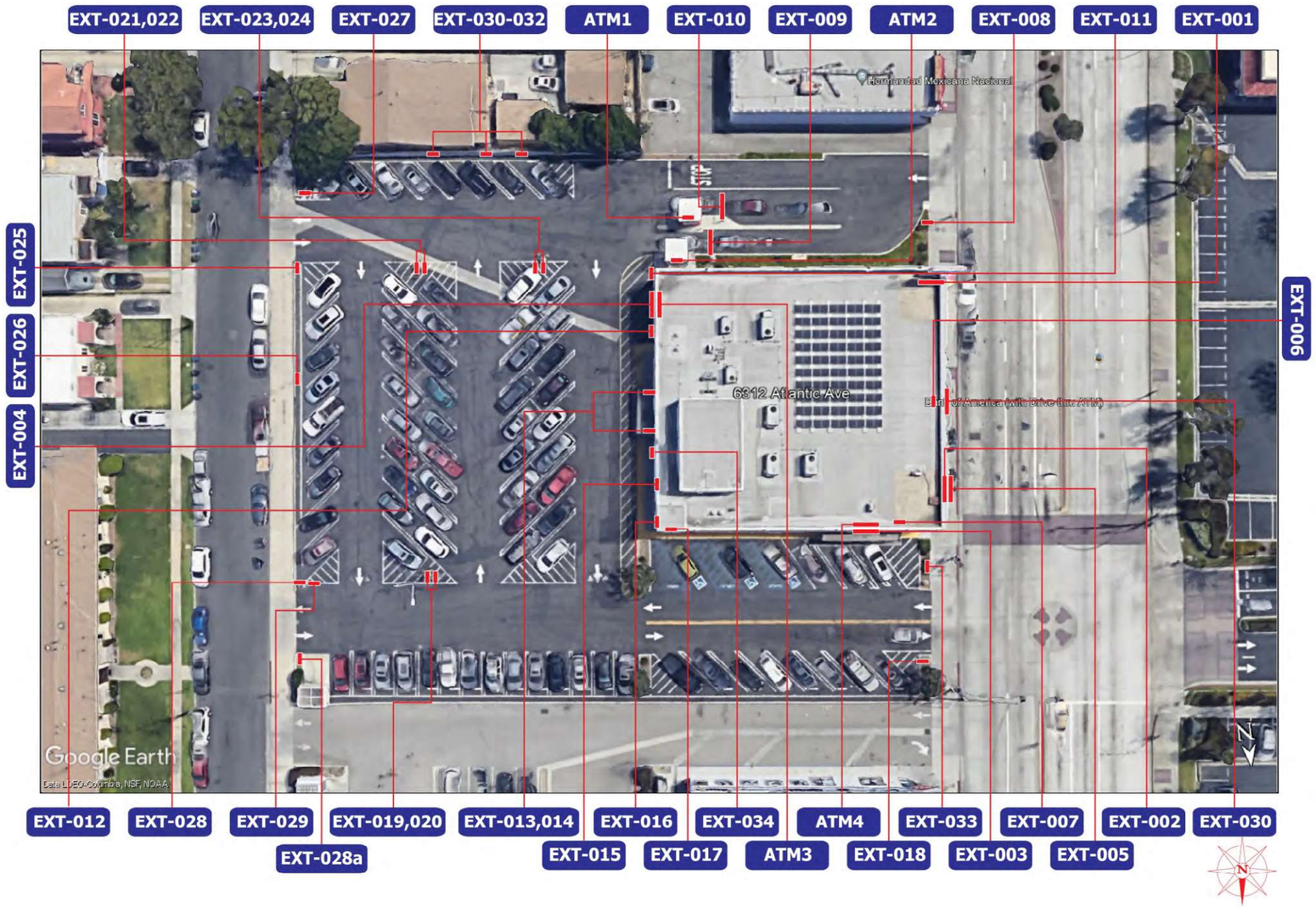
12. The second sheet of building plans should list all conditions of approval and include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans before the first plan check submission.

13. Plans prepared in compliance with the current Building Code shall be submitted to the Building Division for review before permit issuance.

14. Separate application and plan review is required for Electrical plans.

15. Separate application and plan review is required for Mechanical plans.

SITE PLAN



CUSTOMER APPROVAL

Customer Signature _____ Date _____

SIGNAGE SPECIFICATIONS

- **EXT-001** — **PYLON SIGN REPLACEMENT FACE**
  Manufacture and Install (1) Replacement face
- **EXT-002** — **KCCS-4NG CHANNEL LETTERS**
  Remove and Replace (1) Channel Letters
- **EXT-003** — **KCCS-4NG CHANNEL LETTERS**
  Remove and Replace (1) Channel Letters
- **EXT-004** — **KCCS-4NG CHANNEL LETTERS**
  Remove and Replace (1) Channel Letters
- **EXT-005** — **LEAVE AS IS**
- **EXT-006** — **NOT IN SCOPE**
- **EXT-007** — **CUSTOM DOT SIGN WALL PLAQUE**
  Remove and Replace (1) Wall Plaque
- **EXT-008** — **P1NG DIRECTIONAL SIGN**
  Remove and Replace (1) Directional Sign
- **EXT-009** — **SS1NG CANOPY MOUNTED REGULATORY SIGN**
  Remove and Replace (1) Regulatory Sign
- **EXT-010** — **SS1NG CANOPY MOUNTED REGULATORY SIGN**
  Remove and Replace (1) Regulatory Sign
- **EXT-011** — **RW1XNG WALL MOUNTED REGULATORY**
  Remove and Replace (1) Wall Mounted Regulatory
- **EXT-012** — **LEAVE AS IS**
- **EXT-013** — **NOT IN SCOPE**
- **EXT-014** — **NOT IN SCOPE**
- **EXT-015** — **LEAVE AS IS**
- **EXT-016** — **RW1XNG WALL MOUNTED REGULATORY**
  Remove and Replace (1) Wall Mounted Regulatory
- **EXT-017** — **RW1XNG WALL MOUNTED REGULATORY**
  Remove and Replace (1) Wall Mounted Regulatory
- **EXT-018** — **P1NG DIRECTIONAL SIGN**
  Remove and Replace (1) Directional Sign
- **EXT-019** — **RW1.1XNG POLE MOUNTED REGULATORY**
  Remove and Replace (1) Pole Mounted Regulatory
- **EXT-020** — **RW1.1XNG POLE MOUNTED REGULATORY**
  Remove and Replace (1) Pole Mounted Regulatory
- **EXT-021** — **RW1.1XNG POLE MOUNTED REGULATORY**
  Remove and Replace (1) Pole Mounted Regulatory

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

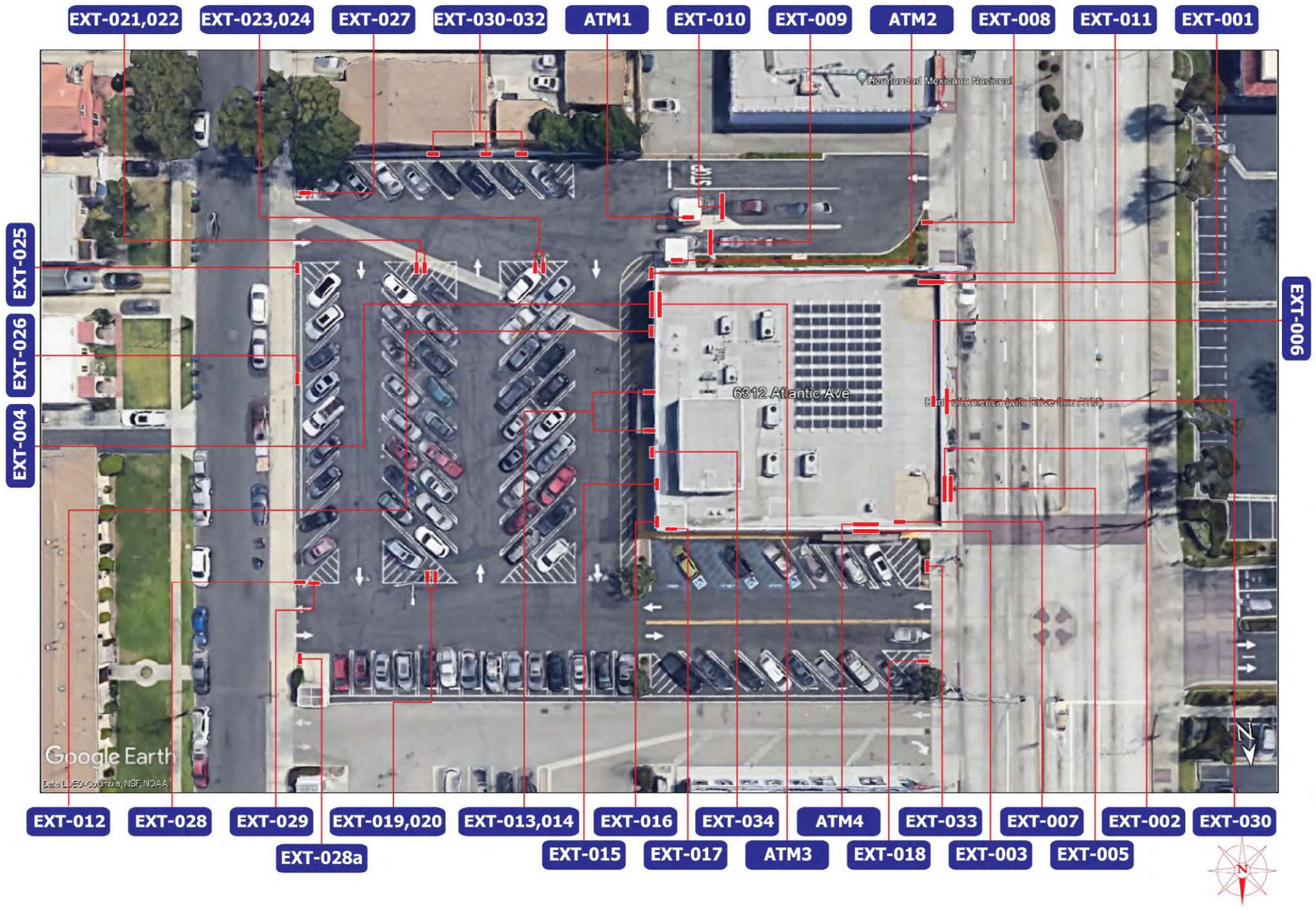
DESIGN DRAWING 1 of 33

Request Number:

PRJ-BOA3-185375-R3

11 X 17 TEMPLATE VERSION 8.9

SITE PLAN



CUSTOMER APPROVAL

Customer Signature _____ Date _____

SIGNAGE SPECIFICATIONS

EXT-022 **RW1.1XNG POLE MOUNTED REGULATORY**
Remove and Replace (1) Pole Mounted Regulatory

EXT-023 **RW1.1XNG POLE MOUNTED REGULATORY**
Remove and Replace (1) Pole Mounted Regulatory

EXT-024 **RW1.1NG POLE MOUNTED REGULATORY**
Remove and Replace (1) Pole Mounted Regulatory

EXT-025 **RP1NG POLE MOUNTED REGULATORY SIGN**
Remove and Replace (1) Regulatory Sign

EXT-026 **RP1NG POLE MOUNTED REGULATORY SIGN**
Remove and Replace (1) Regulatory Sign

EXT-027 **P1NG DIRECTIONAL SIGN**
Remove and Replace (1) Directional Sign

EXT-028 **REMOVE**

EXT-028a **RP1NG POLE MOUNTED REGULATORY SIGN**
Remove and Replace (1) Regulatory Sign

EXT-029 **P1NG DIRECTIONAL SIGN**
Remove and Replace (1) Directional Sign

EXT-030 **RW1NG WALL MOUNTED PLAQUE**
Remove and Replace (1) Wall mounted plaque

EXT-031 **RW1NG WALL MOUNTED PLAQUE**
Remove and Replace (1) Wall mounted plaque

EXT-032 **CUSTOM DOT SIGN WALL PLAQUE**
Remove and Replace (1) Wall Plaque

EXT-033 **RW1.1XNG POLE MOUNTED REGULATORY**
Remove and Replace (1) Pole Mounted Regulatory

EXT-034 **Z-DOT-7 SIGN WALL PLAQUE**
Remove and Replace (1) Wall Plaque

ATM1 **ATM2** **ATM3** **ATM4** **LEAVE AS IS**

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	**Project Name:** BANK OF AMERICA
Scale: NTS	**Address:** 6312 Atlantic Ave
Drawn: Irniss A.	**City / State / Zip:** Bell, CA
PM: Kelly H.	**Notes:**

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 2 of 33

Request Number:

PRJ-BOA3-185375-R3

11 X 17 TEMPLATE VERSION 8.9

DIRECTIONAL SIGN LOCATIONS



SIGNAGE SPECIFICATIONS

EXT-008 **P1NG DIRECTIONAL SIGN**
Remove and Replace (1) Directional Sign

EXT-018 **P1NG DIRECTIONAL SIGN**
Remove and Replace (1) Directional Sign

EXT-027 **P1NG DIRECTIONAL SIGN**
Remove and Replace (1) Directional Sign

EXT-029 **P1NG DIRECTIONAL SIGN**
Remove and Replace (1) Directional Sign

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	**Project Name:** BANK OF AMERICA
Scale: NTS	**Address:** 6312 Atlantic Ave
Drawn: Irniss A.	**City / State / Zip:** Bell, CA
PM: Kelly H.	**Notes:**

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

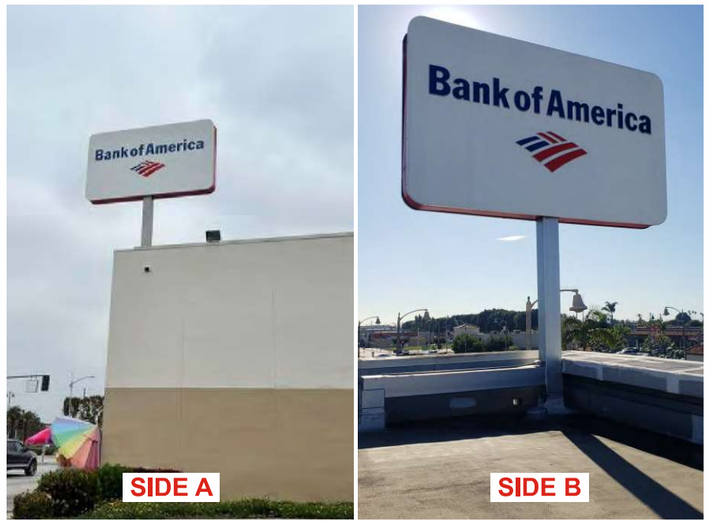
DESIGN DRAWING 3 of 33

Request Number:

PRJ-BOA3-185375-R3

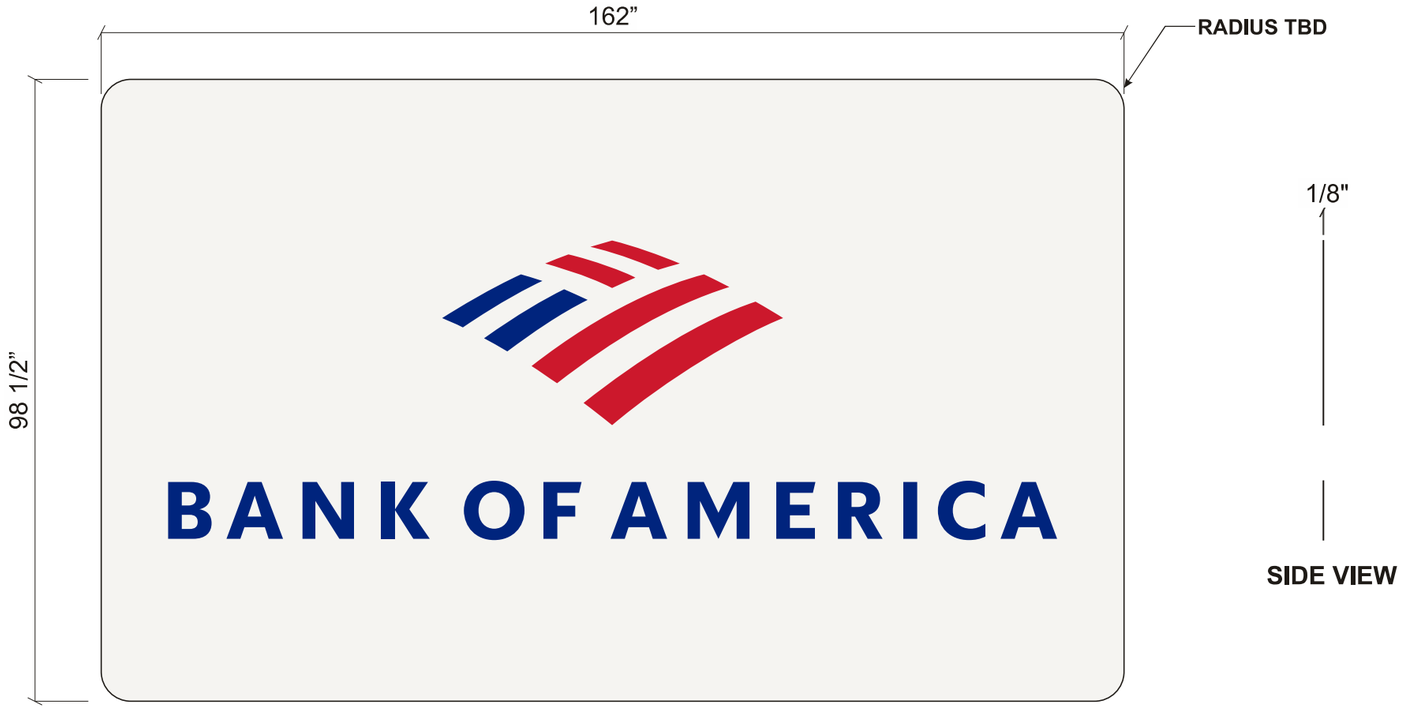
11 X 17 TEMPLATE VERSION 8.9

EXISTING - EXT-001



NEW / PROPOSED - EXT-001





EXT-001 **FRONT VIEW: PYLON SIGN REPLACEMENT FACE** **SQ. FT.: 110.68**

Scale: 1/2”=1'-0"

GENERAL SPECIFICATIONS

- Routed aluminum with push thru acrylic, new face to be shoe box style with depth of 2 1/4"

SCOPE OF WORK

- Remove existing sign faces, Install new sign faces,
Paint cabinet frame red, LED Retrofit

NOTE:

- Remove and replace existing bulbs, ballast and electrical as required. Restore sign interior to like new conditions.
- 14 x 96" bulbs

COLOR SPECIFICATIONS:

- 3M VINYL: #3630-8530 TRANS. W/ OVERLAM 3M 3660M
- 3M VINYL: #3630-2413 RED W/ OVERLAM. PAINT: MP #49696 RED, SEMI GLOSS
- PAINT: GARBO SILVER, GLOSS

CUSTOMER APPROVAL

Customer Signature _____ Date _____

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 4 of 33

Request Number:

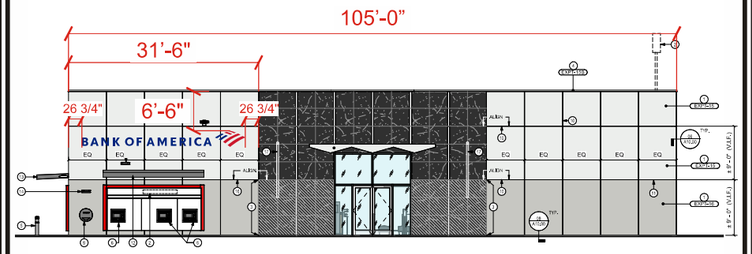
PRJ-BOA3-185375-R3

11 X 17 TEMPLATE VERSION 8.9

EXISTING - EXT-002



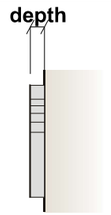
NEW / PROPOSED - EXT-002



SCOPE OF WORK:

- Remove wall cabinet, Install new channel letters





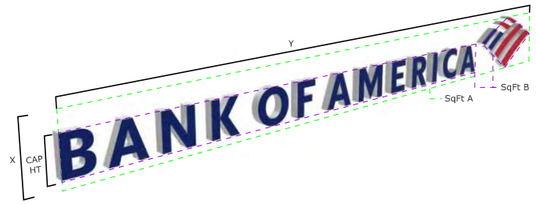
SIDE VIEW

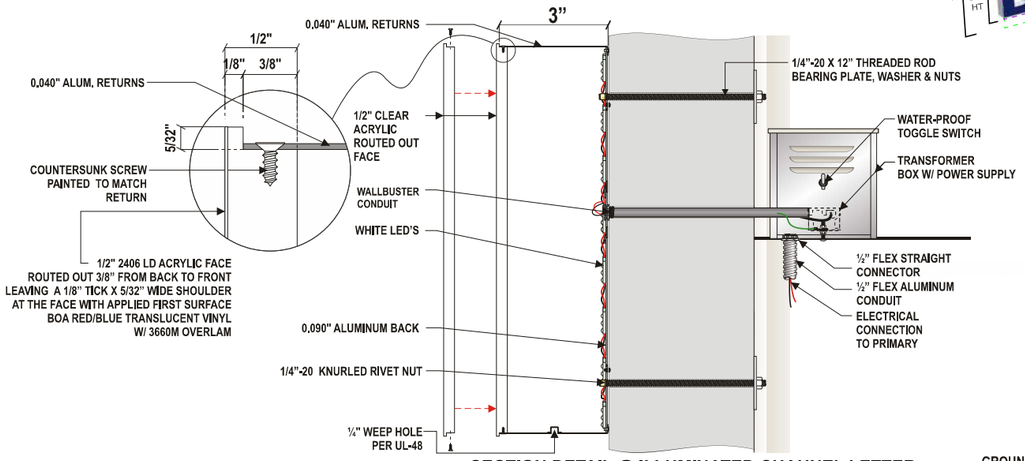
EXT-002 FRONT VIEW: COLOR DAY / COLOR NIGHT INLINE (KCCS-TYPE)

Scale: NTS

Color Day/Color Night (Inline)

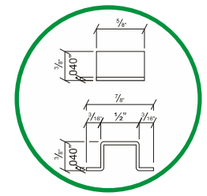
Sign Type	Description	X	Y	Depth	SQ FT A	SQ FT B
KCCS-4ng	16 1/2" Cap Ht	2'-8 1/2"	27'-0 5/8"	5”	73.20	36.46





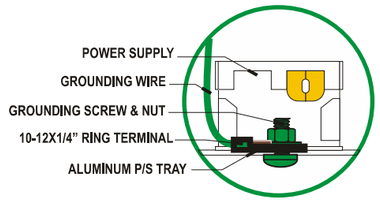
2/2 SECTION DETAIL @ ILLUMINATED CHANNEL LETTER

Scale: NTS



4/2 DETAIL @ WEEP HOLE HAT

Scale: FULL SIZE



3/2 DETAIL @ GROUND SCREW

Scale: NTS

GENERAL SPECIFICATIONS:

LETTERS:

FACES:..... 1/2" 2406 LD ACRYLIC, W/ ROUTED EDGES INSTALL W/ SCREWS TO RETURN, 1ST SURFACE APPLIED 3630-8530 VINYL W/ 3660M OVERLAM
RETURNS:..... .040" X 3.5" BRITE BRUSHED CLEAR ALUM COIL, INTERIOR PAINTED W/ LIGHT ENHANCEMENT PAINT
BACKS: ..... .090" ALUM, INTERIOR PAINTED W/ LIGHT ENHANCEMENT PAINT
ILLUMINATION:.. SLOAN WHITE LED'S

LOGO:

FACES:..... 1/2" 2406 LD ACRYLIC, W/ ROUTED EDGES INSTALL W/ SCREWS TO RETURN, 1ST SURFACE APPLIED 3630-8530 & 3632-2413 VINYL W/ 3660M OVERLAM
RETURNS:..... .040" X 3.5" BRITE BRUSHED CLEAR ALUM COIL, INTERIOR PAINTED W/ LIGHT ENHANCEMENT PAINT
BACKS: ..... .090" ALUM, INTERIOR PAINTED W/ LIGHT ENHANCEMENT PAINT
ILLUMINATION:.. SLOAN WHITE LED'S

CUSTOMER TO REVIEW AND APPROVE ARTWORK AND SPECS PRIOR TO MANUFACURE

COLOR SPECIFICATIONS:

- 3M VINYL: #3630-8530 TRANS W/OVERLAM 3M 3660M
- 3M VINYL: #3630-2413 RED W/ OVERLAM
- BRITE BRUSHED CLEAR

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 5 of 33

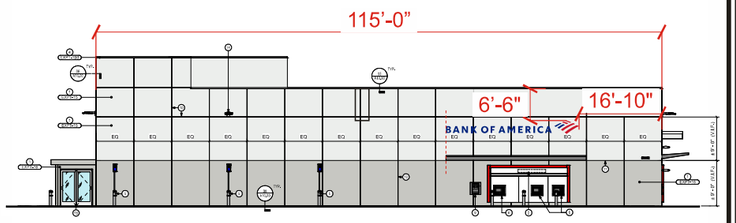
Request Number:

PRJ-BOA3-185375-R3

EXISTING - EXT-003



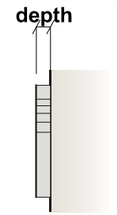
NEW / PROPOSED - EXT-003



SCOPE OF WORK:

- Remove wall cabinet, Install new channel letters





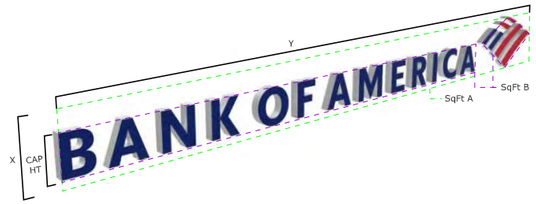
SIDE VIEW

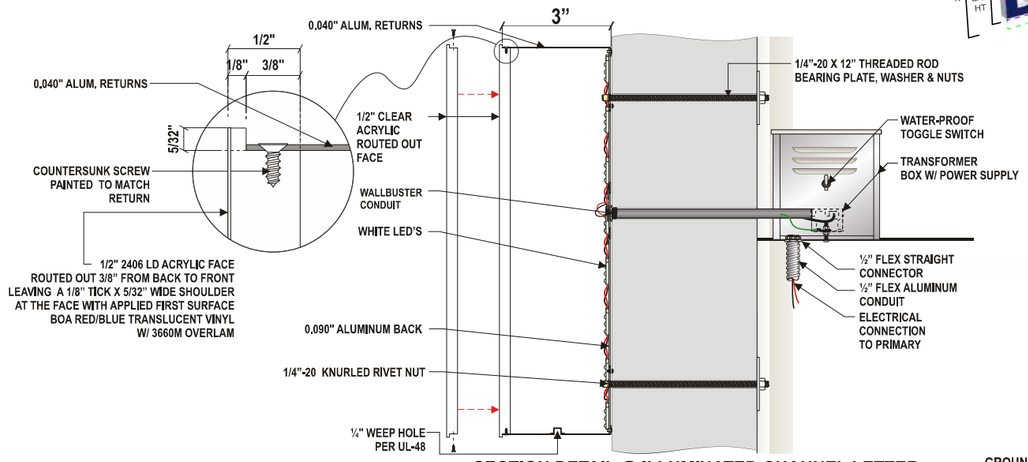
EXT-003 FRONT VIEW: COLOR DAY / COLOR NIGHT INLINE (KCCS-TYPE)

Scale: NTS

Color Day/Color Night (Inline)

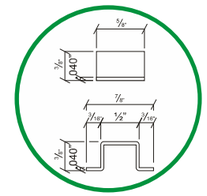
Sign Type	Description	X	Y	Depth	SQ FT A	SQ FT B
KCCS-4ng	16 1⁄2" Cap Ht	2'-8 1⁄2"	27'-0 5⁄8"	5”	73.20	36.46





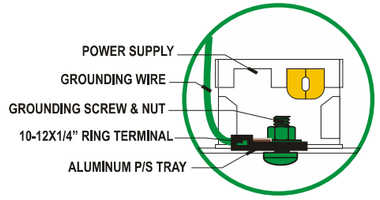
2 2 SECTION DETAIL @ ILLUMINATED CHANNEL LETTER

Scale: NTS



4 2 DETAIL @ WEEP HOLE HAT

Scale: FULL SIZE



3 2 DETAIL @ GROUND SCREW

Scale: NTS

GENERAL SPECIFICATIONS:

LETTERS:

FACES:..... 1/2" 2406 LD ACRYLIC, W/ ROUTED EDGES INSTALL W/ SCREWS TO RETURN, 1ST SURFACE APPLIED 3630-8530 VINYL W/ 3660M OVERLAM
RETURNS:..... .040" X 3.5" BRITE BRUSHED CLEAR ALUM COIL, INTERIOR PAINTED W/ LIGHT ENHANCEMENT PAINT
BACKS: ..... .090" ALUM, INTERIOR PAINTED W/ LIGHT ENHANCEMENT PAINT
ILLUMINATION:.. SLOAN WHITE LED'S

LOGO:

FACES:..... 1/2" 2406 LD ACRYLIC, W/ ROUTED EDGES INSTALL W/ SCREWS TO RETURN, 1ST SURFACE APPLIED 3630-8530 & 3632-2413 VINYL W/ 3660M OVERLAM
RETURNS:..... .040" X 3.5" BRITE BRUSHED CLEAR ALUM COIL, INTERIOR PAINTED W/ LIGHT ENHANCEMENT PAINT
BACKS: ..... .090" ALUM, INTERIOR PAINTED W/ LIGHT ENHANCEMENT PAINT
ILLUMINATION:.. SLOAN WHITE LED'S

CUSTOMER TO REVIEW AND APPROVE ARTWORK AND SPECS PRIOR TO MANUFACURE

COLOR SPECIFICATIONS:

- 3M VINYL: #3630-8530 TRANS W/OVERLAM 3M 3660M
- 3M VINYL: #3630-2413 RED W/ OVERLAM
- BRITE BRUSHED CLEAR

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 6 of 33

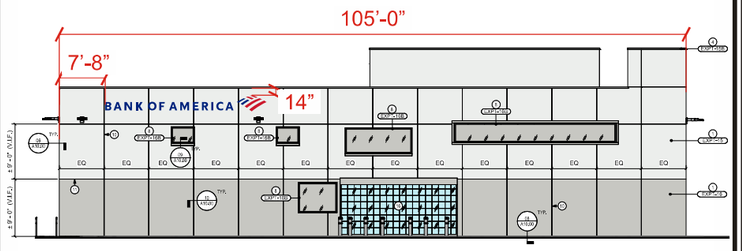
Request Number:

PRJ-BOA3-185375-R3

EXISTING - EXT-004



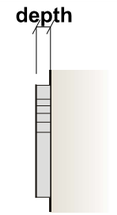
NEW / PROPOSED - EXT-004



SCOPE OF WORK:

- Remove wall cabinet, Install new channel letters





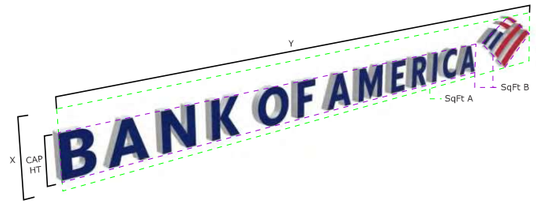
SIDE VIEW

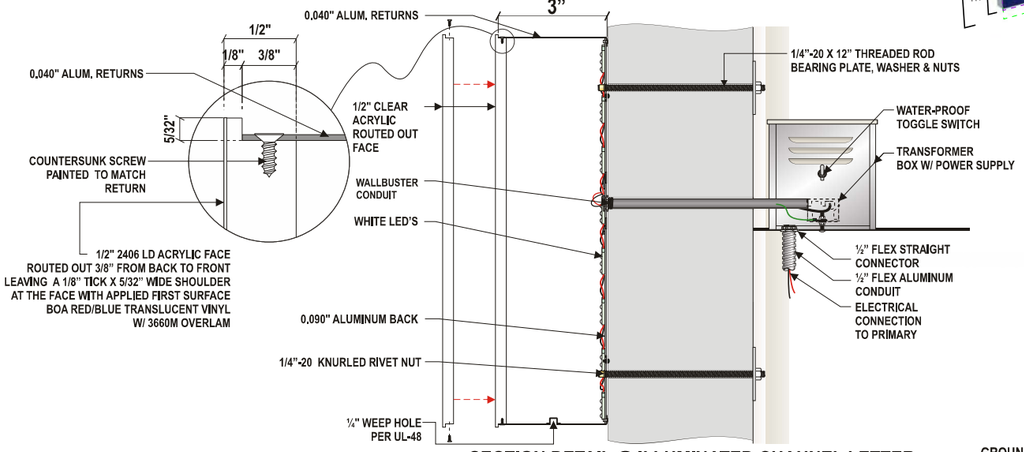
EXT-002 FRONT VIEW: COLOR DAY / COLOR NIGHT INLINE (KCCS-TYPE)

Scale: NTS

Color Day/Color Night (Inline)

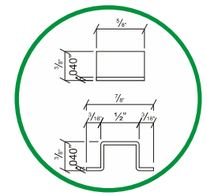
Sign Type	Description	X	Y	Depth	SQ FT A	SQ FT B
KCCS-4ng	16 1⁄2" Cap Ht	2'-8 1⁄2"	27'-0 5⁄8"	5”	73.20	36.46





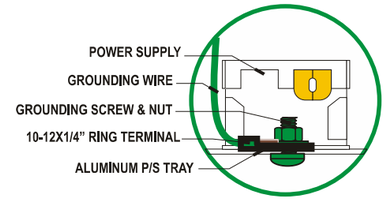
2 2 SECTION DETAIL @ ILLUMINATED CHANNEL LETTER

Scale: NTS



4 2 DETAIL @ WEEP HOLE HAT

Scale: FULL SIZE



3 2 DETAIL @ GROUND SCREW

Scale: NTS

GENERAL SPECIFICATIONS:

LETTERS:

FACES:..... 1/2" 2406 LD ACRYLIC, W/ ROUTED EDGES INSTALL W/ SCREWS TO RETURN, 1ST SURFACE APPLIED 3630-8530 VINYL W/ 3660M OVERLAM
RETURNS:..... .040" X 3.5" BRITE BRUSHED CLEAR ALUM COIL, INTERIOR PAINTED W/ LIGHT ENHANCEMENT PAINT
BACKS: ..... .090" ALUM, INTERIOR PAINTED W/ LIGHT ENHANCEMENT PAINT
ILLUMINATION:.. SLOAN WHITE LED'S

LOGO:

FACES:..... 1/2" 2406 LD ACRYLIC, W/ ROUTED EDGES INSTALL W/ SCREWS TO RETURN, 1ST SURFACE APPLIED 3630-8530 & 3632-2413 VINYL W/ 3660M OVERLAM
RETURNS:..... .040" X 3.5" BRITE BRUSHED CLEAR ALUM COIL, INTERIOR PAINTED W/ LIGHT ENHANCEMENT PAINT
BACKS: ..... .090" ALUM, INTERIOR PAINTED W/ LIGHT ENHANCEMENT PAINT
ILLUMINATION:.. SLOAN WHITE LED'S

CUSTOMER TO REVIEW AND APPROVE ARTWORK AND SPECS PRIOR TO MANUFACURE

COLOR SPECIFICATIONS:

- 3M VINYL: #3630-8530 TRANS W/OVERLAM 3M 3660M
- 3M VINYL: #3630-2413 RED W/ OVERLAM
- BRITE BRUSHED CLEAR

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 7 of 33

Request Number:

PRJ-BOA3-185375-R3

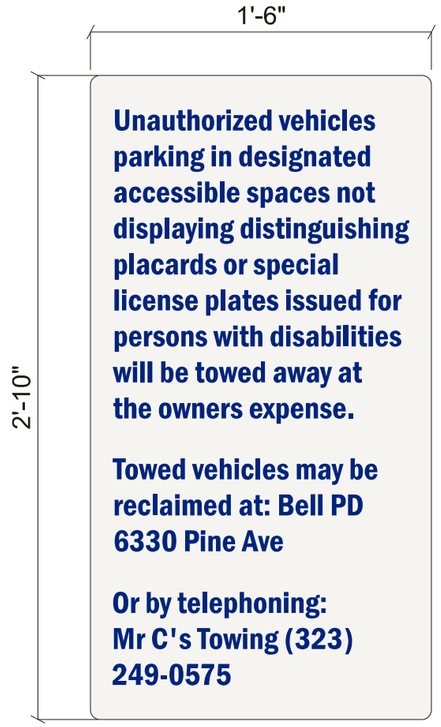
EXISTING - EXT-007



NEW / PROPOSED - EXT-007



SCOPE OF WORK:
- Remove existing plaque, Install new plaque



EXT-007 FRONT VIEW: RW2.1NG SQ. FT.: 4.24

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
BORDER:..... PAINTED BOA RED, SEMI-GLOSS
GRAPHICS:..... TRANSLUCENT BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #3630-8530 TRANSLUCENT BLUE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

Request Number:

PRJ-BOA3-185375-R3

182

11 X 17 TEMPLATE VERSION 8.9

EXISTING - EXT-008

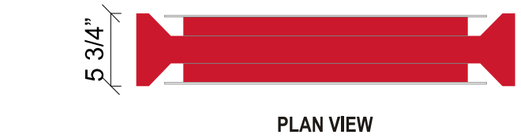


NEW / PROPOSED - EXT-008

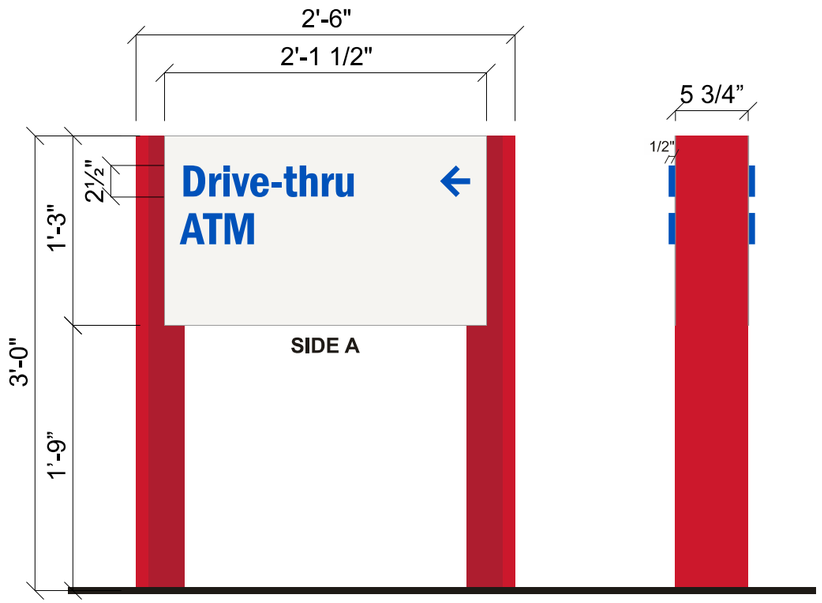


SCOPE OF WORK:

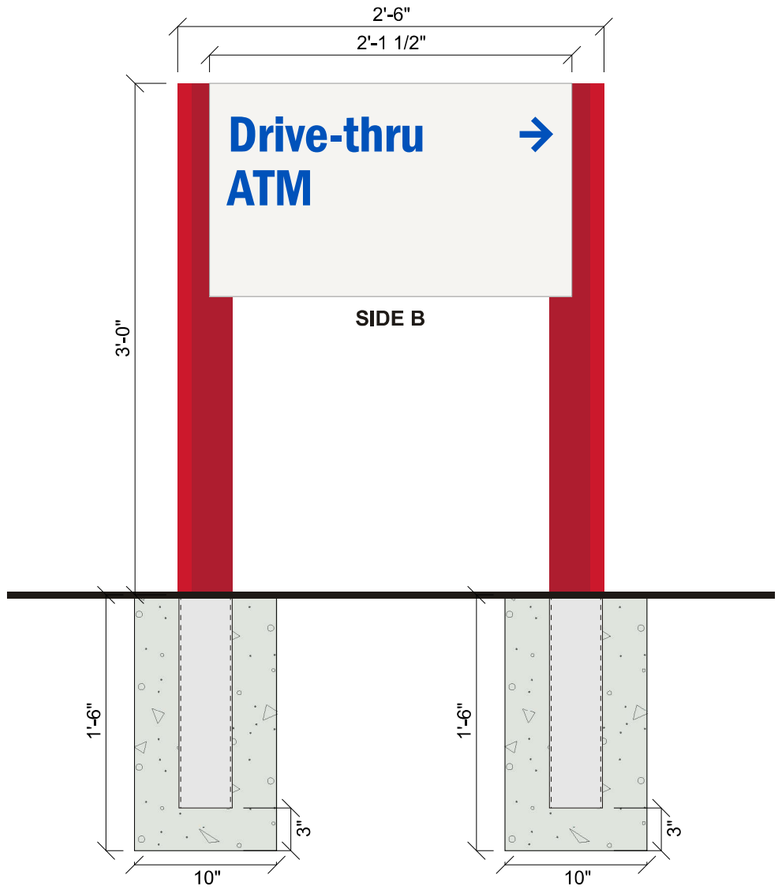
- Remove existing directional, Install new directional



PLAN VIEW



FRONT VIEW SIDE VIEW



FRONT VIEW: STRUCTURAL FOOTING DETAIL

Scale: 1½”=1'-0”

EXT-008 P1NG DIRECTIONAL SIGN ROUTED AND PUSH THRU ACRYLIC

Scale: 1”=1'-0”

GENERAL SPECIFICATIONS:

DIRECTIONAL:

FACES:..... .125” ALUM PAINTED GARBO SILVER, GLOSS FINISH 1ST SURFACE, MP #49696 RED, SEMI GLOSS FINISH 2ND SURFACE
FRAME:..... ALUM. ANGLE FRAME BONDED TO FACES/BACKS, PAINTED BOFA RED
BACKS:..... .125” ALUM. PAINTED BOFA RED, SEMI GLOSS
CALDDING:..... BRAKE FORMED .090” ALUM. PAINTED BOFA RED, SEMI GLOSS
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL
SUPPORTS:..... 2” x 3¾” x 1/8” ALUM. TUBES PAINTED BOFA RED, SEMI GLOSS

COLOR SPECIFICATIONS:

- PAINT: GARBO SILVER, GLOSS
- PAINT: MP #49696 RED, SEMI GLOSS
- 3M VINYL: #680-75 BLUE REFLECTIVE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 9 of 33

Request Number:

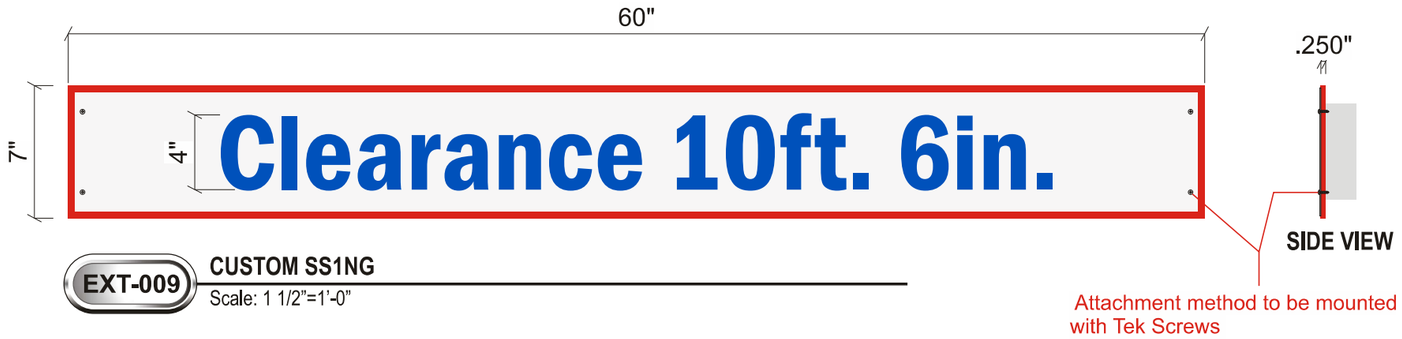
PRJ-BOA3-185375-R3

EXISTING - EXT-009



NEW / PROPOSED - EXT-009





EXT-009 **CUSTOM SS1NG**

Scale: 1 1/2”=1’-0”

SCOPE OF WORK:

- Remove existing panel from headache bar, Install new panel to headache bar

Specifications:

Faces- Pan formed aluminum painted Bank of America Red Semi-Gloss finish w/ flat aluminum face painted Garbo Silver.
Copy- .125 Face w/ applied first surface reflective Blue vinyl film. Colors as shown in legend.
Mounting- Plaque is flush mounted to fascia.

COLOR LEGEND	
	3M VINYL: #680-75 BLUE
	PAINT: MP#49696 RED , SATIN FINISH
	PAINT: GARBO SILVER, SEMI GLOSS

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

Request Number:

PRJ-BOA3-185375-R3

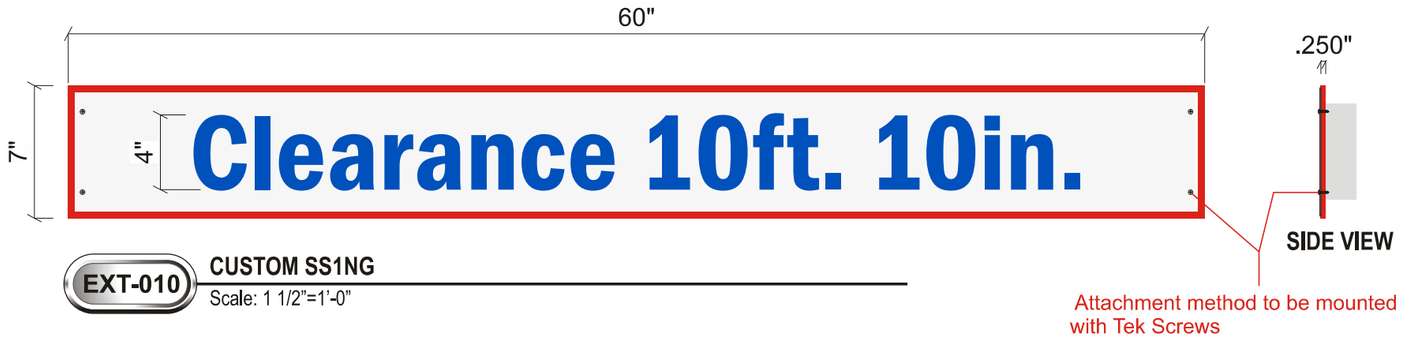
11 X 17 TEMPLATE VERSION 8.9

EXISTING - EXT-010



NEW / PROPOSED - EXT-010





EXT-010 CUSTOM SS1NG

Scale: 1 1/2”=1’-0”

SCOPE OF WORK:

- Remove existing panel from headache bar, Install new panel to headache bar

Specifications:

Faces- Pan formed aluminum painted Bank of America Red Semi-Gloss finish w/ flat aluminum face painted Garbo Silver.
Copy- .125 Face w/ applied first surface reflective Blue vinyl film. Colors as shown in legend.
Mounting- Plaque is flush mounted to fascia.

COLOR LEGEND	
	3M VINYL: #680-75 BLUE
	PAINT: MP#49696 RED , SATIN FINISH
	PAINT: GARBO SILVER, SEMI GLOSS

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date:	01-23-2024
Scale:	NTS
Drawn:	Irniss A.
PM:	Kelly H.
Project Name:	BANK OF AMERICA
Address:	6312 Atlantic Ave
City / State / Zip:	Bell, CA
Notes:	

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 11 of 33

Request Number:

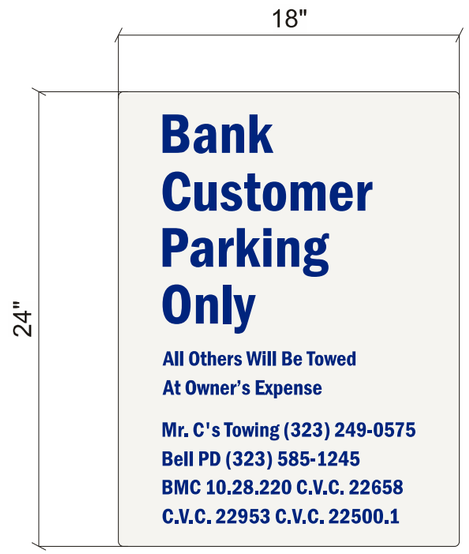
PRJ-BOA3-185375-R3

EXISTING - EXT-011



NEW / PROPOSED - EXT-011





EXT-011 FRONT VIEW: RW2.1ng-WALL PLAQUE SQ. FT.: 2.99

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
BORDER:..... PAINTED BOA RED, SEMI-GLOSS
GRAPHICS:..... TRANSLUCENT BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #3630-8530 TRANSLUCENT BLUE

SCOPE OF WORK:

- Remove existing plaque, Install new plaque

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 12 of 33

Request Number:

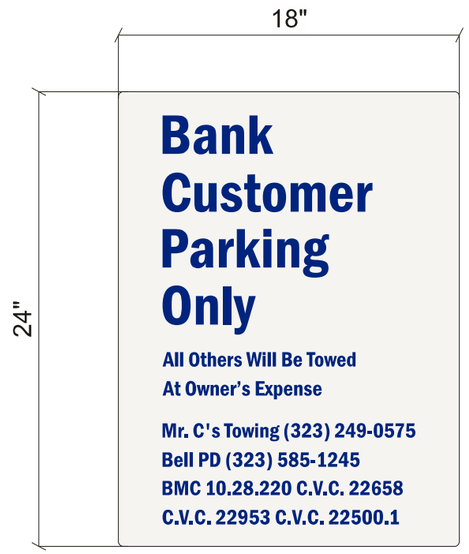
PRJ-BOA3-185375-R3

EXISTING - EXT-016



NEW / PROPOSED - EXT-016





EXT-016 FRONT VIEW: RW2.1ng-WALL PLAQUE SQ. FT.: 2.99

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
BORDER:..... PAINTED BOA RED, SEMI-GLOSS
GRAPHICS:..... TRANSLUCENT BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #3630-8530 TRANSLUCENT BLUE

SCOPE OF WORK:

- Remove existing plaque, Install new plaque

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 13 of 33

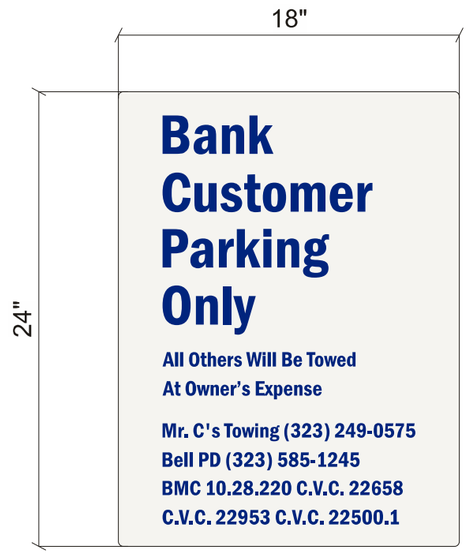
Request Number:

PRJ-BOA3-185375-R3

11 X 17 TEMPLATE VERSION 8.9

EXISTING - EXT-017





EXT-017 FRONT VIEW: RW2.1ng-WALL PLAQUE SQ. FT.: 2.99

Scale: 1 1/2" = 1'-0"

NEW / PROPOSED - EXT-017



GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
BORDER:..... PAINTED BOA RED, SEMI-GLOSS
GRAPHICS:..... TRANSLUCENT BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #3630-8530 TRANSLUCENT BLUE

SCOPE OF WORK:

- Remove existing plaque, Install new plaque

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

Request Number:

PRJ-BOA3-185375-R3

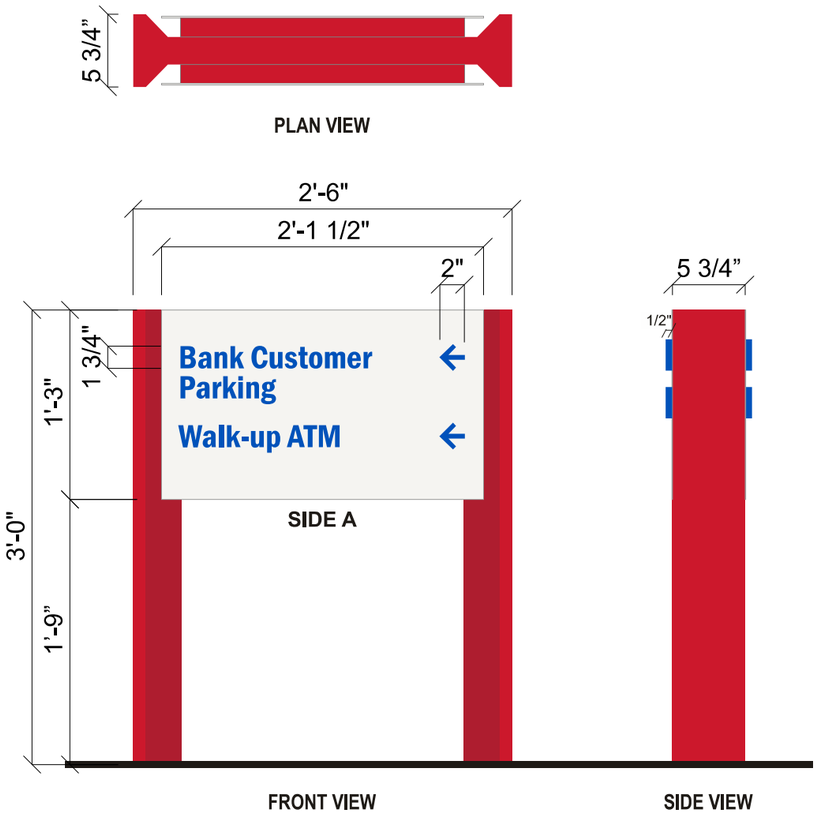
EXISTING - EXT-018

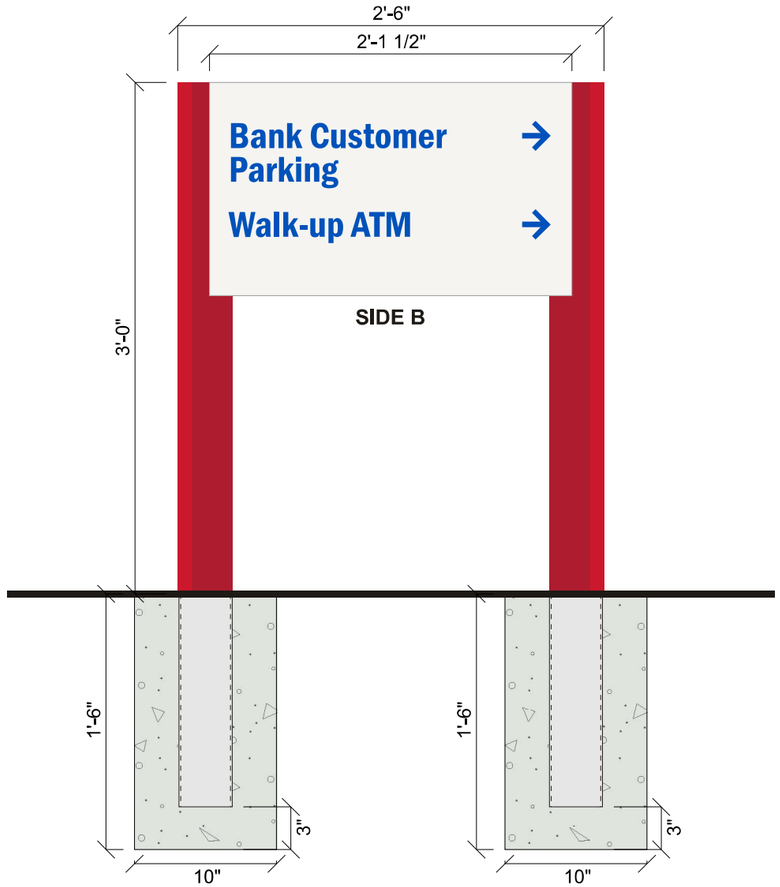


NEW / PROPOSED - EXT-018



SCOPE OF WORK:
- Remove existing directional, Install new directional





EXT-018 P1NG DIRECTIONAL SIGN ROUTED AND PUSH THRU ACRYLIC
Scale: 1”=1'-0”

FRONT VIEW: STRUCTURAL FOOTING DETAIL
Scale: 1½”=1'-0”

GENERAL SPECIFICATIONS:

DIRECTIONAL:

FACES:..... .125” ALUM PAINTED GARBO SILVER, GLOSS FINISH 1ST SURFACE, MP #49696 RED, SEMI GLOSS FINISH 2ND SURFACE
FRAME:..... ALUM. ANGLE FRAME BONDED TO FACES/BACKS, PAINTED BOFA RED
BACKS:..... .125” ALUM. PAINTED BOFA RED, SEMI GLOSS
CALDDING:..... BRAKE FORMED .090” ALUM. PAINTED BOFA RED, SEMI GLOSS
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL
SUPPORTS:..... 2” x 3¾” x 1/8” ALUM. TUBES PAINTED BOFA RED, SEMI GLOSS

COLOR SPECIFICATIONS:

- PAINT: GARBO SILVER, GLOSS
- PAINT: MP #49696 RED, SEMI GLOSS
- 3M VINYL: #680-75 BLUE REFLECTIVE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

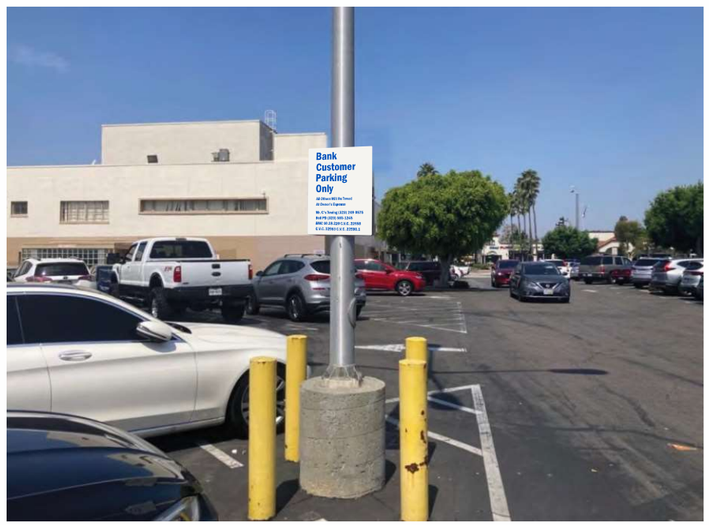
DESIGN DRAWING 15 of 33
Request Number:
PRJ-BOA3-185375-R3

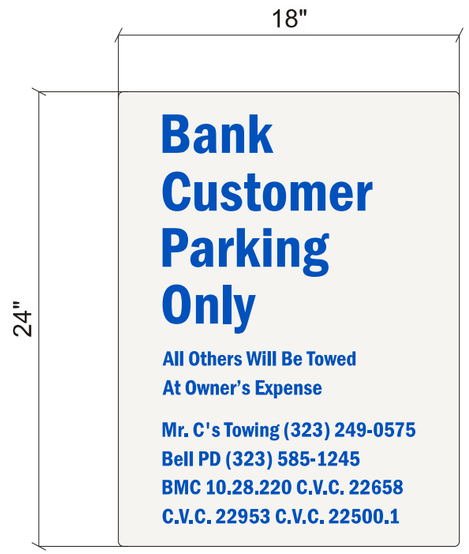
11 X 17 TEMPLATE VERSION 8.9

EXISTING - EXT-019



NEW / PROPOSED - EXT-019





EXT-019 **FRONT VIEW: RW2.1ng -POLE PLAQUE** SQ. FT.: 2.99

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #680-75 BLUE REFLECTIVE

SCOPE OF WORK:

- Remove existing pole mounted plaques, Install new pole mounted plaques

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

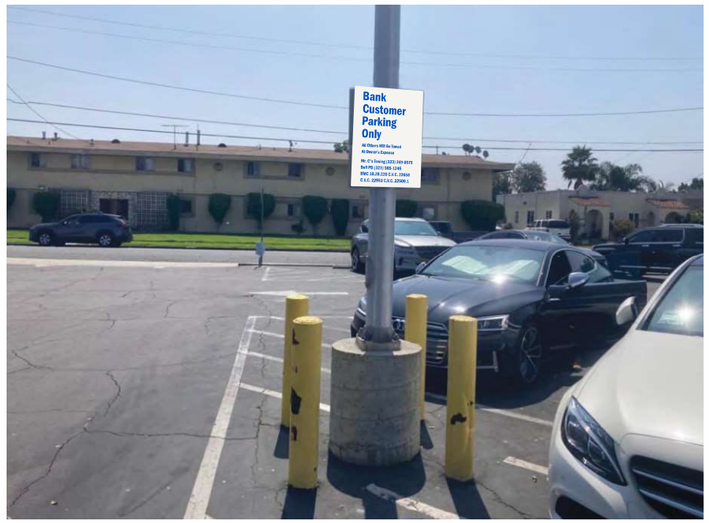
Request Number:

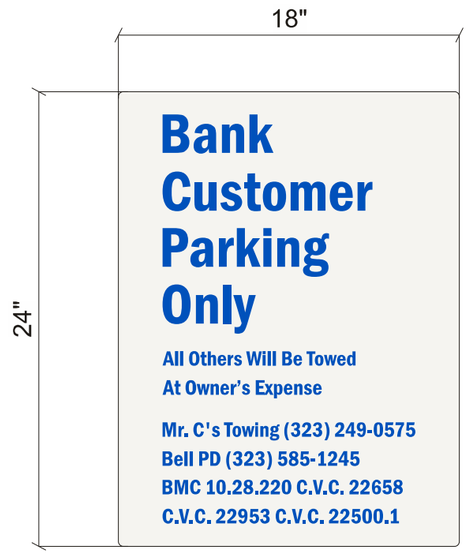
PRJ-BOA3-185375-R3

EXISTING - EXT-020



NEW / PROPOSED - EXT-020





EXT-020 **FRONT VIEW: RW2.1ng -POLE PLAQUE** SQ. FT.: 2.99

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #680-75 BLUE REFLECTIVE

SCOPE OF WORK:

- Remove existing pole mounted plaques, Install new pole mounted plaques

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 17 of 33

Request Number:

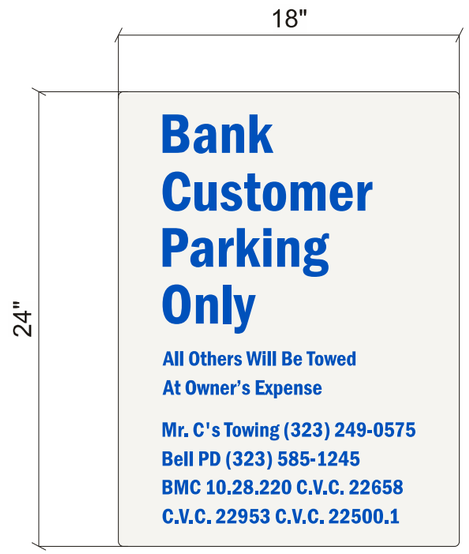
PRJ-BOA3-185375-R3

EXISTING - EXT-021



NEW / PROPOSED - EXT-021





EXT-021 FRONT VIEW: RW2.1ng -POLE PLAQUE SQ. FT.: 2.99

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #680-75 BLUE REFLECTIVE

SCOPE OF WORK:

- Remove existing pole mounted plaques, Install new pole mounted plaques

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 18 of 33

Request Number:

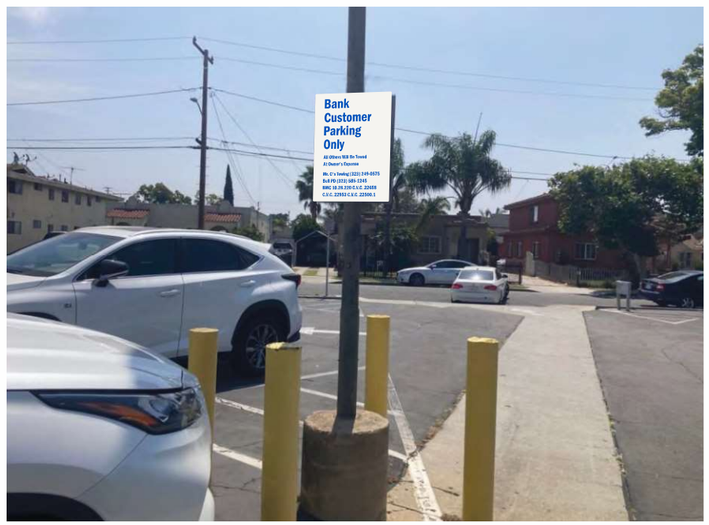
PRJ-BOA3-185375-R3

11 X 17 TEMPLATE VERSION 8.9

EXISTING - EXT-022

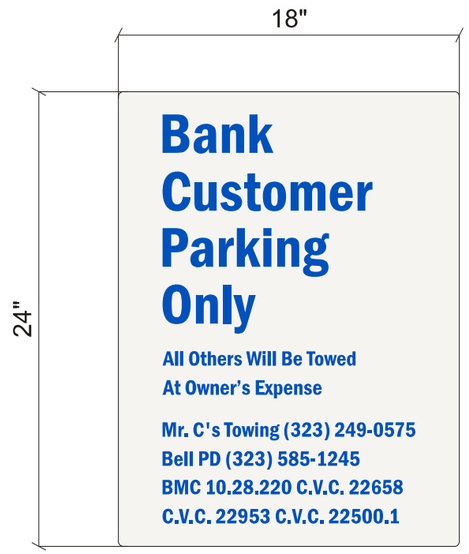


NEW / PROPOSED - EXT-022



SCOPE OF WORK:

- Remove existing pole mounted plaques, Install new pole mounted plaques



EXT-022 FRONT VIEW: RW2.1ng -POLE PLAQUE SQ. FT.: 2.99

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #680-75 BLUE REFLECTIVE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

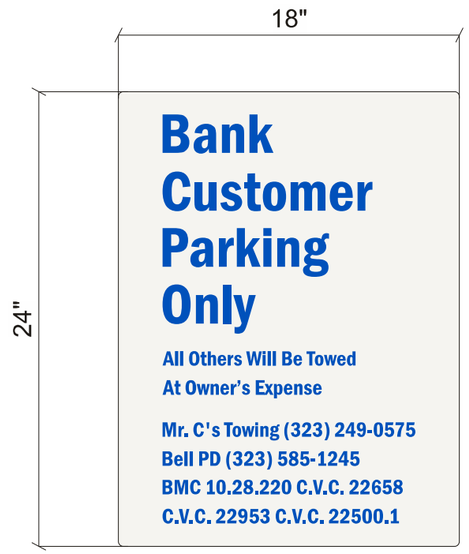
No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

EXISTING - EXT-023



NEW / PROPOSED - EXT-023





EXT-023 FRONT VIEW: RW2.1ng -POLE PLAQUE SQ. FT.: 2.99

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #680-75 BLUE REFLECTIVE

SCOPE OF WORK:

- Remove existing pole mounted plaques, Install new pole mounted plaques

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

Request Number:

PRJ-BOA3-185375-R3

11 X 17 TEMPLATE VERSION 8.9

EXISTING - EXT-024



NEW / PROPOSED - EXT-024



SCOPE OF WORK:

- Remove existing pole mounted plaques, Install new pole mounted plaques



EXT-024 FRONT VIEW: RW1.1ng POLE MOUNTED REGULATORY PLAQUE SQ. FT.: 2.24

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #680-75 BLUE REFLECTIVE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

Request Number:

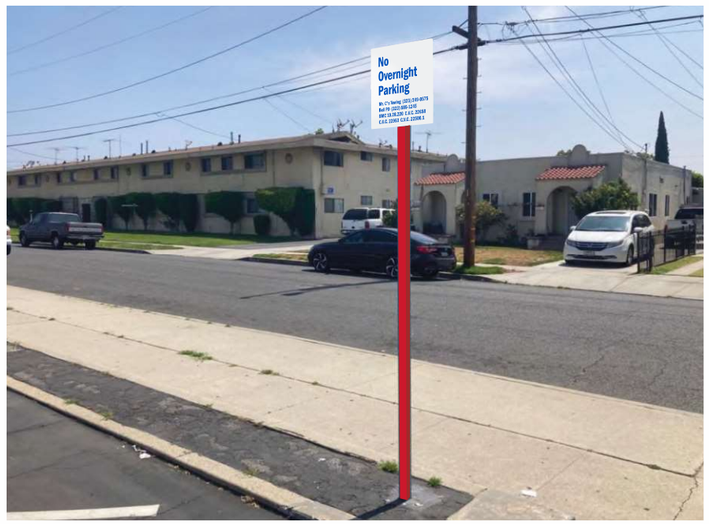
PRJ-BOA3-185375-R3

11 X 17 TEMPLATE VERSION 8.9

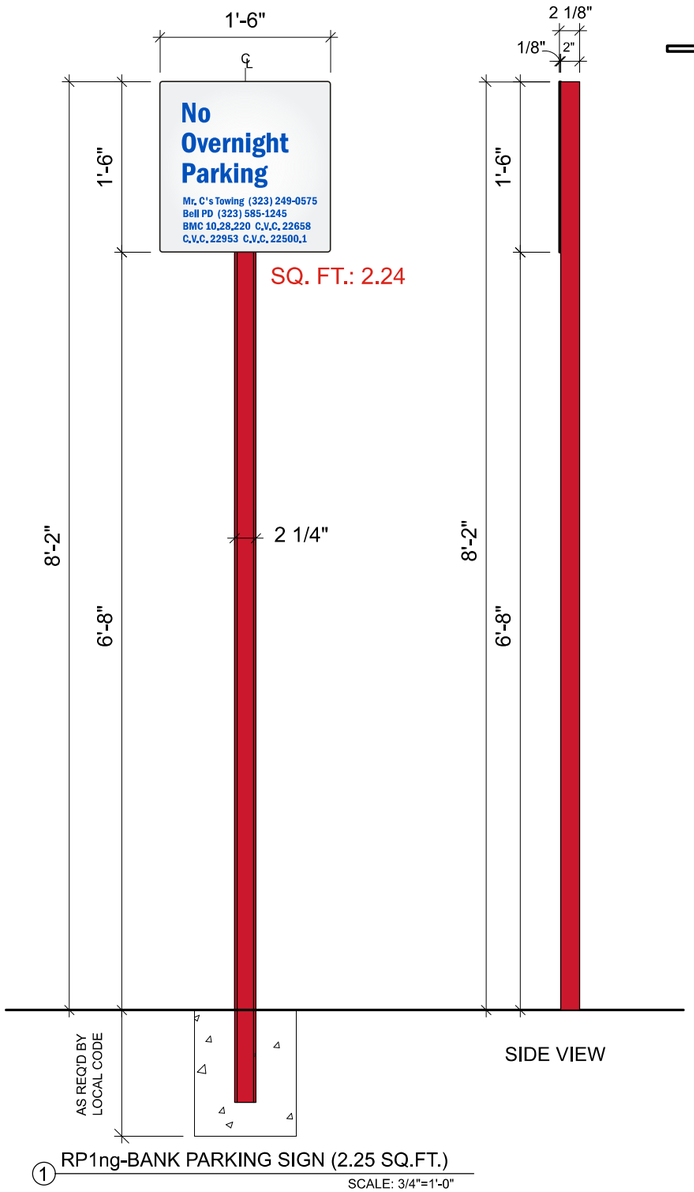
EXISTING - EXT-025



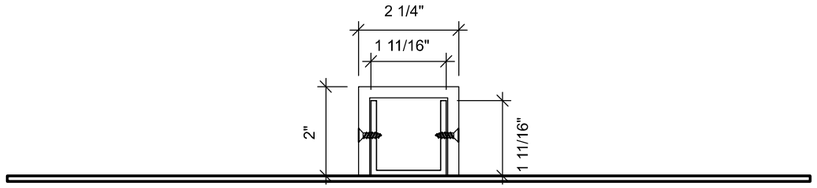
NEW / PROPOSED - EXT-025



SCOPE OF WORK:
- Remove existing post sign, Install new post sign



1 RP1ng-BANK PARKING SIGN (2.25 SQ.FT.)
SCALE: 3/4"=1'-0"



HORIZONTAL SECTION



EXT-025 **FRONT VIEW: RP1ng POST AND PANEL**
Scale: 3/4"=1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
POST:..... PAINTED BOA RED, SEMI-GLOSS
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL

COLOR SPECIFICATIONS:

- PAINT: GARBO SILVER, GLOSS
- PAINT: MP #49696 RED, SEMI GLOSS
- 3M VINYL: #680-75 BLUE REFLECTIVE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

EXISTING - EXT-026

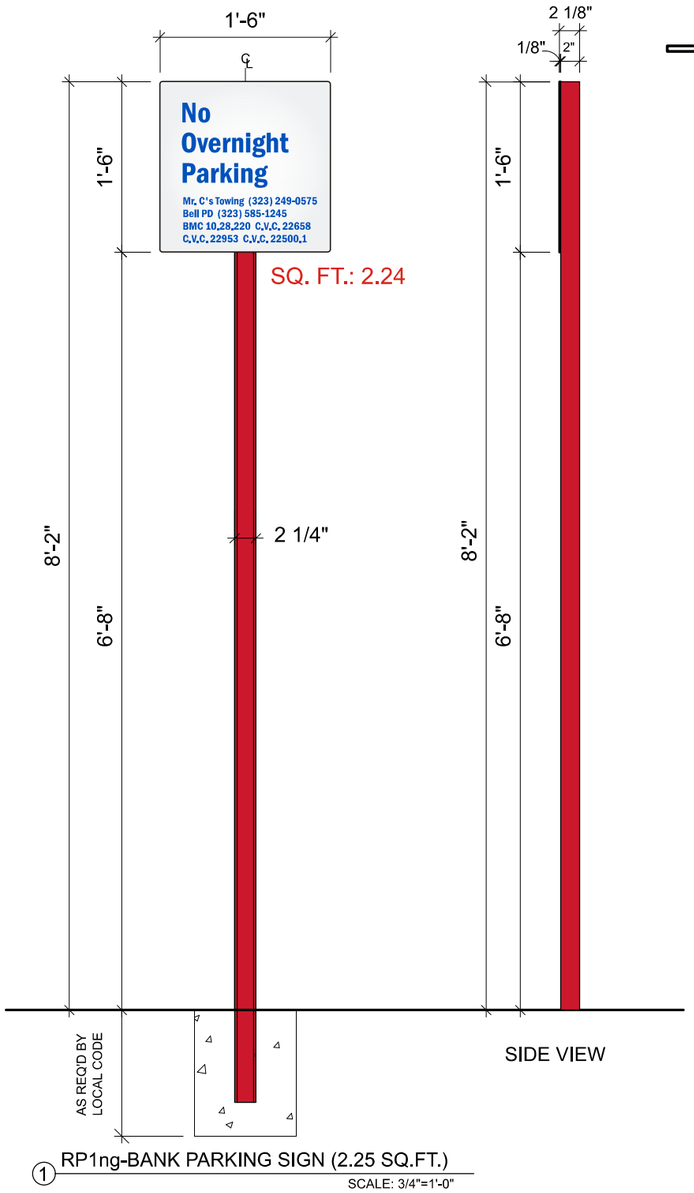


NEW / PROPOSED - EXT-026



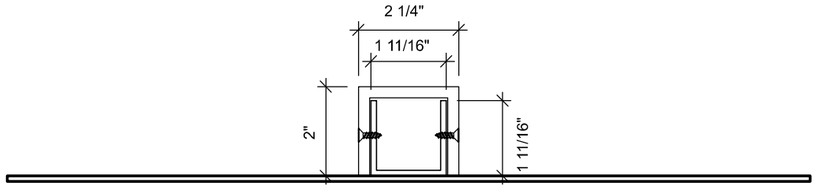
SCOPE OF WORK:

- Remove existing post sign, Install new post sign



1 RP1ng-BANK PARKING SIGN (2.25 SQ.FT.)

SCALE: 3/4"=1'-0"



HORIZONTAL SECTION



EXT-026 **FRONT VIEW: RP1ng POST AND PANEL**

Scale: 3/4"=1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
POST:..... PAINTED BOA RED, SEMI-GLOSS
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL

COLOR SPECIFICATIONS:

- PAINT: GARBO SILVER, GLOSS
- PAINT: MP #49696 RED, SEMI GLOSS
- 3M VINYL: #680-75 BLUE REFLECTIVE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

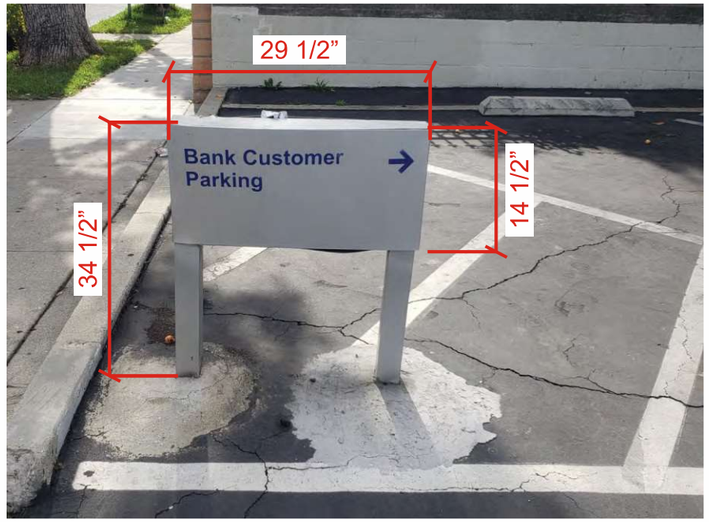
DESIGN DRAWING 23 of 33

Request Number:

PRJ-BOA3-185375-R3

11 X 17 TEMPLATE VERSION 8.9

EXISTING - EXT-027



NEW / PROPOSED - EXT-027

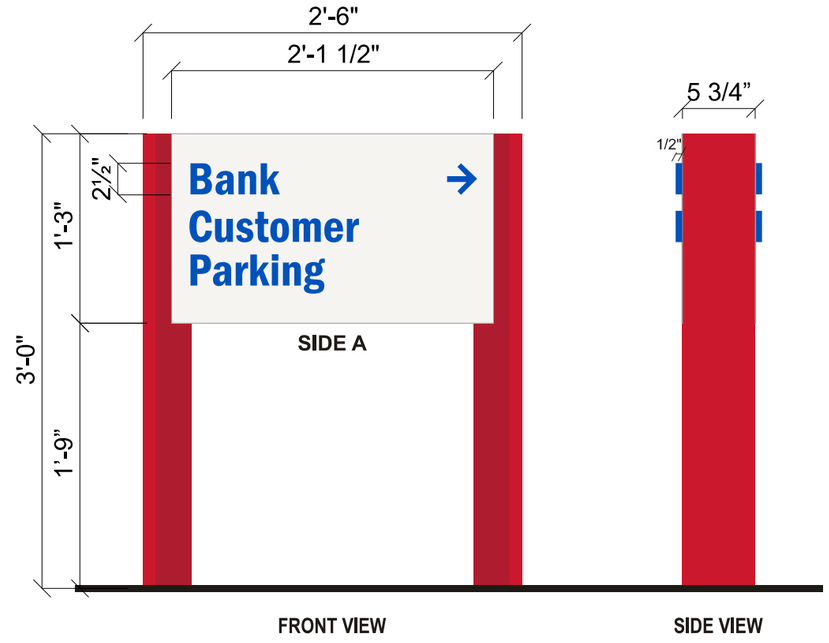


SCOPE OF WORK:

- Remove existing directional, Install new directional

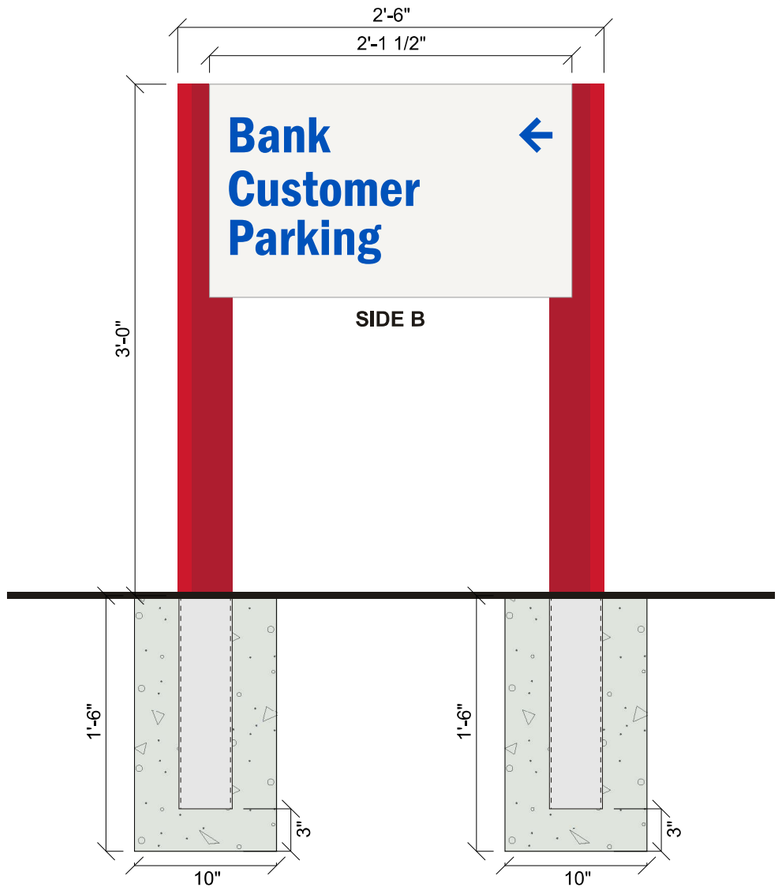


PLAN VIEW



FRONT VIEW

SIDE VIEW



EXT-027 P1NG DIRECTIONAL SIGN ROUTED AND PUSH THRU ACRYLIC

Scale: 1”=1’-0”

FRONT VIEW: STRUCTURAL FOOTING DETAIL

Scale: 1½”=1’-0”

GENERAL SPECIFICATIONS:

DIRECTIONAL:

FACES:..... .125” ALUM PAINTED GARBO SILVER, GLOSS FINISH 1ST SURFACE, MP #49696 RED, SEMI GLOSS FINISH 2ND SURFACE
FRAME:..... ALUM. ANGLE FRAME BONDED TO FACES/BACKS, PAINTED BOFA RED
BACKS:..... .125” ALUM. PAINTED BOFA RED, SEMI GLOSS
CALDDING:..... BRAKE FORMED .090” ALUM. PAINTED BOFA RED, SEMI GLOSS
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL
SUPPORTS:..... 2” x 3¾” x 1/8” ALUM. TUBES PAINTED BOFA RED, SEMI GLOSS

COLOR SPECIFICATIONS:

- PAINT: GARBO SILVER, GLOSS
- PAINT: MP #49696 RED, SEMI GLOSS
- 3M VINYL: #680-75 BLUE REFLECTIVE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 24 of 33

Request Number:

PRJ-BOA3-185375-R3

11 X 17 TEMPLATE VERSION 8.9

EXISTING - EXT-028

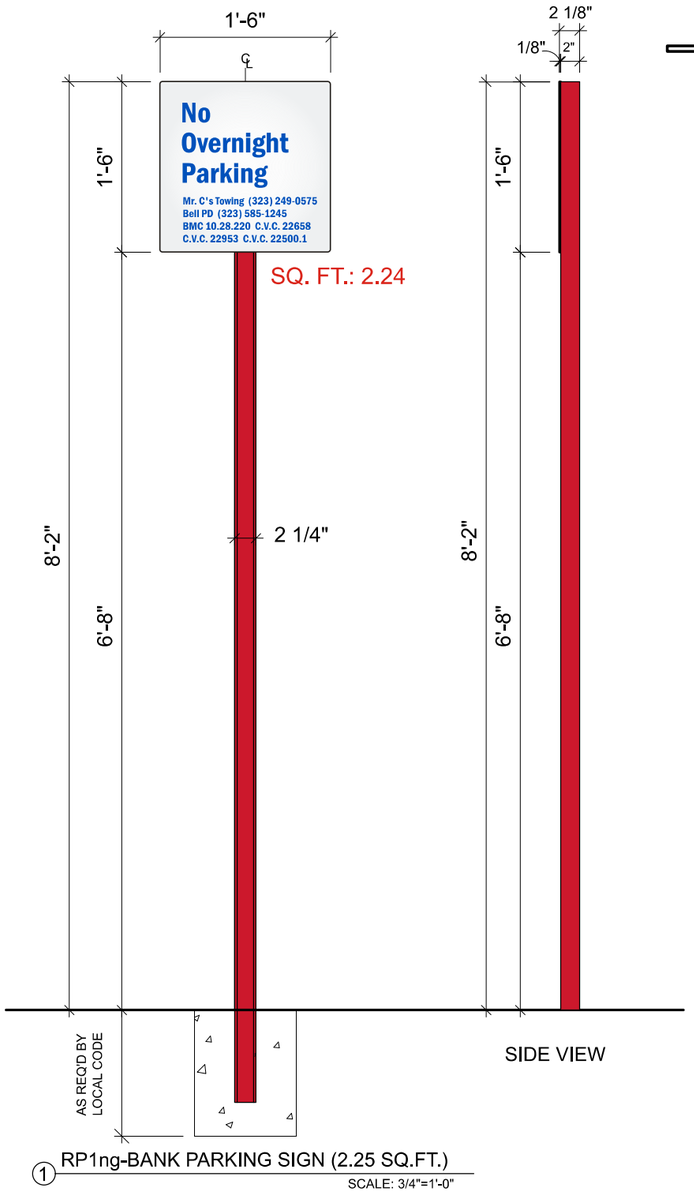


NEW / PROPOSED - EXT-028



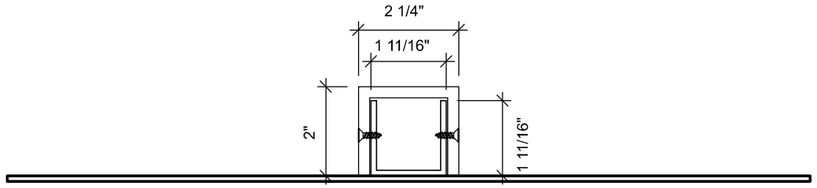
SCOPE OF WORK:

- Remove existing post sign, Install new post sign



1 RP1ng-BANK PARKING SIGN (2.25 SQ.FT.)

SCALE: 3/4"=1'-0"



HORIZONTAL SECTION



EXT-028 **FRONT VIEW: RP1ng POST AND PANEL**

Scale: 3/4"=1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
POST:..... PAINTED BOA RED, SEMI-GLOSS
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL

COLOR SPECIFICATIONS:

- PAINT: GARBO SILVER, GLOSS
- PAINT: MP #49696 RED, SEMI GLOSS
- 3M VINYL: #680-75 BLUE REFLECTIVE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

EXISTING - EXT-029



NEW / PROPOSED - EXT-029

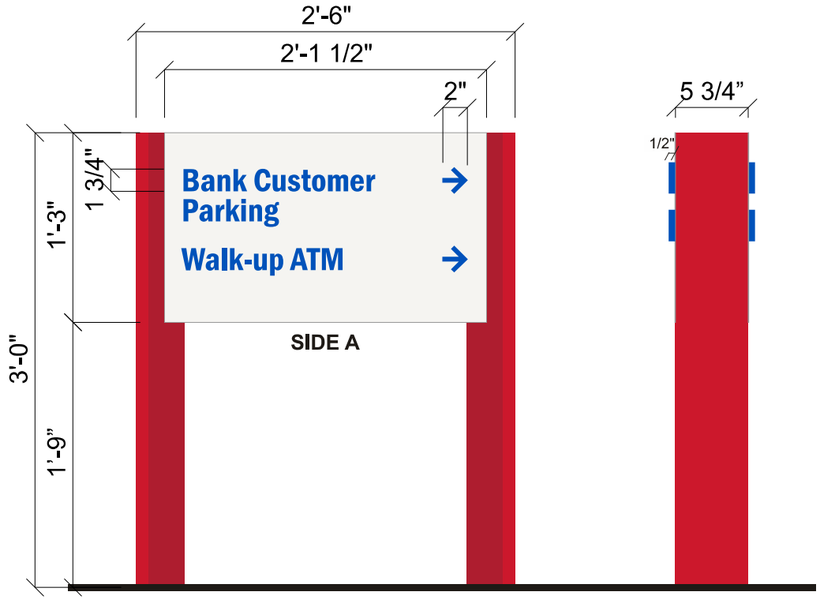


SCOPE OF WORK:

- Remove existing directional, Install new directional

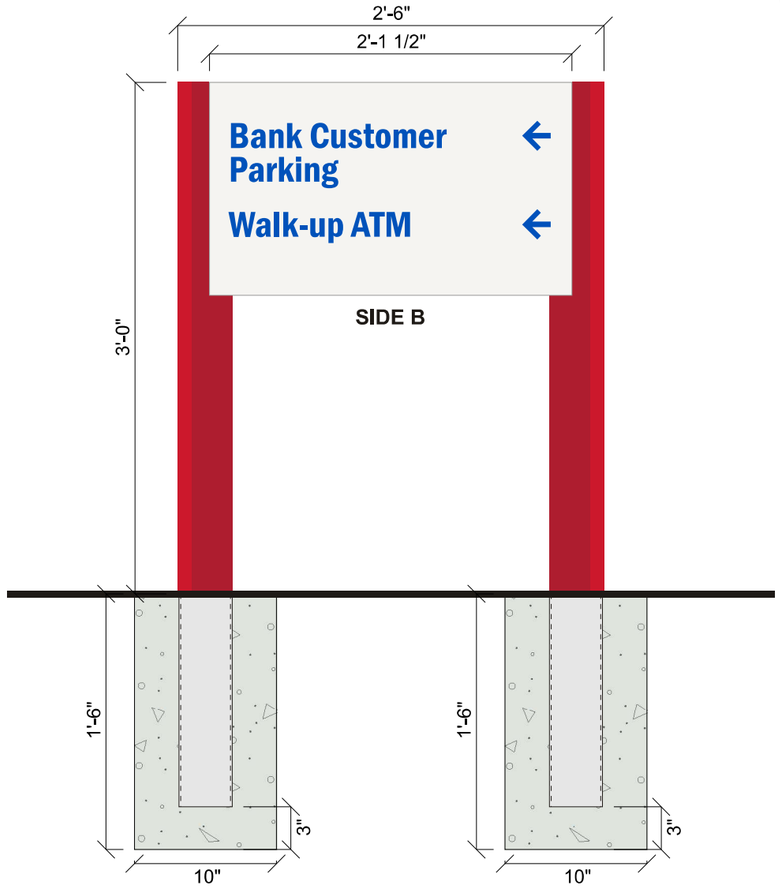


PLAN VIEW



SIDE A

FRONT VIEW SIDE VIEW



SIDE B

EXT-029 P1NG DIRECTIONAL SIGN ROUTED AND PUSH THRU ACRYLIC

Scale: 1"=1'-0"

FRONT VIEW: STRUCTURAL FOOTING DETAIL

Scale: 1½"=1'-0"

GENERAL SPECIFICATIONS:

DIRECTIONAL:

FACES:..... .125" ALUM PAINTED GARBO SILVER, GLOSS FINISH 1ST SURFACE, MP #49696 RED, SEMI GLOSS FINISH 2ND SURFACE
FRAME:..... ALUM. ANGLE FRAME BONDED TO FACES/BACKS, PAINTED BOFA RED
BACKS:..... .125" ALUM. PAINTED BOFA RED, SEMI GLOSS
CALDDING:..... BRAKE FORMED .090" ALUM. PAINTED BOFA RED, SEMI GLOSS
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL
SUPPORTS:..... 2" x 3¾" x 1/8" ALUM. TUBES PAINTED BOFA RED, SEMI GLOSS

COLOR SPECIFICATIONS:

- PAINT: GARBO SILVER, GLOSS
- PAINT: MP #49696 RED, SEMI GLOSS
- 3M VINYL: #680-75 BLUE REFLECTIVE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 26 of 33

Request Number:

PRJ-BOA3-185375-R3

11 X 17 TEMPLATE VERSION 8.9

EXISTING - EXT-030



NEW / PROPOSED - EXT-030



SCOPE OF WORK:

- Remove existing plaque, Install new plaque



EXT-030 FRONT VIEW: RW1ng-WALL PLAQUE SQ. FT.: 2.12

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
BORDER:..... PAINTED BOA RED, SEMI-GLOSS
GRAPHICS:..... TRANSLUCENT BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #3630-8530 TRANSLUCENT BLUE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

Request Number:

PRJ-BOA3-185375-R3

201

11 X 17 TEMPLATE VERSION 8.9

EXISTING - EXT-031



NEW / PROPOSED - EXT-031



SCOPE OF WORK:

- Remove existing plaque, Install new plaque



EXT-031 FRONT VIEW: RW1ng-WALL PLAQUE SQ. FT.: 2.12

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
BORDER:..... PAINTED BOA RED, SEMI-GLOSS
GRAPHICS:..... TRANSLUCENT BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #3630-8530 TRANSLUCENT BLUE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

Request Number:

PRJ-BOA3-185375-R3

202

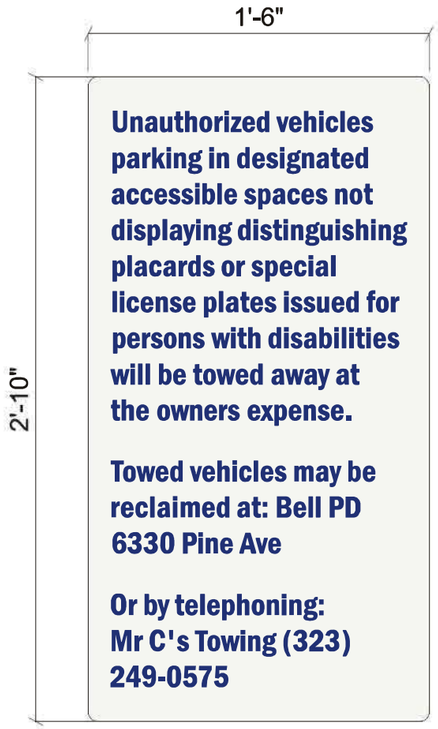
EXISTING PHOTO - EXT-032



NEW / PROPOSED - EXT-032



SCOPE OF WORK:
- Remove existing plaque, Install new plaque



EXT-032 **FRONT VIEW: RW2.1NG** **SQ. FT.: 4.24**

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
BORDER:..... PAINTED BOA RED, SEMI-GLOSS
GRAPHICS:..... TRANSLUCENT BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #3630-8530 TRANSLUCENT BLUE

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date:	01-23-2024
Scale:	NTS
Drawn:	Irniss A.
PM:	Kelly H.
Project Name:	BANK OF AMERICA
Address:	6312 Atlantic Ave
City / State / Zip:	Be ll CA
Notes:	

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 29 of 33

Request Number:

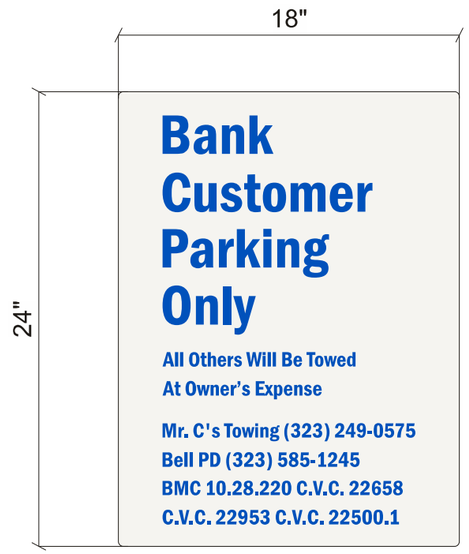
PRJ-BOA3-185375-R3

EXISTING PHOTO - EXT-033



NEW / PROPOSED - EXT-033





EXT-033 **FRONT VIEW: RW1.1xng-WALL PLAQUE** SQ. FT.: 2.99

Scale: 1 1/2" = 1'-0"

GENERAL SPECIFICATIONS:

PANEL:..... .125” ALUM PAINTED GARBO SILVER, SEMI GLOSS FINISH
GRAPHICS:..... FIRST SURFACE REFLECTIVE BLUE VINYL

COLOR SPECIFICATIONS:

PAINT: GARBO SILVER, GLOSS

3M VINYL: #680-75 BLUE REFLECTIVE

SCOPE OF WORK:

- Remove existing pole mounted plaques, Install new pole mounted plaques

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 30 of 33

Request Number:

PRJ-BOA3-185375-R3

EXISTING PHOTO - EXT-034



NEW / PROPOSED - EXT-034





EXT-034 **Z-DOT-7 STANDARD NO PARKING SIGN** **SQ. FT.: 1.5**

Scale: 3”=1’-0”

SCOPE OF WORK:

- Install new wall plaque

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 31 of 33

Request Number:

PRJ-BOA3-185375-R3

11 X 17 TEMPLATE VERSION 8.9

EXISTING PHOTO - EXT-005 (LEAVE AS IS)



EXISTING PHOTO - EXT-006



EXISTING PHOTO - EXT-012 (LEAVE AS IS)



EXISTING PHOTO - EXT-013



EXISTING PHOTO - EXT-014



EXISTING PHOTO - EXT-015 (LEAVE AS IS)



COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 32 of 33

Request Number:

PRJ-BOA3-185375-R3

EXISTING PHOTO - ATM 1 (LEAVE AS IS)



NOTE: TO BE DONE BY OTHERS

EXISTING PHOTO - ATM 2 (LEAVE AS IS)



NOTE: TO BE DONE BY OTHERS

EXISTING PHOTO - ATM 3 (LEAVE AS IS)



NOTE: TO BE DONE BY OTHERS

EXISTING PHOTO - ATM 4 (LEAVE AS IS)



NOTE: TO BE DONE BY OTHERS

COAST SIGN
1500 W. Embassy St. Anaheim, CA 92802 714.520.9144

Date: 01-23-2024	Project Name: BANK OF AMERICA
Scale: NTS	Address: 6312 Atlantic Ave
Drawn: Irniss A.	City / State / Zip: Bell, CA
PM: Kelly H.	Notes:

This is an original unpublished drawing created by Coast Sign, Inc. It is submitted for your personal use in conjunction with a project being planned for you by Coast Sign, Inc., And shall not be reproduced, used by or disclosed to any firm or corporation for any purpose whatsoever without written permission.

No.	Designer	Date	Revision Notes	No.	Designer	Date	Revision Notes
1	Nariel L.	05-14-24	Update BB as per request.	7			
2	Irniss A.	05-20-24	Update BB as per request.	8			
3	Nariel L.	05-28-24	Update BB as per request.	9			
4				10			
5				11			
6				12			

DESIGN DRAWING 33 of 33

Request Number:

PRJ-BOA3-185375-R3

AGENDA ITEM 6C

City of Bell
Planning Commission
Agenda Report

DATE: September 4, 2024

TO: Honorable Chair and Planning Commission Members

FROM: Manuel Acosta, Director of Community Development

PREPARED BY: Dennis Banks, Contract Planner, Banks Consulting

SUBJECT: Conditional Use Permit 2024-03 establishment of a digital billboard at 5390 Rickenbacker Avenue.

RECOMMENDATION:

Staff recommends that the Bell Planning Commission approve Conditional Use Permit 2024-03 (Attachment A), recommending the following actions to the City Council:

Determine that the proposed development agreement is exempt from further review under the California Environmental Quality Act Section 15311 - Accessory Facilities because the project consists of the construction or installation of minor structures accessory to an existing commercial facility, including on-premises signs, and thereby is exempt from CEQA.

1. Approve the Conditional Use Permit 2024-03 staff report for the construction of a new digital billboard.

2. And approve Development Agreement No. 2024-01 and the adjoining Resolution.

BACKGROUND:

The State Legislature adopted the “Development Agreement Statute,” sections 65864 et seq. of the Government Code, to strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic costs of development. is authorized pursuant to the Development Agreement Statute to enter into development agreements with persons having legal or equitable interests in real property to establish predictability for both the City, the tenant/operator, and the landowner during the development process.

A development agreement negotiation began between New Tradition Outdoor, LLC (CCO) and the City of Bell to discuss the construction of a new freestanding digital billboard sign with a double-sided display area. On January 25, 2023, the City Council adopted Ordinance No. 1278, and on November 8, 2023, the City Council adopted Ordinance No. 1283 to define and establish regulations and standards that would permit digital billboards to operate in the city. This report

will analyze the proposed billboard, discussing the location, impact on the surrounding area, and the public benefit of establishing such a structure in the city.

In accordance with its standard procedures, the Development Agreement Statute provides that the Planning Commission and the City Council must each hold a public hearing on the proposal prior to approving and/or amending any development agreements. Development Agreements must be adopted by an ordinance approved by the City Council and cannot be approved unless the legislative body finds that the request/project conforms to the General Plan and any applicable specific plan.

Furthermore, the proposed project is located in the Commercial Manufacturing (CM) zone. The city's zoning ordinance allows the construction of a digital billboard in an industrial zone with the approval of a Conditional Use Permit (CUP).

ANALYSIS:

Project Description

The advertising company New Tradition Outdoor, LLC proposes to construct a new digital billboard structure located at 5390 Rickenbacker Road. The digital billboard will consist of a freestanding pole and a two-sided V-shaped digital display area, with each digital sign area having dimensions of 14 feet tall by 48 long and an overall height of 60 feet. The digital display areas will be lit by LED lighting. Attached to the top of the digital display area, there will be a perforated metal background that will have will be a perforated metal background with the sign "The City of Bell" attached to it. The bottom of the digital display will be 46 feet above grade, and the digital billboard structure will be built with a concrete base that has dimensions of 25 feet wide by 48 feet long. The digital billboard will be located on the southeastern portion of the subject property with the two-sided V-shaped display extending over the property's rear access road, identified as J Street, and will be one foot away from the Caltrans Right of Way. The V-shaped display area will be visible from the 710 freeway, which will be approximately 11 feet away from the edge of the digital display area.

Site Conditions

The subject property is a flat, trapezoid-shaped property that is 127,651 square feet or approximately 3 acres in size. The property is currently developed with a warehouse that is 70,049 square feet and a paved parking lot. The site is directly accessible from Rickenbacker Road, and it has a 4-foot-wide sidewalk between Rickenbacker Road and the front property line to provide adequate access for both motorists and pedestrians to access and exit the site. The property also has two driveways, one of which leads directly to the location of the proposed billboard, so the facility can easily accessed by construction crews to build the digital billboard and by maintenance crew for regular upkeep of the facility. The warehouse does have a truck docking bay adjacent to the parking lot, but it has a backup space of 100 feet from the docking area. The backup space is over 20 feet from the passing lanes in the parking lot, so even if trucks are operating on the site, people who need to access the billboard will be able to do so without interfering with the operations and activities of the business(es) that operate at the warehouse. The warehouse is located closer to Rickenbacker Road and the parking lot is adjacent to the rear of the property near the 710 freeway. The proposed digital billboard will be located in a non-parking space in the parking lot. The property is located in the Commercial Manufacturing zone and the nearest residence is over 1,400 feet away.

Neighborhood Compatibility

The digital billboard will not be a detriment to the community. The digital billboard will be comprised mostly of metal and paint with a color pattern that will give the structure an industrial appearance thereby being compatible in design with the existing warehouse on the property and other structures in the nearby vicinity. The digital billboard will be in compliance with the zoning ordinance so as not to produce any light or glare that will be blinding or distracting to nearby residents, businesses, pedestrians, or motorists. The digital board will produce a sound that is at a level of ambient or negligible noise so as not to disturb nearby businesses or residents. The digital billboard does not extend over the sidewalk or a high usage driving lane so it is not anticipated that it will create safety concerns regarding its operation and use near the public right of way. The digital billboard will not produce any waste or noxious gases that would be offensive or unhealthy for the general public. The digital billboard is completely situated on private property property, and it is not near any sidewalk or intersection. Therefore, it is not anticipated to create circulation problems for pedestrians or motorists. There are also several other billboards in the surrounding area, so the construction of such a facility will not be a detriment to the area because it is a commonly seen structure in this part of the city. Based on this information, staff has determined that the proposed digital billboard will not detriment to the community and recommend approval of this application.

General Plan

The proposed project conforms to the Bell General Plan because it achieves several land use objectives. The new, state-of-the-art digital signs will provide enhanced advertising opportunities for local businesses, increase revenue for property owners, and increase sales tax revenues to the City. An additional benefit of the proposed digital signage is that, if needed, the digital billboards could be used for immediate emergency and community messaging by City, County, and State agencies. The digital signage could also be used for regional messaging because of its proximity to the 710 Freeway. Therefore, the proposed digital billboard accomplishes several of the following Land Use and Sustainability Element objectives set forth in the General Plan 2030, established in 2018:

1) That the parties have complied with the California Environmental Quality Act.

2) To promote quality design in new and rehabilitated development throughout the city.

3) To promote sustainability in the planning, design, and construction of new and rehabilitated development throughout the city.

4) To ensure that the future needs for infrastructure and public services are addressed.

5) To ensure a strong industrial and commercial tax base to finance public improvements and services.

6) Is consistent with the new business park formation guidelines.

California Environmental Quality Act

Pursuant to the provisions of the California Environmental Quality Act (CEQA) the project is exempt from CEQA under Categorical Exemption Class 11, Section 15311 “Accessory Structures,” in that the project involves the construction and installation of minor structures accessory to an existing commercial facility, which includes on-premise signs. This type of development has been

determined to not create any potential significant impacts on the surrounding environment and is thereby exempt from any further environmental review.

Conclusion

The applicant, New Tradition Outdoor, LLC proposes to build a digital billboard in the City of Bell. The applicant proposes to build a digital billboard that is 60 feet tall, with a double-sided V-shaped digital display. The structure will be located on the rear of the property. The billboard will not produce glaring light, noises, or sounds beyond ambient level noise that would be considered a nuisance. In addition the billboard will be more than 1,400 feet away from the nearest residence so the city does not anticipate it being a public nuisance. The billboard will be comprised mostly of metal and be painted to be compatible with the design of the existing industrial land uses in the area. The applicant, via the Development Agreement, also agrees to ensure the project will comply with all standards conditions and the conditions of approval established in the Development Agreement. Therefore, staff recommends approval of the Conditional Use Permit and Development Agreement to permit the construction of the digital billboard at 5930 Rickenbacker Road.

Burden of proof.

No conditional use permit shall be issued until the applicant has shown, to the reasonable satisfaction of the granting body, the existence of each of the following facts:

A. **That the site for the proposed use is adequate in size, shape and topography to accommodate the proposed used;** The proposed site is flat, 3 acres in size, and has 2 driveways which provide for easy access to construct and maintain the digital billboard facility.

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;** The site is adjacent to Rickenbacker Road and there is a sidewalk between the street and front of the property that provides adequate access for motorists and pedestrians.

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;** The proposed billboard will be constructed primarily of metal and painted to match existing structures in the 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 proposed billboard will be located in a non-parking space in the parking thereby utilizing space that will cannot be currently used and ensuring the location of the proposed use will be compatible with existing land uses on site.

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 proposed digital billboard accomplishes several of the following Land Use and Sustainability Element objectives set forth in the General Plan 2030, established in 2018, therefore, the proposed use will be in compliance with the city’s general plan.

Findings for approval of an Agreement. The city council shall approve the Agreement if it finds the following:

i. **The proposed Agreement is consistent with the goals, objectives, purposes and provisions of the General Plan, the Municipal Code, and any applicable specific plans and provides for appropriate maintenance and periodic review;** The proposed Agreement for the digital billboard accomplishes several of the following Land Use and Sustainability Element objectives set forth in the General Plan 2030, established in 2018, therefore, the proposed use will be in compliance with the city's general plan.

ii. **The proposed installation site is compatible with the uses and structures on the site and in the surrounding area;** The proposed billboard is compatible with the surrounding in that it is located in an industrial zone, which allows such uses with the approval of a Conditional Use Permit and, there are several billboards located in the area thus confirming the proposed billboard will not be an uncommon land use.

iii. **The proposed digital billboard would not create a traffic or safety problem, including problems associated with on-site access circulation or visibility;** The proposed billboard will be located in a current non-parking space in the parking lot and will have a base approximately 1,200 square feet in size on a site that 127,000 square feet in size and located in a parking lot over approximately 35,000 square feet in size, therefore, due to the location and small size of the billboard structure relative to the land uses on the site it is not anticipated the billboard will create any traffic or circulation problems. In addition, the billboard will not overhang any street, parking space, public right of way, or any heavily used driving lane so it is not anticipated the digital billboard will create any safety problem.

iv. **The proposed digital billboard would not interfere with on-site parking or landscaping required by city ordinance or permit;** The digital billboard will not remove any existing parking or landscaping on site.

v. **The proposed digital billboard would not otherwise result in a threat to the general health, safety, and welfare of city residents;** The digital billboard will not create any odors, noise, waste, or sound above levels permits in the municipal code and the billboard will be at 1,400 feet from the nearest residence so it is not anticipated it will be a threat to the general welfare of city residents.

vi. **The proposed digital billboard, in addition to its aesthetic treatment, provides substantial public benefits that would not otherwise accrue to the public in the absence of its installation.** The new, state-of-the-art digital signs will provide for enhanced advertising opportunities for local businesses, increase revenue for property owners, and increase sales tax revenues to the City. An additional benefit of the proposed digital signage is that, if needed, the digital billboards could be used for immediate emergency and community messaging by City, County, and State agencies. The digital signage could also be used for regional messaging because of its proximity to the 710 Freeway, therefore, the proposed digital billboard will bring substantial benefits that would not otherwise accrue to the public.

ATTACHMENTS:
Exhibit A
Exhibit B
Exhibit C
Exhibit D
Development Agreement Contract

RECORDING REQUESTED BY AND
AFTER RECORDING MAIL TO:

CITY OF BELL
6330 Pine Avenue
Bell, California 90201

Space above this line reserved for recorder's use
[Exempt From Recording Fee Per Gov. Code §6103]

DEVELOPMENT AGREEMENT NO. 2024-01

This Development Agreement (hereinafter "Agreement") is entered into by and between THE CITY OF BELL, a California charter city incorporated under the laws of the State of California (hereinafter "City") and NEW TRADITION OUTDOOR, LLC, a New York limited liability company (hereinafter "Developer").

RECITALS

A. California Government Code Sections 65864, *et seq*., ("Development Agreement Law") authorizes cities to enter into binding development agreements with persons having a legal or equitable interest in real property for the development of such property, all for the purposes of strengthening the public planning process, encouraging private participation and comprehensive planning, and identifying the economic costs of such development.

B. Developer has a leasehold interest in that certain portion of real property located at 5390 Rickenbacker Road in the City, Assessor Parcel Number 6332-002-086 as more specifically described in Exhibit "A" (the "Site") upon which Developer will develop and construct the New Digital Billboard, the "Project").

C. The City has determined that the Project contemplated herein complies with the Bell Zoning Ordinance found in Chapter 17.84 of the Bell Municipal Code ("**BMC**") and will provide public benefits, including, among other things, a net reduction in outdoor advertising signage in the City.

D. City and Developer agree and acknowledge that the outdoor advertising sign relocation contemplated herein complies with, and serves the purposes enumerated in, California Business & Professions Code Sections 5200 *et seq*. (the "California Outdoor Advertising Act"), including, but not limited to, Sections 5412 and 5443.5 and incorporated by reference in Section 17.84.064c of the BMC.

E. In exchange for the approvals sought to convert the existing double-faced billboard with printed display faces to the New Digital Billboard, as described above, Developer has offered to:

1. Pay to the City an annual Development Fee, as defined and provided in Section 2.5 below, for the cost to the City to ameliorate the impact of the installation of the digital sign panels on the New Digital Billboard; and

2. Pay to the City a one-time Processing Fee, as defined and provided in Section 2.5.2 below, for the cost to the City to provide additional economic development funds to ameliorate the impact of the installation of the New Digital Billboard for each structure; and

3. Provide advertising space free of charge to City on a space available basis as further described below.

F. Developer and City agree that a development agreement should be approved and adopted to memorialize the expectations of City and Developer as more particularly described herein.

G. On _____, 2024, the City Council of the City, pursuant to Government Code sections 65867 and 65867.5 and Code Sections 18.58.018 and 18.58.055, as well as other applicable law, held a duly noticed public hearing to consider the approval of this Agreement and, after hearing public testimony thereon, considered the proposal and introduced Ordinance No. _____.

H. The City Council has found that: this Agreement is in the best public interest of the City and its residents; adopting this Agreement constitutes a present exercise of the City's police power; the terms of the Agreement will not be detrimental to the public's health, safety, or general welfare; and this Agreement is consistent with the City's General Plan and Zoning Ordinance. This Agreement and the proposed Project (as hereinafter defined) will achieve a number of City objectives including the reduction of visual clutter, elimination of non-conforming signage, and facilitation of the orderly development, relocation and distribution of existing displays to more appropriate locations within the City, while allowing for the incorporation of modern technology into relocated displays and an overall reduction in the number of outdoor advertising signs in the City as part of the City's planned development.

I. On _____ 2024, the City Council held the second reading of Ordinance No.__, thereby approving this Agreement.

J. City finds and determines that all actions required of City precedent to approval of this Agreement by Ordinance No. _____ of the City Council have been duly and regularly taken.

K. In exchange for the benefits to the City described in the Agreement, together with other public benefits that will result from the development of the Project (as defined below), Developer will receive by this Agreement assurance that it may proceed with the Project in accordance with Land Use Regulations (as defined below), and therefore desires to enter into this Agreement.

COVENANTS

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1. DEFINITIONS AND EXHIBITS.

1.1 Definitions. This Agreement uses a number of terms having specific meanings, as defined below. These specially defined terms are distinguished by having the initial

letter capitalized when used in the Agreement. In addition to the terms defined in the Recitals above and elsewhere in this Agreement, the defined terms include the following:

1.1.1 "Site Lease" means the lease agreement by and between Developer and Pacific Industrial LLC, a Delaware limited liability company, as assignee of PI Bell Parcel VI LLC and agent/designee of PI Bell Mezzanine LLC ("Owner"), the owner of the Site.

1.1.2 "Agreement" means this Development Agreement and all attachments and Exhibits hereto.

1.1.3 "City" means the City of Bell, a California charter city.

1.1.4 "City Council" means the City Council of the City.

1.1.5 "Commencement Date" occurs after the Effective Date and concurrent with when the New Digital Billboard becomes Operational.

1.1.6 "Developer" means NEW TRADITION OUTDOOR LLC, a New York limited liability company and its successors and assigns, duly existing and operating, and doing business at 588 Broadway, Suite 905, New York, NY 10012.

1.1.7 "Development Approvals" means any and all permits and approvals which may be required by City, affected utility agencies, or any other governmental agency for the construction and/or operation of the Project by Developer pursuant to the Scope of Development, including but not limited to, necessary building permits and all approvals required under the California Environmental Quality Act ("CEQA") and from the California Department of Transportation ("Caltrans"), if any.

1.1.8 "Effective Date" is when all the following have occurred: (i) the Agreement is signed by both the Developer and City, (ii) the Agreement is approved by Ordinance No. ____ and effective, and not subject to referendum, (iii) all conditions precedent to its effectiveness have been satisfied, and (iv) expiration of all applicable appeal periods.

1.1.9 "Land Use Regulations" means the Zoning Ordinance and rules, regulations and official policies of City which govern development and use of the Site, including construction standards and specifications applicable to the development of the Site which are in full force and effect as of the Effective Date of this Agreement.

1.1.10 "New Digital Billboard" means the new digital sign(s), as described in Exhibit "B" hereto to be located on the Site.

1.1.11 "Operational" means the New Digital Billboard is capable, legally and functionally, of displaying advertising on the digital displays with a permanent source of power.

1.1.12 "Scope of Development" means the Scope of Development attached hereto as Exhibit "C" and incorporated herein.

1.1.13 "Site" means a portion of the real property described in Recital B and more specifically described in Exhibit "A" attached hereto and incorporated herein.

1.1.14 “Subsequent Land Use Regulations” means any Land Use Regulations effective after the Effective Date of this Agreement which governs development and use of the Project and/or the Site.

1.1.15 “Subsequent Development Approvals” means any and all permits and approvals which may be required by City for repair, maintenance, operation, or other work to be performed by Developer that occurs after the Project has been constructed and become operational. Consistent with the Outdoor Advertising Act (Bus. & Profs. Code, § 5200 et seq.), the performance of customary maintenance does not require local approvals, but enhancement modification or other change requires approval.

1.1.16 “Term” and “Extended Term” shall have the meaning provided in Section 2.4, unless earlier terminated as provided in this Agreement.

1.1.17 “Anniversary Date” shall mean the date that is twelve (12) months following the Effective Date, and every twelve (12) months thereafter.

1.1.18 “Owner Property” is the property owned by Owner as legally described and shown in Exhibit A. The Site is a portion of Power Property as shown in Exhibit A.

1.2 Exhibits. The following documents are attached to, and by this reference made a part of this Agreement: Exhibit “A” (Legal Description of Site), Exhibit “B” (Description of New Digital Billboard), Exhibit “C” (Scope of Development), and Exhibit “D” (Schedule of Performance).

2. GENERAL PROVISIONS.

2.1 Binding Effect of Agreement. From and following the Effective Date, actions by the City and Developer with respect to the Site, the Project, or the New Digital Billboard, including actions by the City on applications for Subsequent Development Approvals affecting the Site, shall be subject to the terms and provisions of this Agreement; provided, however, that nothing in this Agreement shall be deemed or construed (i) to modify or amend the Site Lease, or any of Developer’s obligations thereunder; or (ii) to impose any obligation whatsoever on the Owner of the Site, including without limitation any obligation with respect to the Project, except as expressly set forth in this Agreement including the Owner obligation to remove the sign in the event of Developer’s failure to do so, as provided in Section 4.3.

2.2 Interest in the Site. City and Developer acknowledge and agree that Developer has a leasehold interest in the Site [and thus is qualified to enter into and be a party to this Agreement under California Government Code 65864 *et. seq*]. If Developer’s leasehold interest is prematurely terminated by the owner of the Site, then this Agreement shall be terminated and Developer shall have no further obligations under this Agreement, except (i) as provided under Section 4.1 with respect to Developer’s responsibility to remove the digital display faces on the New Digital Billboard as provided therein, (ii) to make all payments up until the date of actual termination, and (iii) to honor all indemnity obligations herein.

2.3 Transfer. Except as set forth herein, neither Party may sublet, assign or otherwise transfer this Agreement, or any interest herein, either voluntarily or by operation of law, without the other party’s prior written consent. Notwithstanding the above, the consent of City shall not be required: (i) for Developer to assign its rights and duties under this Agreement to any type of legal entity, including but not limited to a limited liability company, corporation, or

limited partnership, controlling, controlled by or under common control with Developer or to any entity that acquires a majority of Developer's assets in the Southern California market; or (ii) in the event any such entity to which this Agreement has been so assigned thereafter merges with another company, reorganizes its stock, or undergoes a similar corporate restructuring, changes ownership or sells any of its assets or stock. Any security posted by Developer may be substituted by the assignee or transferee. After a transfer or assignment as permitted by this Section, the City shall look solely to such assignee or transferee for compliance with the provisions of this Agreement which have been assigned or transferred.

2.4 Term of Agreement; Extension. The Term shall commence on the Commencement Date and unless earlier terminated as provided in this Agreement, shall continue in full force and effect for ten (10) years after the date the digital display faces on the New Digital Billboard become Operational (the "Commencement Date"). Developer shall have two additional five (5) year optional terms (Extended Terms) which Developer may exercise by providing written notice to City at least 180 days prior to expiration of Term subject to (i) the extension of Owner lease term for the full extent of the Extended Term or (ii) the earlier termination of this Agreement or Site Lease which shall cause the permanent removal of the New Digital Billboard constructed pursuant to the terms hereof. Notwithstanding the above if, for reasons beyond Developer's control, Developer is: (i) unable to maintain any necessary permit for the erection, use, and/or maintenance of the digital face(s) or (ii) the operation of the Digital Billboard becomes impossible, then Developer shall have the right to terminate the Agreement but shall remove the Digital Billboard at Developer's sole expense within sixty (60) days. Within sixty (60) days after the expiration or termination of this Agreement and when the Site has been satisfactorily cleared of the improvements, the Parties shall execute a written cancellation of this Agreement which shall be recorded with the County Recorder pursuant to Section 8.1 below. The term of this Agreement supersedes any amortization period that may apply under the BMC as to any non-conformity as applied to the Site.

2.4.1 Precondition to Agreement. This Agreement shall not extend beyond the term of the Owner Lease and shall terminate upon the expiration or termination of the Owner Lease which is a precondition to this Agreement. If the Agreement terminates for this cause Developer shall wholly remove the New Digital Billboard structure per Section 4.

2.5 Development Fee. The potential impacts of the Project on the City and surrounding community are difficult to identify and calculate. Developer and City agree that an annual development fee paid by Developer to City would adequately ameliorate all such potential impacts. The parties therefore agree that Developer shall pay an annual development fee in the amount of One Hundred Ten Thousand Dollars ($110,000.00) to the City ("Development Fee"), payable quarterly, with the first installment due within ten (10) business days after the digital display faces on the New Digital Billboard become Operational, and within five (5) days of the year anniversary of such Commencement Date throughout the Term of this Agreement, as follows:

2.5.1 Development Fee Schedule. The annual Development Fee to be paid to the City:

(a) Years 1-10: One Hundred Ten Thousand Dollars ($110,000.00), paid quarterly;

(b) Years 11-15, if option is exercised by Developer: One Hundred Thirty Thousand Dollars ($130,000), paid quarterly;

(c) Years 16-20, if option is exercised by Developer: One Hundred Forty-Five Thousand Dollars ($145,000) paid quarterly.

2.5.2 Implementation Fee**.** Developer has agreed to pay the City an "Implementation Fee" in the amount of Thirty Thousand Dollars ($30,000) to, among over things, cover certain costs of the City associated with the Billboard Project, including preparing this Agreement and reasonable legal fees and consultant costs that are not otherwise covered by the City Costs described above. The Implementation Fee shall be paid by Developer to City within sixty (60) days following the Effective Date of this Agreement.

2.5.3 Alternative Fee. For any year of the Term where the Alternative Fee, as defined in this Section 2.5.3, exceeds the Development Fee described in Section 2.5 above, Developer shall pay to City the Alternative Fee, which is defined as an amount equal to: Ten Percent (10%) of Annual Net Advertising Revenue during the term of this Agreement. Within ninety (90) days following the end of each year of the Term hereof, and ending within ninety (90) days of the termination of the Term, Developer shall furnish to City a statement in writing showing the total Annual Net Advertising Revenue made from each sign face of the New Digital Billboard during the preceding year of the Term attributable to each sign display of the New Digital Billboard to the extent such Alternative Fee exceeds the Development Fee for that same preceding year. For the purposes of this Agreement, "Annual Net Advertising Revenue" for each Year of this Agreement means the revenues actually collected by Developer from advertisers in connection with the Site Lease, less agency sales commissions of up to 16.67% of annual gross advertising revenue.

2.5.4 Audit of Annual Revenue. Developer shall maintain and make available for City's review and audit, all contracts, leases, invoices, and other records that are relevant to the accurate determination of Annual Net Advertising Revenue. The City may conduct an audit annually consistent with the Commencement Date of this Agreement. City shall be entitled once each year of the Term to inspect, examine, copy and audit Developer's books, records and cash receipts as related to Annual Net Advertising Revenue. If the audit shows that there is a deficiency in the determination of Annual Net Advertising Revenue or payment of the Alternative Fee, then Developer shall immediately upon notice pay any such deficiency to City. If the audit shows that there is an overstatement in the determination of Annual Net Advertising Revenue or payment of the Alternative Fee, then City shall immediately upon notice pay Developer any overpayment City received. Developer may offset future payments of the Public Benefit Contribution for any overpayments that are not repaid by City. City shall pay the costs of the **audit** unless the audit shows that Developer understated Annual Net Advertising Revenue by more than three percent (3%), in which case Developer shall pay the City's costs of the audit.

2.5.5 Revenue from Communication Devices. If the Developer installs antenna or wireless communications equipment for cellular, wi-fi or other communication devices on the Digital Billboard, the Developer shall pay to the City Ten Percent (10%) of the revenue actually received by Developer on an annual basis (such revenue, the "Additional Revenue") and it shall be the obligation of Developer to present documentation to City verifying the calculations. This shall be provided as a part of the annual review in Section 5.1. It shall be in the sole discretion of the Developer whether to decide to install any such equipment on the Digital Billboard. This clause shall not apply to Developer's installation of any of its own proprietary equipment relating to controlling the posting and maintenance of outdoor advertising on the Digital Billboard.

2.5.6 Discount Advertising. Developer shall offer a ten percent (10%) discount off its applicable rates for display of advertising on the New Digital Billboard to any

current, active member of the City of Bell Chamber of Commerce with a City of Bell business address and a current, valid business license. Other terms and additions will be agreed upon between the Developer and the applicable advertiser.

2.6 Deadline for Operability. Developer shall notify the City in writing when the digital display faces on the New Digital Billboard become Operational for the purpose of determining the Commencement Date, however in no event shall this be later than Two Hundred Seventy (270) Days from the Effective Date of this Agreement. Notwithstanding the preceding sentence, in the event that Developer is diligently pursuing all governmental and third party permits and/or approvals in addition to any other third-party work that need be completed in order for the New Digital Billboard to become operational (such as Southern California Edison hookups or upgrades), then the time period set forth in the preceding sentence shall be extended for another One Hundred Eighty (180) Days upon written notice to the City. Developer shall keep the City updated as to its efforts in these regards. The City's issuance of a building permit shall not be unreasonably withheld, provided the issuance of a building permit is done in compliance with the terms of this Agreement and said permit is issued in full compliance with applicable building codes and standards.

2.7 Community Benefits. Developer shall also provide the following community benefits during the entire Term of this Agreement:

2.7.1 City's Use of Digital Sign. Developer shall also provide, free of charge to City on a space available basis, advertising space on the digital display faces on the New Digital Billboard for purposes of posting public service announcements and City-related announcements ("City Messages"). This time shall be the equivalent of one "spot" with the messages between equally spread over a 24-hour day. The City shall submit all proposed copy of City Messages to Developer not less than fifteen (15) business days prior to the date the copy is proposed to be displayed, with the exception of Public Service Messages described in Section 2.7.4. All proposed copy shall be subject to Developer's standard advertising copy rejection and removal policies, which allow Developer to approve or disapprove copy and remove copy once posted or displayed. Any content provided by City shall be owned and belong exclusively to the City, and Developer shall not reproduce, sell, or give away any such content without the advance written consent of the City. It is expressly understood and agreed that, absent approval from Developer, City Messages shall not include any names, logos or marks associated with any third-party non-governmental person or entity, or any products or services associated with any third-party non-governmental person or entity.

2.8 City's Rights to Use the Site. Upon Developer's final approval, the City shall have the right to access and install Telecommunications Facilities on the Site that the City deems necessary for the health, safety and welfare of the public or pursuant to a third-party agreement. The City shall be responsible for all of the installation and operating costs of its Telecommunications Facilities, and the City's Telecommunications Facilities shall be installed and operated in a manner that does not interfere with or negatively impact the New Digital Billboard in any manner, including, without limitation, the amount of Annual Net Advertising Revenue received by Developer from the operation of the New Digital Billboard or the amount of Additional Revenue derived therefrom. The City shall indemnify, defend and hold harmless Developer and its members, partners, shareholders, officers, directors, employees and affiliates (collectively, the "Developer Parties") from and against any and all claims, lawsuits, actions, proceedings, judgments, losses, costs, claims (including reasonable sums paid in settlement of claims), reasonable attorneys' fees, consultant and expert fees, penalties, damages and liabilities (collectively, "Claims") arising from or related

to the installation, operation or use of the Telecommunications Facilities installed on the Site by or on behalf of the City, except to the extent that such Claims arise from the active negligence or willful misconduct of any of the Developer Parties.

2.8.1 Mutual Representations and Warranties Concerning Usage.

(a) City represents and warrants that all copy, content and materials supplied by City to Developer for display under this Agreement: (i) are owned or duly licensed by City and do not infringe or misappropriate the rights of any other person or entity; (ii) comply with all applicable federal, state, and local laws, rules and regulations and any industry codes or rules by which City and/or Developer may be bound and do not contain any obscene, libelous, slanderous or otherwise defamatory materials or refer in an offensive manner to the gender, race or ethnicity of any individual or group; (iii) are accurate and that all claims contained therein have been substantiated; and (iv) do not infringe upon any copyright, trademark or other intellectual property or privacy right of any third party.

(b) Developer represents and warrants that all copy, content and materials displayed by Developer under this Agreement: (i) are owned or duly licensed by Developer and do not infringe or misappropriate the rights of any other person or entity; (ii) comply with all applicable federal, state, and local laws, rules and regulations and any industry codes or rules by which City and/or Developer may be bound and do not contain any obscene, libelous, slanderous or otherwise defamatory materials or refer in an offensive manner to the gender, race or ethnicity of any individual or group; (iii) are accurate and that all claims contained therein have been substantiated; and (iv) do not infringe upon any copyright, trademark or other intellectual property or privacy right of any third party.

2.8.2 Indemnification. The Parties mutually agree to indemnify, defend and hold harmless each the other for, from and against, any claims, costs (including, but not limited to, court costs and reasonable attorneys' fees), losses, actions or liabilities arising from or in connection with any third party allegation that any portion of any City Message or Developer advertising infringes or violates the rights, including, but not limited to, copyright, trademark, trade secret or any similar right, of any third party. This indemnity shall not include Developer's lost profits or consequential damages or any similar right, of any third party.

2.8.3 Public Service Messages. During the entire Term of this Agreement and any extension, Developer shall make advertising space immediately available on the digital display faces on the New Digital Billboard Faces available to the appropriate agencies for the purposes of displaying "Amber Alert" or other similar public service or emergency messages, at no cost, and in accordance with local and regional emergency protocols.

2.9 Prohibited Use. Developer shall not utilize the digital display faces on the New Digital Billboard to advertise tobacco, marijuana or hashish dispensaries, "gentlemen's clubs," adult entertainment businesses, "obscene matter," as that term is defined in California Penal Code section 311, or any matter that is prohibited by any City ordinance existing as of the Effective Date of this Agreement or as may be amended or implemented from time-to-time after the Effective Date and equally applicable to all billboard displays. In addition, the Developer shall at all times comply with Article 7 § 5402 of the Outdoor Advertising Act from the Business and Professions Code. Developer shall immediately remove any prohibited content upon notice from

the City. If there is a dispute between Developer and City as to whether any such content is prohibited, Developer shall remove the disputed content until the dispute is resolved.

3. DEVELOPMENT AND IMPLEMENTATION OF THE PROJECT.

3.1 Vested Right to Develop the Site. Developer shall have the right to develop the Project on the Site in accordance with, and to the extent of, the Development Approvals, the Subsequent Development Approvals, and this Agreement pursuant to the Land Use Regulations provided nothing in this Agreement shall be deemed to modify or amend the Site Lease. In the event of any conflict or inconsistency between (i) the Agreement, any Project conditions of approval, and terms for issuance of a Project-related building permit, and (ii) the Land Use Regulations, this Agreement and any Project conditions of approval, and terms for issuance of a Project-related building permit shall prevail and control, but shall not supersede any Land Use Regulation not specifically applicable to the Site or described in Section 3.4 below..

3.2 Development Approvals. Developer shall, at its own expense and before commencement of demolition, construction or development of any structures or other work of improvement upon the Site, secure or cause to be secured all necessary Development Approvals. Not by way of limiting the foregoing, in developing and constructing the Project, Developer shall comply with all (i) applicable development standards in the BMC, (ii) applicable NPDES requirements pertaining to the Project, (iii) all applicable building, fire and other uniform codes, except as may be permitted through approved variances and modifications. Developer shall pay all normal and customary fees and charges applicable to such permits, and any fees and charges hereafter imposed by City in connection with the Project which are standard and uniformly applied to similar projects in the City.

3.3 Changes and Amendments. Developer may determine that changes to the Agreement are appropriate and desirable. In the event Developer makes such a determination, Developer may apply in writing for an amendment to the Agreement to effectuate such change(s). The Parties acknowledge that City shall be permitted to use its inherent land use authority in deciding whether to approve or deny any such amendment request; provided, however, that in exercising the foregoing reasonable discretion, the City shall not apply a standard different than that used in evaluating requests of other developers and under no circumstance shall City be obligated in any manner to approve any amendment to the Agreement. All amendments shall require the approval of the City Council. Nothing herein shall cause Developer to be in default if it upgrades the digital display installed pursuant to this Agreement during the Term of this Agreement to incorporate newer technology; provided Developer shall secure all applicable ministerial permits to do so and ensure that such upgrade is consistent with the dimensions and standards for the displays, as provided under this Agreement and the Land Use Regulations.

3.4 Reservation of Authority.

3.4.1 Limitations, Reservations and Exceptions. Notwithstanding any other provision of this Agreement, it is understood that this Agreement pertains only to the construction and operation of a New Digital Billboard on a pad of approximately 25’ x 48', and should not be construed in any other way to limit the police power of the City or to enact Subsequent Land Use Regulations. Without limiting the generality of the following, permitted Subsequent Land Use Regulations include and are not limited to:

(a) Processing fees and charges of every kind and nature imposed by the City for processing applications for Subsequent Development Approvals to the extent such fees are assessed on a City-wide basis.

(b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearing, reports, recommendations, appeals and any other matter of procedure.

(c) Changes adopted by the International Conference of Building Officials, or other similar body.

(d) Regulations that are not in conflict with the Development Approvals or this Agreement, and do not interfere with the operation of the New Digital Billboard as permitted under the Land Use Regulations or materially limit the processing or procuring of applications and approvals of Subsequent Development Approvals.

(e) Applicable Federal, State, County, and multi-jurisdictional laws and regulations which City is required to enforce as against the Site and that do not have an exception for existing signs or legal nonconforming uses.

(f) Any rules, regulations or laws similar in any manner to any of the foregoing.

(g) Notwithstanding the foregoing, if such change materially changes Developer's costs or otherwise materially impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice.

3.4.2 Future Discretion of City. This Agreement shall not prevent City from denying or conditionally approving any application for a Subsequent Development Approval on the basis of the Land Use Regulations.

3.4.3 Meet and Confer for Impacts by Federal or State Law. In the event that applicable federal or state laws or regulations enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement. The parties shall, within thirty (30) days, meet and confer in good faith in a reasonable attempt to modify this Agreement so as to comply with such state or federal law or regulation. This Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provision impractical to enforce. If such change materially changes Developer's costs or otherwise materially impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice.

3.5 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies not subject to control by City may possess authority to regulate aspects of the development of the Site as contemplated herein, and this Agreement does not limit the authority of such other public agencies. Developer acknowledges and represents that, in addition to the Land Use Regulations, Developer shall, at all times, comply with all applicable federal, State and local laws and regulations applicable to the New Digital Billboard and Site that do not have an exception for a legal nonconforming use. Notwithstanding the foregoing, if such action by another public agency materially changes Developer's costs or otherwise materially

impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice.

3.6 Public Improvements. Notwithstanding any provision herein to the contrary, the City shall retain the right to condition any Subsequent Development Approvals to require Developer to pay any required development fees, and/or to construct the required public infrastructure ("Exactions") at such time as City shall determine. It being understood, however, that if there is a material increase in cost to Developer or such action by City otherwise materially impacts Developer's performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice.

3.7 Fees, Taxes and Assessments. During the Term of this Agreement, the City shall not, without the prior written consent of Developer, impose any additional fees, taxes or assessments on all or any portion of the Project, except (i) such fees, taxes and assessments as are described in or required by this Agreement and/or the Development Approvals, (ii) fees, taxes or assessments upon the Site only and not the New Digital Billboard or Developer directly, (iii) fees or taxes, and increases thereof, imposed on a City-wide basis such as, but not limited to, business license fees or taxes or utility taxes, (iv) fees applicable to a permit application as charged by City at the time such application is filed by Developer; (v) fees imposed pursuant to any Uniform Code that existed when the application is filed by the Developer or that exists when the Developer applies for any Subsequent Development Approval; and (vi) any similar fees, taxes or assessments.

4. REMOVAL OF NEW DIGITAL BILLBOARD DIGITAL DISPLAY FACES.

4.1 Removal by Developer. Upon the expiration or termination of this Agreement for any reason excluding the expiration or termination of the Site Lease (i.e., as described in Section 2.4), above, the Parties may agree to enter into any Extended Terms and the Parties may execute a mutually agreeable amendment to this Agreement or if the Parties do not agree to extend this Agreement, then the Developer shall, at its sole cost and expense, remove the New Digital Billboard within sixty (60) days.

4.2 City's Right to Removal. Provided Developer is not in material breach hereof past any applicable notice and cure period, the City will not have the right to remove, or to demand removal of, the New Digital Billboard digital display faces. Should Developer(s) be in material breach of this Agreement past any applicable notice and cure period or if the Agreement has been terminated or expired, the City may require the Developer to remove the New Digital Billboard in its entirety together with all support and related structures. If the City demands that the Developer remove the New Digital Billboard in its entirety pursuant to this Section and the Developer fails to do so within sixty (60) days of receipt of a written removal demand by the City in accordance with the notice obligations of this Agreement, then the City may remove, or cause to be removed, the New Digital Billboard at the Developer's sole cost and expense. City shall present documentation of its costs and Developer shall pay City within ten (10) days thereof with a penalty of ten (10) percent if not timely paid and the amount shall bear interest thereafter at the legal rate.

4.3 Obligation of the Owner in Event of Failure of Developer. Where Developer has not timely performed its obligation to remove a sign pursuant to the City's rights in Section 4.2, City shall have the option to demand that Owner remove such New Digital Billboard in its entirety, then City may demand that Owner remove such sign in accordance with the noticing procedures in Section 4.2, and if Owner fails to do so, City may then perform the

removal itself and if not timely fully reimbursed by Owner, may levy a lien for reimbursement on the Owner's interest on the Property, with the penalty and interest charges applicable as stated in Section 4.2.

5. REVIEW FOR COMPLIANCE.

5.1 Annual Reviews. Annually, Developer shall demonstrate its good faith compliance with the terms hereof by providing a written report thereon. Developer shall respond to comments and requests for supplemental information. If the City Manager finds that Developer is not acting in good faith compliance with this Agreement, the City Manager shall schedule a hearing before the Planning Commission. The City shall provide Developer with written notice of such hearing and a copy of all staff reports and related exhibits as soon as available, but in no event later than five days prior to the hearing. The Planning Commission's determination following such hearing shall be based on substantial evidence and shall be subject to appeal to the City Council. If the Planning Commission or City Council, as applicable, finds that the Developer is not in compliance with the terms of this Agreement, the provisions of Section 6 shall govern the Parties' rights.

5.2 Technological Upgrades. It is the intent of City that the New Digital Billboards be kept operational and in first class condition, and competitive with the best available technologies in the industry. This will be a part of the annual compliance review. One appropriate period for consideration would be at the period for consideration of the Extended Term. Notwithstanding the foregoing, (i) Developer shall not be required to actually install an upgrade more frequently than once every ten (10) years, and may be required to do so upon term extension in Section 2.4.1, and (ii) City agrees to consult with Developer in connection with all upgrades to, and replacements of, the New Digital Billboards.

5.3 City Right of Access. The City, its officers, employees, agents and contractors, shall, in the exercise of the City's police power, have the right, at their sole risk and expense, to enter the Site upon exercise of its police power. If an emergency repair to a public improvement or public facility on the Site is required Developer acknowledges that the City may exercise its police power to enter the Site and conduct such repair after providing Developer and the Site owner with reasonable advance notice. The City also may access the Site in order to implement any of its lawful police powers to address any nuisance, dangerous condition, or other condition prohibited under the City's ordinances.

6. DEFAULT AND REMEDIES.

6.1 Termination of Agreement.

6.1.1 Termination for Material Default of Developer. City, in its discretion, may terminate this Agreement upon written notice to Developer for any material failure of Developer to perform any material duty or obligation of Developer hereunder or to comply with the terms of this Agreement, which in any case continues for longer than (i) five (5) business days following written notice from City in the case of a monetary failure, or (ii) thirty (30) days following written notice from City in the case of a non-monetary failure (hereinafter referred to as "default" or "breach"). In the event of a termination by City under this Section 6.1.1, Developer acknowledges and agrees that, unless otherwise set forth below, City may retain all fees, including the Processing Fee and the Development Fee paid up to the date of termination, and Developer shall pay the prorated amount of the Development Fee within sixty (60) days after the date of termination [and removal of the New Digital Billboard that equates to the percentage of

time elapsed in the year of the Term at the time of termination]. In the event that City terminates this Agreement under this Section 6.1.1 before the New Digital Billboard digital display faces become Operational, City shall refund any portion of the Processing Fee that the City has not reasonably expended at the time of such termination after payment to City of the fees and costs described in Section 2.5.

6.1.2 Termination for Material Default of City. Developer, in its discretion, may terminate this Agreement upon written notice to City for any material failure of City to perform any material duty or obligation of City hereunder or to comply in with the terms of this Agreement, which in any case continues for longer than fifteen (15) days following written notice from Developer. In addition, Developer may terminate this Agreement upon written notice to City, if despite Developer's good faith efforts, it is unable to secure the Development Approvals and any other necessary approvals and/or compliance with requirements under laws necessary to effectuate the Project is not feasible. In the event of a termination by Developer under this Section 6.1.2, Developer acknowledges and agrees that, unless otherwise set forth below, City may retain all fees, including the Processing Fee and the Development Fee, paid up to the date of termination, and Developer shall pay the prorated amount of the Development Fee within sixty (60) days after the date of termination and removal of the New Digital Billboard digital display faces that equates to the percentage of time elapsed in the year of the Term at the time of termination. In the event that Developer terminates this Agreement under this Section 6.1.2 before the New Digital Billboard digital display faces become Operational, City shall refund any portion of the Processing Fee that the City has not reasonably expended at the time of such termination after payment to City of the fees and costs described in Section 2.5.

6.1.3 Rights and Duties Following Termination. Upon the termination of this Agreement, no Party shall have any further right or obligation hereunder except with respect to (i) any default in the performance of the provisions of this Agreement which has occurred prior to said termination; (ii) Developer's obligation to wholly remove the New Digital billboard pursuant to Section 4.1; or (iii) any continuing obligations to indemnify other parties.

6.2 Remedies. In addition to the rights of termination set forth above, in the event of a default by either party, the non-defaulting party shall have the right to: (i) bring any proceeding in the nature of specific performance, injunctive relief, declaratory relief, or mandamus and/or; (ii) bring any action at law or in equity to compensate the non-defaulting party for all the detriment proximately caused by the defaulting party's default; provided, however, that Developer's sole and exclusive remedy shall be specific performance and Developer shall not have the right to recover monetary damages (compensatory, consequential, punitive, or other) against the City other than attorneys' fees to the extent provided in Section 8.11 below, and the City shall only have the right to recover actual, direct damages (and not consequential or punitive damages) against Developer, as well as attorneys' fees to the extent provided in Section 8.11 below. Where Developer is required to remove the New Digital Billboard Display structure herein and the Developer fails to timely do so, City shall have rights set forth in Section 4.2.

7. INSURANCE, INDEMNIFICATION AND WAIVERS.

7.1 Types of Insurance.

7.1.1 Liability Insurance. Beginning on the Effective Date hereof and until completion of the Term, Developer shall, at its sole cost and expense, keep or cause to be kept in force for the mutual benefit of City, as additional insured, and Developer comprehensive broad form general liability insurance covering Developer's possession and use of the Site and providing protection of at least Two Million Dollars ($2,000,000) for bodily injury or death to any one person, at least Four Million Dollars ($4,000,000) in the aggregate for any accidents or occurrences, and at least One Million Dollars ($1,000,000) for property damage. Developer shall also furnish or cause to be furnished to City evidence that any contractors with whom Developer has contracted for the performance of any work for which Developer is responsible maintains the same limits of coverage, as specified above. Developer shall provide to the City annual proof of insurance consistent with terms and conditions of this agreement.

7.1.2 Worker's Compensation. Developer shall also furnish or cause to be furnished to City evidence that any contractor with whom Developer has contracted for the performance of any work for which Developer is responsible hereunder carries worker's compensation insurance as required by law.

7.2 Insurance Policy Form, Sufficiency, Content and Insurer. All insurance required by express provisions hereof shall be carried only by responsible insurance companies qualified to do business by California with an AM Best Rating of no less than "A". All such policies shall be non-assignable and shall contain language, to the extent obtainable, to the effect that (i) the policies are primary and noncontributing with any insurance that may be carried by City, but only with respect to the liabilities assumed by Developer under this Agreement; and (ii) the policies cannot be canceled or materially changed by Developer except after written notice by Developer to City or City's designated representative and the City's approval thereof. Developer shall furnish City with certificates of insurance evidencing that Developer has complied with the requirements of this paragraph 7.1.1.

7.3 Failure to Maintain Insurance and Proof of Compliance. Developer shall deliver to City, in the manner required for notices, copies of certificates of all insurance policies required of each policy within the following time limits:

7.3.1 For insurance required above, within seven (7) days after the Effective Date or consistent with the requirements of Exhibit "D" (Schedule of Performance), Item No. 3.

7.3.2 The City can request current certificates of all insurance policies as required. The City reserves the right to obtain copies of relevant policy forms and endorsements of the required insurance policies.

Developer's failure or refusal to procure or maintain insurance as required herein or failure or refusal to furnish City with proof that the required insurance has been procured and is in full force and effect may, after complying with the requirements of Section 5.3, be deemed a default under the terms of this Agreement.

7.4 Indemnification.

7.4.1 General. Developer shall indemnify the City, and its respective officers, employees, and/or agents against, and will hold and save them and each of them harmless from, any and all actions, suits, claims, damages to persons or property, losses, costs, penalties, obligations, errors, omissions, or liabilities (herein "claims or liabilities") that may be asserted or claimed by any person(s), firm, or entity arising out of or in connection with this Agreement and/or the work, operations, or activities of Developer, its agents, employees, subcontractors, and/or invitees, hereunder, upon the Site.

(a) Developer will defend any action or actions filed in connection with any of said claims or liabilities covered by the indemnification provisions herein and will pay all costs and expenses, including legal costs and attorneys' fees incurred in connection therewith, which attorneys will be the attorneys hired by the insurance company where insurance coverage applies.

(b) Developer will promptly pay any judgment rendered against the City or its respective officers, agents, or employees that falls within the scope of Developer's indemnity obligations, as defined above in paragraph 7.2.1.

7.4.2 Exceptions. The foregoing indemnity shall not include claims or liabilities arising from the sole negligence or willful misconduct of the City, its officers, agents, or employees or contractors. The foregoing indemnity shall also not include claims or liabilities arising from City's use of Developer's advertising space pursuant to paragraph 2.9.1 above.

7.4.3 Additional Coverage. Without limiting the generality of the foregoing, Developer's indemnity obligation shall include any liability arising by reason of any accident or other occurrence caused by Developer in or on the Site causing injury to any person or property;

7.4.4 Loss and Damage. Except as set forth below, City shall not be liable for any damage to property of Developer or others located on the Site, nor for the loss of or damage to any property of Developer or others by theft or otherwise. Except as set forth below, City shall not be liable for any injury or damage to persons or property resulting from fire, explosion, steam, gas, electricity, water, rain, dampness or leaks from any part of the Site or from the pipes or plumbing, or from the street, or from any environmental or soil contamination or hazard, or from any other latent or patent defect in the soil, subsurface or physical condition of the Site, or by any other cause of whatsoever nature. The provisions of this subparagraph 7.4.4 shall not apply (i) to the extent City or its agents, employees, subcontractors, invitees or representatives causes such injury or damage, or (ii) to the extent covered in any permit to enter the Site executed by the City.

7.4.5 Period of Indemnification. The obligations for indemnity under this Section 7.2 shall begin upon the Effective Date and shall survive termination of Development Agreement.

8. MISCELLANEOUS PROVISIONS.

8.1 Recordation of Agreement. This Agreement shall be recorded with the County Recorder by the City Clerk within ten (10) days of execution, as required by Government

Code Section 65868.5. Amendments approved by the parties, and any cancellation, shall be similarly recorded.

8.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties with respect to the subject matter set forth herein, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements which are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

8.3 Severability. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, then that term, provision, covenant or condition of this Agreement shall be stricken and the remaining portion of this Agreement shall remain valid and enforceable if that stricken term, provision, covenant or condition is not material to the main purpose of this agreement, which is to allow the Project to be permitted and operated and to provide the Development Fee to the City; otherwise, this Agreement shall terminate in its entirety, unless the parties otherwise agree in writing, which agreement shall not be unreasonably withheld.

8.4 Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning, to achieve the objectives and purposes of the parties hereto. The rule of construction, to the effect that ambiguities are to be resolved against the drafting party or in favor of the non-drafting party, shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation hereof.

8.5 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

8.6 Waiver. Failure of a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

8.7 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit for the parties and their owner, successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

8.8 Force Majeure. Notwithstanding the contrary herein, neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by earthquakes, other acts of God, fires, rains, winds, wars, pandemics, epidemics, terrorism, riots or similar hostilities, strikes and other labor difficulties beyond the party's control (including the party's employment force), government actions and regulations (other than those of the City), court actions (such as restraining orders or injunctions), or other

causes beyond the party's reasonable control. The party claiming a force majeure must give written notice within ten (10) days of the commencement of the claimed delay.

8.9 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.

8.10 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same affected as if all of the parties had executed the same instrument.

8.11 Litigation. Any action at law or in equity arising under this Agreement or brought by any party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of Los Angeles, State of California, or such other appropriate court in said county. Service of process on City shall be made in accordance with California law. Service of process on Developer shall be made in any manner permitted by California law and shall be effective whether served inside or outside California. In the event of any action between City and Developer seeking enforcement or interpretation of any of the terms and conditions to this Agreement, the prevailing party in such action shall be awarded, in addition to such relief to which such party is entitled under this Agreement, its reasonable litigation costs and expenses, including without limitation its expert witness fees and reasonable attorneys' fees.

8.12 No Partnership. No partnership, joint venture or other association of any kind is formed by this Agreement. City agrees that by its approval of, and entering into, this Agreement, that it is not taking any action which would transform this private Development into a "public work" project, and that nothing herein shall be interpreted to convey upon Developer any benefit which would transform Developer's private project into a public work project. City is receiving by and through this Agreement the full measure of benefit in exchange for the burdens placed on Developer by this Agreement.

8.13 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

8.14 Amendments in Writing/Cooperation. This Agreement may be amended only by written consent of both parties specifically approving the amendment and in accordance with the Government Code provisions for the amendment of Development Agreements.

8.15 Notices. All notices under this Agreement shall be effective when delivered by United States Postal Service mail, registered or certified, postage prepaid return receipt requested; and addressed to the respective parties as set forth below or as to such other address as the parties may from time to time designate in writing by providing notice to the other party:

To City:	City of Bell 6330 Pine Ave. Bell, California 90201 Attn: City Manager
To Developer:	New Tradition Outdoor LLC 588 Broadway, Suite 905 New York, New York 10012 Attn: Bret Richheimer, COO
With Copy To:	New Tradition Outdoor LLC 3007 Washington Blvd, Suite 225 Marina Del Rey, CA 90292 Attn: Bret Richheimer, COO

8.16 Nonliability of City Officials. No officer, official, member, employee, agent, and/or representatives of City shall be liable for any amounts due hereunder, and no judgment or execution thereon entered in any action hereon shall be personally enforced against any such officer, official, member, employee, agent, and/or representative.

8.17 No Brokers. City and Developer represent and warrant to the other that neither has employed any broker and/or finder to represent its interest in this transaction. Each party agrees to indemnify and hold the other free and harmless from and against any and all liability, loss, cost, or expense (including court costs and reasonable attorneys' fees) in any manner connected with a claim asserted by any individual or entity for any commission or finder's fee in connection with this Agreement or arising out of agreements by the indemnifying party to pay any commission or finder's fee.

8.18 No Amendment of Lease. Nothing contained in this Agreement shall be deemed to amend or modify any of the terms or provisions of the Lease. Nothing contained in this Agreement shall constitute or be deemed to constitute a limit on any of Developer's obligations under the Lease, or any of Owner's rights or remedies against Developer under the Lease.

8.19 Authority. The person(s) executing this Agreement on behalf of each of the parties hereto represent and warrant that (i) such party, if not an individual, is duly organized and existing, (ii) they are duly authorized to execute and deliver this Agreement on behalf of said party, (iii) by so executing this Agreement such party is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other agreement to which such party is bound.

[Signatures on Following Page]

WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first set forth above.

City:

CITY OF BELL

By: _____
Fidencio J. Gallardo, Mayor

ATTEST:

_____
Angela Bustamante, City Clerk

APPROVED AS TO FORM:

_____
David J. Aleshire, City Attorney

Developer:

NEW TRADITION OUTDOOR LLC

_____

[***End of Signatures***]

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On _____, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On _____, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

EXHIBIT “A”

LEGAL DESCRIPTION OF SITE

The provisions of this agreement shall only apply to the “Site” as shown here. The Site is a portion of Owner Property described as:

Please see attached.

The Site is the portion of Owner Property shown as:

Please see attached.

EXHIBIT “B”

Description of New Digital Billboard

Please see attached.

EXHIBIT “C”

SCOPE OF DEVELOPMENT INCLUDING SIGN PLANS

Developer and City agree that the Development shall be undertaken in accordance with the terms of the Agreement, which include the following:

1. Project. Developer shall construct a New Digital Billboard with digital display faces in accordance with the terms of this Agreement. The existing structure will have two (2) new digital display faces (each display face measuring approximately 14’ x 48’) within the Site.

2. Building Fees. Developer shall pay all applicable City planning, CEQA and building fees, as described in this Agreement, at the time the time the Project is submitted to the appropriate City Department.

3. Maintenance and Access. Developer, for itself and its successors and assigns, hereby covenants and agrees to be responsible for the following:

(a) On-going maintenance and repair of the New Digital Billboard and Site (where authorized pursuant to the Site Lease) including but not limited to, the displays installed thereon, and all related on-Site improvements, easements, rights-of-way at its sole cost and expense. Developer’s maintenance and repair obligation shall include, without limitation, maintaining any poles, lighting, signs and walls in good repair and free of graffiti, rubbish, debris and other hazards to persons using the same. Developer shall maintain and repair the New Digital Billboard digital display faces in accordance with all applicable laws, rules, ordinances and regulations of all federal, State, and local bodies and agencies having jurisdiction over the Site [unless those federal, State, and local bodies have an exception for a legal nonconforming use]. Such maintenance and repair shall include, but not be limited to, the following: (i) sweeping and trash removal related to the Project; (ii) replacement of any fixtures, equipment or property damaged by the Project to the extent required by this Agreement or applicable law; (iii) the ongoing maintenance by the Developer of any access points to the New Digital Billboard to minimize dust caused by the Project; and (iv) the repair, replacement and repainting of the New Digital Billboard structure and display faces as necessary to maintain such billboard in good condition and repair.

(b) Maintenance of the Site (where authorized pursuant to the Site Lease) in such a manner as to avoid the reasonable determination of a duly authorized official of the City that a public nuisance has been created by the absence of adequate maintenance of the New Digital Billboard digital display faces or structure such as to be detrimental to the public health, safety or general welfare or that such a condition of deterioration or disrepair causes appreciable harm or is materially detrimental to property or improvements within three hundred (300) feet of Site.

4. Other Rights of City. In the event of any violation or threatened violation of any of the provisions of this Exhibit “D,” then in addition to, but not in lieu of, any of the rights or remedies the City may have to enforce the provisions of this Agreement, the City shall have the right, after complying with Section 5.3 of this Agreement, (i) to enforce the provisions hereof by undertaking any maintenance or repairs required by Developer under Paragraph 3 above (subject to the execution of a permit to enter in form reasonably acceptable to Owner) and charging Developer for any actual maintenance costs incurred in performing same, and (ii) to withhold or revoke in

the manner proscribed by law, after giving written notice of said violation, any building permits, occupancy permits, certificates of occupancy, business licenses and similar matters or approvals pertaining to the New Digital Billboard digital display faces.

5. No City Liability. The granting of a right of enforcement to the City does not create a mandatory duty on the part of the City to enforce any provision of this Agreement. The failure of the City to enforce this Agreement shall not give rise to a cause of action on the part of any person. No officer or employee of the City shall be personally liable to the Developer, its successors, transferees or assigns, for any default or breach by the City under this Agreement.

6. Conditions of Approval. The following additional conditions shall apply to the installation of the New Digital Billboard digital display faces and, where stated, on the Site, shall conform to all applicable provisions of the Code and the following conditions, in a manner subject to the approval of the Planning Manager or designee:

(a) A building permit will be required and structural calculations shall be prepared by a licensed civil engineer and approved by the City Building Official.

(b) The New Digital Billboard shall remain located on the Site as described in attached Exhibit A and as set forth herein and based on dimensions described in Section 1, above.

(c) The size of each digital display face of the New Digital Billboard shall not exceed a maximum area of 672 square feet with no extensions or borders.

(d) Plans and specifications for the proposed installation of the New Digital Billboard digital display faces, including all utility plans, shall be submitted to the City Planning and Building Departments for plan check and approval prior to the issuance of building permits.

(e) Prior to the approval of the final inspection, all applicable conditions of approval and all mandatory improvements shall be completed to the reasonable satisfaction of the City.

(f) Developer shall maintain the Site and use thereof in full compliance with all applicable codes, standards, policies and regulations imposed by the City, County, State or federal agencies by any duly and valid city, county or state ordinance with jurisdiction over the facilities, unless the Project is exempted as a legal nonconforming use.

(g) The Developer shall pay any and all applicable fees due to any public agency pertaining to the New Digital Billboard digital display faces prior to the final issuance of the building permits.

(h) The activities proposed in this Agreement shall be conducted completely upon the Site and shall not use or encroach on any public right-of-way.

(i) All graffiti shall be adequately and completely removed or painted over within 48 hours of notice to Developer of such graffiti being affixed on the New Digital Billboard.

(j) Developer shall comply with the standards as adopted by the Outdoor Advertising Association of America, Inc. (OAAA), including but not limited to, the 0.3 foot-candles limitation over ambient light levels at 250 feet, and ensuring additional flexibility in reducing such maximum light level standard given the lighting environment, the obligation to have automatic diming capabilities, as well as providing the City's Planning Manager or designee with a designated Developer employee's phone number and/or email address for emergencies or complaints that will be monitored 24 hours a day/7 days per week. Upon any reasonable complaint by the City's Planning Manager or designee, Developer shall perform a brightness measurement of the display using OAAA standards and provide City with the results of same within 15 days of the City's complaint. The City may also request a brightness measurement as a part of the review under Section 5.1. Developer shall dim the display to the appropriate setting immediately upon the conclusion of any such measurement concluding that the light standards were exceeded.

(k) In the event ten percent (10%) or more of either digital sign face of the New Digital Billboard is not operating correctly or in the event of a malfunction, Developer shall immediately turn the entire affected face off, or show a one hundred percent (100%) black image on the display until corrected. During such time, Developer may continue to operate the unaffected digital sign face.

(l) The interval between the change in digital content shall be a minimum of eight (8) seconds and the images shall change instantaneously, without special transitional effects.

EXHIBIT “D”

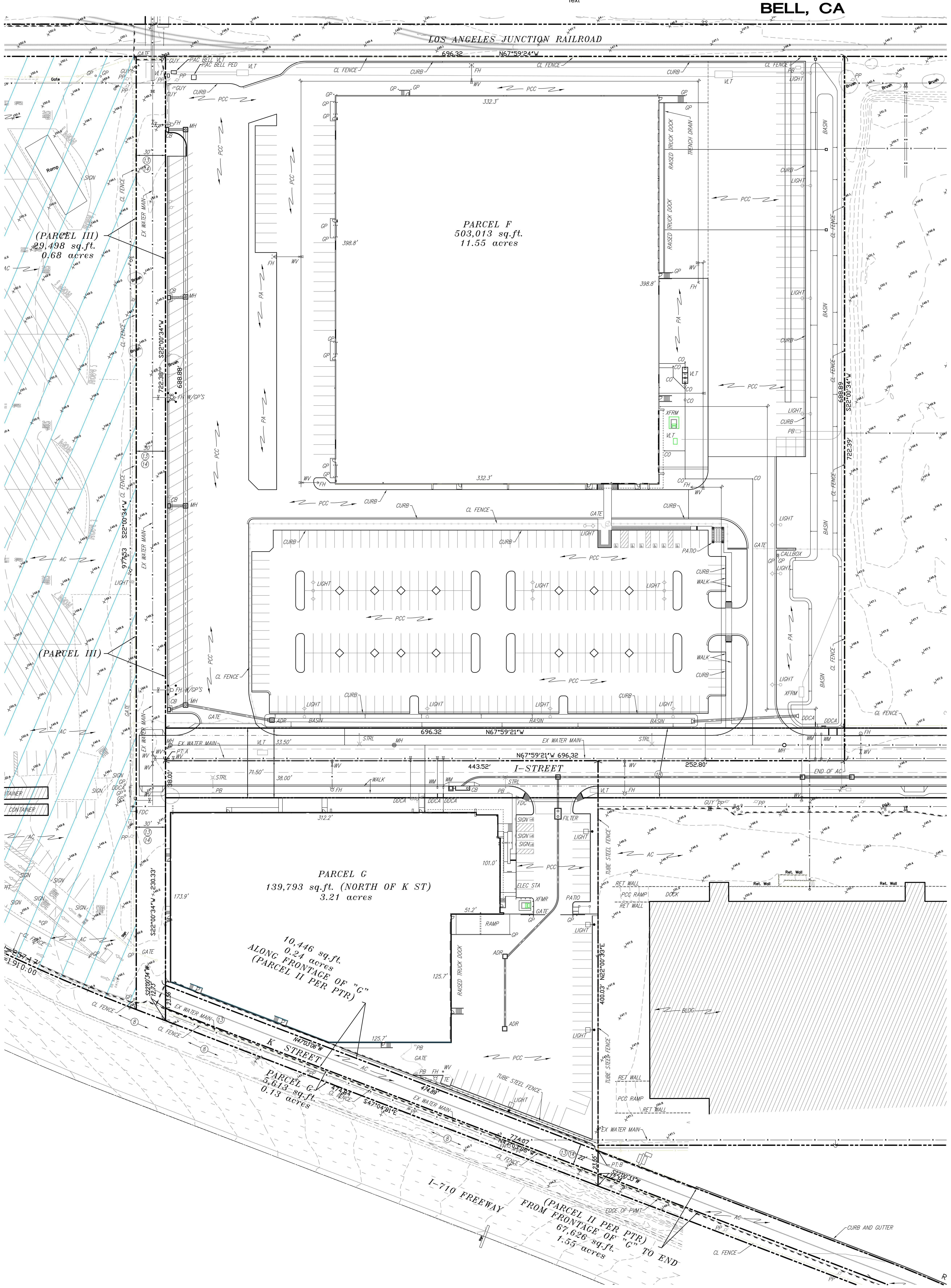
Schedule of Performance

	ITEM OF PERFORMANCE	TIME FOR PERFORMANCE	REFERENCE
1.	City Council Hearings to Approve this Agreement	Date TBP (First Reading) Date TBP(Second Reading)	G & I
2.	Effective Date of this Agreement	30 calendar days following City Council’s Second Reading –(Date TBP)	I
3.	Developer submits proof of insurance.	Within seven (7) calendar days after the Effective Date of this Agreement.	7.3.1
4.	Developer prepares and submits to City working drawings, specifications, and engineering for plan check.	Within fifteen (15) calendar days after the Effective Date of this Agreement.	N/A
5.	Developer pays One-time Implementation Fee.	Within sixty (60) calendar days following the Effective Date of this Agreement.	2.5.2
6.	City to approve all construction and engineering drawings and specifications with plan check approval and issues a building permit and electrical permit.	Within thirty (30) calendar days of City’s receipt of submittals.	N/A
7.	Developer constructs billboard sign.	No later than sixty (60) calendar days from the receipt of building permits.	N/A
8.	Developer pays City Annual Installments per Developer Fee Schedule.	1st installment due within ten (10) business days from the date the digital display faces become Operational. Monthly installments shall continue within five (5) business days of the year anniversary of the Commencement Date through the term of this Agreement.	2.5

Text

A.L.T.A./A.C.S.M. LAND TITLE SURVEY

BELL, CA



TITLE REPORT
FIRST AMERICAN TITLE
777 SOUTH FIGUEROA STREET STE 400
LOS ANGELES, CA 90017

LEGAL DESCRIPTION TITLE REPORT NCS-627814-A-LA2 DATED JANUARY, 2015

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL I:

THOSE PORTIONS OF LOTS 109 AND 115 IN THE RANCHO LAGUNA, IN THE CITY OF BELL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED AS EXHIBIT "A" IN THE FINAL DECREE OF PARTITION AS CASE NO. B25296 IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 6387 PAGE 1 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF PARCEL 14 OF PARCEL MAP NO. 11282, FILED IN BOOK 120 PAGES 56 THROUGH 60 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID PONT BEING ON A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 501.34 FEET, A RADIAL LINE THROUGH SAID POINT BEARS SOUTH 17° 51' 36" WEST; THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 4° 25' 39" AN ARC DISTANCE OF 38.74 FEET TO A POINT ON THE NORTHEAST LINE OF THE 33 FOOT WIDE STRIP OF LAND DESCRIBED IN DEED TO CENTRAL MANUFACTURING DISTRICT, INC., RECORDED IN BOOK 7471 PAGE 45 OF OFFICIAL RECORDS; THENCE SOUTH 22° 17' 15" WEST 33.00 FEET TO THE TRUE POINT OF BEGINNING; SAID TRUE POINT OF BEGINNING BEING A POINT ON THE SOUTHWEST LINE OF SAID 33-FOOT WIDE STRIP, AND SAID POINT ALSO BEING THE BEGINNING OF A CONCENTRIC CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 468.34 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 3° 10' 35" AN ARC DISTANCE OF 25.96 FEET TO A POINT ON THE EASTERLY LINE OF THE LONG BEACH FREEWAY, STATE ROUTE 710, AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED JANUARY 24, 1957 IN BOOK 53458 PAGE 311 OF OFFICIAL RECORDS; THENCE SOUTH 0° 43' 26" WEST 111.19 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 720.00 FEET; THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 12° 56' 00" AN ARC DISTANCE OF 162.53 FEET; THENCE TANGENT TO SAID LAST CURVE, SOUTH 12° 12' 34" EAST, 226.85 FEET; THENCE SOUTH 26" 17' 36" EAST 658.27 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 1,910.00 FEET, A RADIAL LINE THROUGH SAID POINT BEARS NORTH 50° 55' 38" EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 7° 42' 48", AN ARC DISTANCE OF 257.13 FEET; THENCE NORTH 22° 17' 15" EAST 977.43 FEET TO POINT ON SAID SOUTHWEST LINE OF CENTRAL MANUFACTURING DISTRICT, INC.; THENCE NORTH 67° 42' 45" WEST ALONG SAID SOUTHWEST LINE 946.51 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPT ALL MINERALS, PETROLEUM, GASES AND OTHER HYDROCARBON SUBSTANCES EXISTING IN AND UNDER SAID LAND, WITHOUT THE RIGHT TO ENTER UPON OR USE THE SURFACE OF SAID LAND FOR THE EXTRACTION AND REMOVAL OF SUCH RESERVED SUBSTANCES, OR FOR ANY OTHER PURPOSE OR PURPOSES, AS RESERVED IN THE DEED RECORDED JULY 18, 1944 AS INSTRUMENT NO. 913, IN BOOK 21013 PAGE 131 OFFICIAL RECORDS.

PARCEL II:

THOSE PORTIONS OF LOTS 109, 115, 116, 117, 118 AND A PORTION OF CAMFIELD AVENUE, (VACATED) IN THE RANCHO LAGUNA, IN THE CITY OF BELL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED AS EXHIBIT "A" IN THE FINAL DECREE OF PARTITION AS CASE NO. B25296 IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 6387 PAGE 1 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING A STRIP OF LAND 22 FEET WIDE, THE CENTERLINE OF WHICH IS DESCRIBED AS FOLLOWS:

COMMENCING AT THE WESTERLY TERMINUS OF THE CENTERLINE OF MANSFIELD WAY AS SHOWN ON PARCEL MAP NO. 11282 RECORDED IN BOOK 120, PAGES 56 THROUGH 60 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID CENTERLINE HAVING A BEARING OF NORTH 82° 57' 31" WEST; THENCE CONTINUING ON LAST MENTIONED BEARING A DISTANCE OF 174.62 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTH, HAVING A RADIUS OF 922 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 15° 13' 15" AN ARC LENGTH OF 244.93 FEET; THENCE NORTH 67° 44' 16" WEST, 1,792.98 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 372 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 27° 06' 40" AN ARC LENGTH OF 176.02 FEET; THENCE TANGENT TO SAID CURVE, NORTH 40° 37' 36' WEST, 211.33 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, HAVING A RADIUS OF 1,522 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 6° 25' 30" AN ARC LENGTH OF 170.67 FEET; THENCE NORTH 47° 03' 06" WEST, 796.19 FEET.

THE SIDELINES OF SAID STRIP TO BE LENGTHENED OR SHORTENED SO AS TO TERMINATE AT THE WESTERLY LINE OF MANSFIELD WAY AND THE WESTERLY LINE OF FIRST STREET, ALSO KNOWN AS THE EASTERLY LINE OF PARCEL I ABOVE.

EXCEPT ALL MINERALS, PETROLEUM, GASES AND OTHER HYDROCARBON SUBSTANCES EXISTING IN AND UNDER SAID LAND, WITHOUT THE RIGHT TO ENTER UPON OR USE THE SURFACE OF SAID LAND FOR THE EXTRACTION AND REMOVAL OF SUCH RESERVED SUBSTANCES, OR FOR ANY OTHER PURPOSE OR PURPOSES, AS RESERVED IN THE DEED RECORDED JULY 18, 1944 AS INSTRUMENT NO. 913, IN BOOK 21013 PAGE 131 OFFICIAL RECORDS.

PARCEL III:

THOSE PORTIONS OF LOTS 109 & 115 IN THE RANCHO LAGUNA, IN THE CITY OF BELL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED AS EXHIBIT "A" IN THE FINAL DECREE OF PARTITION, AS CASE NO. B25296 IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 6387 PAGE 1 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING 30 FEET WIDE, THE CENTERLINE OF WHICH BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF PARCEL 14 OF PARCEL MAP NO. 11282, RECORDED IN BOOK 120, PAGES 56 THROUGH 60 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT BEING ON A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 501.34 FEET, A RADIAL LINE THROUGH SAID POINT BEARS SOUTH 17° 51' 36" WEST; THENCE EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 4° 25' 39", AN ARC LENGTH OF 38.74 FEET; THENCE RADIAL TO SAID CURVE, SOUTH 22° 17' 15" WEST, 33.00 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT 33.00 FOOT WIDE STRIP OF LAND DESCRIBED IN DEED TO CENTRAL MANUFACTURING DISTRICT, INC., RECORDED IN BOOK 7471, PAGE 45 OF OFFICIAL RECORDS; THENCE SOUTH 67° 42' 45" EAST ALONG SAID SOUTHERLY LINE 961.51 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 22° 17' 15" WEST 983.17 FEET, MORE OR LESS, TO A POINT ON THE EASTERLY LINE OF STATE ROUTE 710, AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED JANUARY 24, 1957 IN BOOK 53458 PAGE 311 OF OFFICIAL RECORDS.

THE SIDELINES OF SAID STRIP TO BE LENGTHENED OR SHORTENED TO TERMINATE AT THE SOUTHERLY LINE OF SAID 33 FOOT WIDE STRIP AND SAID EASTERLY LINE OF STATE ROUTE 710.

EXCEPT ALL MINERALS, PETROLEUM, GASES AND OTHER HYDROCARBON SUBSTANCES EXISTING IN AND UNDER SAID LAND, WITHOUT THE RIGHT TO ENTER UPON OR USE THE SURFACE OF SAID LAND FOR THE EXTRACTION AND REMOVAL OF SUCH RESERVED SUBSTANCES, OR FOR ANY OTHER PURPOSE OR PURPOSES, AS RESERVED IN THE DEED RECORDED JULY 18, 1944 AS INSTRUMENT NO. 913, IN BOOK 21013 PAGE 131 OFFICIAL RECORDS.

PARCEL IV:

THE FOLLOWING PARCELS OF LAND IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, INCLUDING PORTIONS OF LOTS 106 TO 109 INCLUSIVE, AND LOTS 115 TO 118 INCLUSIVE, AND THAT PORTION OF CAMFIELD AVENUE, ADJOINING LOTS 106, 107, 117 AND 118 VACATED BY AN ORDER OF THE BOARD OF SUPERVISORS OF SAID COUNTY, RECORDED IN BOOK 10430 PAGE 32, OF OFFICIAL RECORDS OF SAID COUNTY, ALL IN RANCHO LAGUNA AS SHOWN MAP FILED AS EXHIBIT "A" IN CASE NO. B-25296 OF SUPERIOR COURT OF THE STATE OF CALIFORNIA, LOS ANGELES COUNTY, AND ALSO A PORTION OF THE RANCHO SAN ANTONIO, AS PER MAP RECORDED IN BOOK 1 PAGE 389 OF PATENTS, RECORDS OF SAID LOS ANGELES COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL "F"

COMMENCING AT A FOUND CONCRETE MONUMENT WITH BRASS PLATE STAMPED "LS 2348" MARKING THE MOST NORTHERLY CORNER OF PARCEL 10 OF PARCEL MAP NO. 11282, AS PER MAP FILED IN BOOK 120 PAGES 56 THROUGH 60 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY SAID POINT ALSO BEING A POINT ON THE SOUTHERLY LINE OF 33 FOOT WIDE STRIP DESCRIBED AS PARCEL 2 IN DEED RECORDED IN BOOK 7471 PAGE 45 OF OFFICIAL RECORDS; THENCE ALONG SAID SOUTHERLY LINE NORTH 67° 48' 18" WEST, 2711.76 FEET TO THE POINT OF BEGINNING; THENCE LEAVING SAID SOUTHERLY LINE SOUTH 22° 11' 36" WEST, 722.40 FEET; THENCE NORTH 67° 48' 18" WEST, 696.32 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "A" SAID POINT ALSO BEING A POINT ON THE EASTERLY LINE OF LAND DESCRIBED IN EXCEPTION TO TITLE IN FAVOR OF THE BELL PUBLIC FINANCING AUTHORITY PER INSTRUMENT NO. 92-306752 RECORDED FEBRUARY 25, 1992 OF OFFICIAL RECORDS; THENCE ALONG SAID EASTERLY LINE NORTH 22° 11' 36" EAST, 722.40 FEET TO A POINT ON SAID SOUTHERLY LINE; THENCE LEAVING SAID EASTERLY LINE ALONG SAID SOUTHERLY LINE SOUTH 67° 48' 18" EAST, 696.32 FEET TO THE POINT OF BEGINNING.

PARCEL "G"

BEGINNING AT POINT "A" DESCRIBED IN THE AFOREMENTIONED PARCEL "F"; THENCE SOUTH 67° 48' 18" EAST, 443.52 FEET; THENCE SOUTH 22° 11' 36" WEST, 401.80 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "B" SAID POINT ALSO BEING A POINT ON THE NORTHERLY LINE OF "K" STREET DESCRIBED IN EXCEPTION TO TITLE IN FAVOR OF THE BELL PUBLIC FINANCING AUTHORITY PER INSTRUMENT NO. 92-306752 RECORDED FEBRUARY 25, 1992; THENCE ALONG SAID NORTHERLY LINE NORTH 46° 53' 58" WEST, 474.78 FEET TO A POINT ON THE EASTERLY LINE OF LAND DESCRIBED IN EXCEPTION TO TITLE IN FAVOR OF THE BELL PUBLIC FINANCING AUTHORITY PER INSTRUMENT NO. 92-306752 RECORDED FEBRUARY 25, 1992 OF OFFICIAL RECORDS; THENCE LEAVING SAID NORTHERLY LINE ALONG SAID EASTERLY LINE NORTH 22° 11' 36" EAST, 232.38 FEET TO THE POINT OF BEGINNING.

THENCE COMMENCING AT POINT "B" DESCRIBED ABOVE; THENCE SOUTH 22° 11' 36" WEST, 23.55 FEET TO THE POINT OF BEGINNING AND A POINT ON THE SOUTHERLY LINE OF "K" STREET DESCRIBED IN EXCEPTION TO TITLE IN FAVOR OF THE BELL PUBLIC FINANCING AUTHORITY PER INSTRUMENT NO. 92-306752 RECORDED FEBRUARY 25, 1992; THENCE SOUTH 22° 11' 36" WEST, 10.83 FEET TO A POINT ON THE NORTHEASTERLY RIGHT-OF-WAY OF INTERSTATE 710 AS SHOWN ON CALTRANS RIGHT-OF-WAY MAP NO. S.F. 1524-3-6; THENCE ALONG SAID NORTHEASTERLY RIGHT-OF-WAY NORTH 46° 52' 58" WEST, 474.84 FEET TO A POINT ON THE EASTERLY LINE OF LAND DESCRIBED IN EXCEPTION TO TITLE IN FAVOR OF THE BELL PUBLIC FINANCING AUTHORITY PER INSTRUMENT NO. 92-306752 RECORDED FEBRUARY 25, 1992 OF OFFICIAL RECORDS; THENCE ALONG SAID EASTERLY LINE NORTH 22° 11' 36" EAST, 10.68 FEET TO SAID SOUTHERLY LINE; THENCE SOUTH 46° 53' 58" EAST, 474.78 FEET TO THE POINT OF BEGINNING.

PARCEL "H"

COMMENCING AT A FOUND CONCRETE MONUMENT WITH BRASS PLATE STAMPED "LS 2348" MARKING THE MOST NORTHERLY CORNER OF PARCEL 10 OF PARCEL MAP NO. 11282, AS PER MAP FILED IN BOOK 120 PAGES 56 THROUGH 60 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG THE WESTERLY LINE OF SAID PARCEL MAP THE FOLLOWING COURSES: SOUTH 22° 11' 36" WEST, 662.47 FEET; THENCE SOUTH 82° 43' 02" EAST, 19.98 FEET; THENCE SOUTH 22° 12' 11" WEST, 65.07 FEET TO THE CENTERLINE OF EXISTING RICKENBACKER ROAD PER SAID PARCEL MAP NO. 11282 AND THE POINT OF BEGINNING; THENCE SOUTH 22° 12' 11" WEST, 32.57 FEET; THENCE NORTH 82° 49' 45" WEST, 20.00 FEET; THENCE SOUTH 22° 11' 58" WEST, 356.23 FEET; THENCE LEAVING SAID WESTERLY LINE NORTH 67° 48' 18" WEST, 1159.02 FEET; THENCE NORTH 22° 11' 36" EAST, 394.23 FEET; THENCE SOUTH 67° 48' 18" EAST, 1178.38 FEET TO THE POINT OF BEGINNING.

PARCEL V:

NON-EXCLUSIVE EASEMENTS FOR RIGHT OF WAY AND UTILITY, AS RESERVED IN THAT CERTAIN "QUITCLAIM DEED AND EASEMENTS", EXECUTED BY UNITED STATES OF AMERICA, AS GRANTOR DATED AS OF DECEMBER 15, 2006 AND RECORDED DECEMBER 18, 2006 AS INSTRUMENT NO. 06-2807198, OVER THOSE PORTIONS OF THE LAND DEPICTED AS "EASEMENT I" AND "EASEMENT K", ATTACHED TO AND MADE A PART OF THE AFOREMENTIONED DOCUMENT.

EASEMENTS FOR TITLE REPORT

8. THE FACT THAT THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED BY THAT CERTAIN DOCUMENT

RECORDED: JANUARY 24, 1957 AS INSTRUMENT NO. 3369, OF OFFICIAL RECORDS
AFFECTS: THAT PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.

13. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;

PURPOSE: ACCESS, INGRESS AND EGRESS FOR VEHICULAR AND PEDESTRIAN TRAFFIC; UTILITY; AND SEWER PURPOSES
RECORDED: FEBRUARY 25, 1992 AS INSTRUMENT NO. 92-306752, OF OFFICIAL RECORDS
AFFECTS: THAT PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.

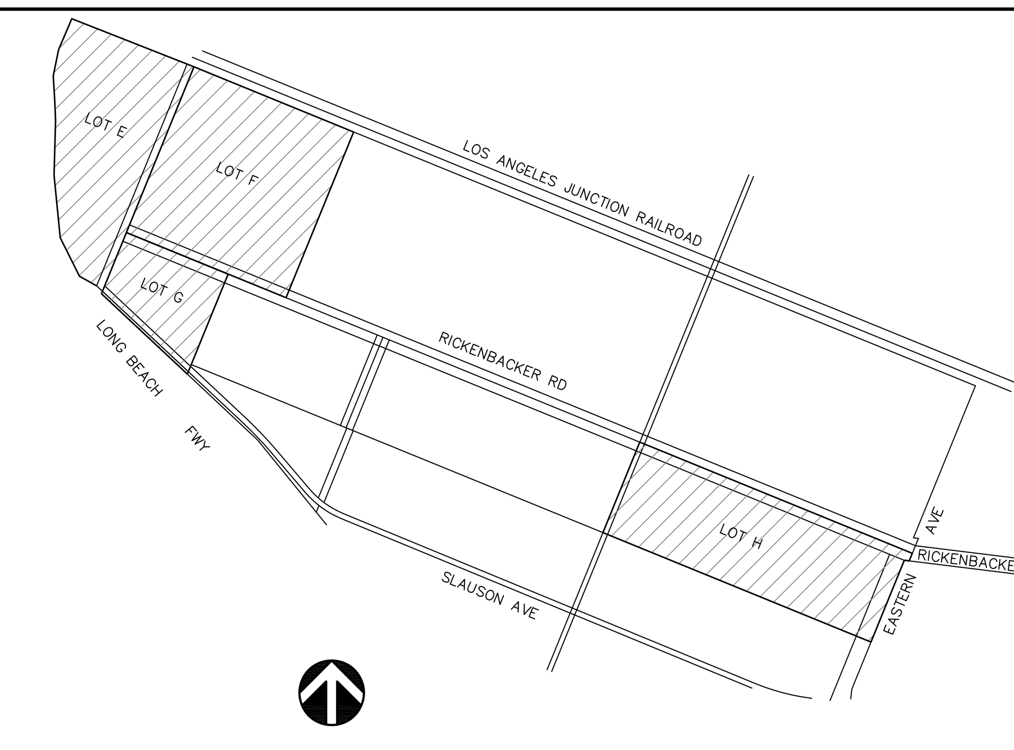
14. AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT.

PURPOSE: PERPETUAL EASEMENTS IN, ON, OVER, UNDER AND ACROSS K STREET AND 1ST STREET AS DESCRIBED AS PARCELS II AND III IN SAID DOCUMENTS FOR (1) ACCESS, INGRESS AND EGRESS FOR VEHICULAR AND PEDESTRIAN TRAFFIC; (2) UTILITY; (3) AND SEWER PURPOSES
RECORDED: FEBRUARY 25, 1992 AS INSTRUMENT NO. 92-306752, OF OFFICIAL RECORDS
AFFECTS: THAT PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.

AFFECTS: SAID LAND

18. EASEMENTS FOR THE PURPOSES SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT.

PURPOSE: RIGHT OF WAY, UTILITY, DRAINAGE
RECORDED: DECEMBER 18, 2006 AS INSTRUMENT NO. 06-2807198, OF OFFICIAL RECORDS
AFFECTS: THAT PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.



VICINITY / KEY MAP

N.T.S.

PROJECT ADDRESS:
VACANT LAND, BELL CALIFORNIA

BASIS OF BEARINGS: THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING OF NORTH 82°57'31" WEST FOR THE CENTERLINE OF MANSFIELD WAY AS SHOWN ON PARCEL MAP NO. 11282, AS FILED IN BOOK 120, PAGES 56 TO 60, INCLUSIVE OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECIRDER OF LOS ANGELES COUNTY.

NOTES

1. FIELD SURVEY PERFORMED MAY, 2013.
2. SITES HAVE BEEN RECENTLY DEMOLISHED, VARIOUS STOCK PILE EXISTING AS SHOWN AND REPRESENTED BY THE TOPOGRAPHY
3. NO EVIDENCE OF THE SITE BEING USED AS A LAND FILL OR WASTE DUMP AS OF THE DATE OF THE FIELD SURVEY.
4. NO EVIDENCE OF STREET CONSTRUCTION AS OF THE DATE OF THE FIELD SURVEY.
5. NO EVIDENCE OF SURFACE OR SUBSURFACE MINING, DRILLING OR EXCAVATION ON THE PROPERTY.
6. CURRENT ZONING: M2 (HEAVY MANUFACTURING) SETBACK AND BUILDING HEIGHT NOT DEFINED.
7. WETLANDS DO NOT EXIST ON SITE.

ASSESSOR'S PARCEL MAP NO.

APN: 6332-002-965,945,946,948,949,950,952,954

FLOOD ZONE:

PER FEMA'S WEBSITE ZONE X (AREA'S DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN)
COMMUNITY PANEL NO. 060165
PER MAP NO. 06037C1810F DATED SEPT. 26, 2008.

FEE PARCEL CONTIGUITY:

PARCEL I IS CONTIGUOUS ALONG ITS EASTERLY BOUNDARY WITH PARCEL III.

PARCEL II IS CONTIGUOUS ALONG ITS WESTERLY BOUNDARY WITH PARCEL III AND CONTIGUOUS ALONG ITS NORTHERLY AND SOUTHERLY BOUNDARY WITH PARCEL IVG.

PARCEL III IS CONTIGUOUS ALONG ITS WESTERLY BOUNDARY WITH PARCEL I AND ALONG ITS EASTERLY BOUNDARY WITH PARCEL IVF, PARCEL IVG, AND PARCEL II.

PARCEL IVF IS CONTIGUOUS ALONG ITS WESTERLY BOUNDARY WITH PARCEL III AND ALONG ITS SOUTHERLY BOUNDARY WITH PARCEL IVG.

PARCEL IVG IS CONTIGUOUS ALONG ITS WESTERLY BOUNDARY WITH PARCEL III.

ENGINEER'S STATEMENT

THIS SURVEY IS MADE FOR THE BENEFIT OF:

5600 RICKENBACKER ROAD CAPITAL LLC, A DELAWARE LIMITED LIABILITY COMPANY, UBS REALTY INVESTORS LLC, A MASSACHUSETTS LIMITED LIABILITY COMPANY AND FIRST AMERICAN TITLE INSURANCE COMPANY:

I, VINCENT SCARPATI, PROFESSIONAL LAND SURVEYOR DO HEREBY CERTIFY TO THE AFORESAID PARTIES, AS OF THE DATE SET FORTH ABOVE THAT I HAVE MADE A CAREFUL SURVEY OF A TRACT OF LAND DESCRIBED AS FOLLOWS:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BELL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

1. THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2011, AND INCLUDES TABLE A, "OPTIONAL SURVEY RESPONSIBILITIES AND SPECIFICATIONS" NUMBERED ITEMS 2, 3, 4, 6(A), 8, 9, 11(A), 13, 14, 16, 17, 18, AND 2. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, THE UNDERSIGNED FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN. THE FIELD WORK WAS COMPLETED ON DECEMBER 2014.

2. THE ACCOMPANYING SURVEY WAS MADE ON THE GROUND AND CORRECTLY SHOWS THE LOCATION OF ALL BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE ABOVE PREMISES; THERE ARE NO VISIBLE ENCROACHMENTS ON THE SUBJECT PROPERTY OR UPON ADJACENT LAND ABUTTING SAID PROPERTY EXCEPT AS SHOWN HEREON AND WAS MADE IN ACCORDANCE WITH LAWS AND/OR MINIMUM STANDARDS OF THE STATE OF CALIFORNIA.

3. THE PROPERTY DESCRIBED HEREON IS THE SAME AS THE PROPERTY DESCRIBED IN FIRST AMERICAN TITLE COMMITMENT NO. NCS-627814-A-LA2 WITH AN EFFECTIVE DATE OF SEPTEMBER 10, 2013 AND THAT ALL EASEMENTS, COVENANTS AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE SITE OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE SUBJECT PROPERTY.

4. SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION X BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), ON FLOOD INSURANCE RATE MAP NO. 06037C1810F, WITH A DATE OF IDENTIFICATION OF SEPTEMBER 26, 2008, FOR COMMUNITY IN LOS ANGELES COUNTY, SATE OF CALIFORNIA, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED.

5. THE PROPERTY HAS DIRECT ACCESS TO RICKENBACKER ROAD BY USE OF EASEMENT A DEDICATED PUBLIC STREET OR HIGHWAY.

6. 545 PARKING STALLS INCLUDING ADA STALL ON THE SUBJECT SITE(S) G, H, OR F.

7. PROFESSIONAL LIABILITY INSURANCE POLICY OBTAINED BY THE SURVEYOR IN THE MINIMUM AMOUNT OF $1,000,000 TO BE IN EFFECT THROUGHOUT THE CONTRACT TERM. CERTIFICATE OF INSURANCE TO BE FURNISHED UPON REQUEST.

VINCENT SCARPATI R.C.E. 33520 DATE
LICENSE EXPIRES 6-30-2016

REGISTERED PROFESSIONAL ENGINEER VINCENT W. SCARPATI No. 33520 Exp. 6/30/2016 CIVIL STATE OF CALIFORNIA

40 0 20 40
FEET
SCALE: 1"=40'

LEGEND

UTILITY POLE	SIGNAL PULLBOX	CL CENTER LINE
SEWER MANHOLE	CABLE TV PULLBOX	PP POWER POLE
STORM DRAIN MANHOLE	TELEPHONE PULLBOX	BW BACK OF WALK
TELEPHONE MANHOLE	COMMUNICATIONS PULLBOX	TW TOP OF WALL
UNKNOWN MANHOLE	STREET LIGHT PULLBOX	AC ASPHALT PAVEMENT
FIRE HYDRANT	UNKNOWN PULLBOX	(12.56) EXISTING ELEVATION
FLOOD LIGHT	FIRE DEPT CONNECTION	CENTERLINE
HOSE BIB	IRON FENCE	SLOPE
SEWER CLEANOUT	CHAIN LINK FENCE	PHONE BOOTH
WATER VALVE	WOOD FENCE	CONCRETE
GAS VALVE	BLOCK WALL	IRRIGATION VALVE
WATER METER	TREE	GUARD POST (GP)
GAS METER	PALM	CENTERLINE
WATER VAULT	PINE	PROPERTY LINE
GAS VAULT	BUSH	FLOW LINE
TELEPHONE VAULT	TE TRASH ENCLOSURE	UTILITY MARKER
ELECTRIC VAULT	TR ELECTRICAL TRANSFORMER	GRATE
MONITORING WELL	EP EDGE OF PAVEMENT	HANDICAP
STREET LIGHT	FS FINISHED SURFACE	FLAG POLE
TRAFFIC SIGNAL	FF FINISHED FLOOR	FIRE SPRINKLER RISER
GAS RISER	NG NATURAL GROUND	SURVEY MONUMENT
GUY WIRE	TC TOP OF CURB	SIGN POST
RAILROAD SIGNAL	FL FLOW LINE	TB TOP OF BERM
CAR STOP	TG TOP OF GRATE	INV INVERT
LIGHT POLE	GB GRADE BREAK	AERIAL TARGET
PCC PORTLAND CONC CEMENT	DDC DOUBLE DETECTER CHECK VALVE	IRR IRRIGATION
MH MAN HOLE	SP SIGN POST	PA PLANTER
LP LIGHT POLE	CB CATCH BASIN	PB PULL BOX
CB CATCH BASIN	PIV POST INDICATOR VALVE	ICV IRRIGATION CONTROL VALVE
ST STREET LIGHT		ARV AIR RELEASE VALVE

REVISIONS

NO.	DATE	
3		
2		
1	1-20-15	INITIAL RELEASE TO CLIENT

DESIGNED:
DRAWN: DSK
CHECKED:
DATE: JANUARY 21, 2015
SCALE: AS SHOWN

PREPARED FOR:
PACIFIC INDUSTRIAL
6272 E PACIFIC COAST HIGHWAY STE E
LONG BEACH, CA 90803

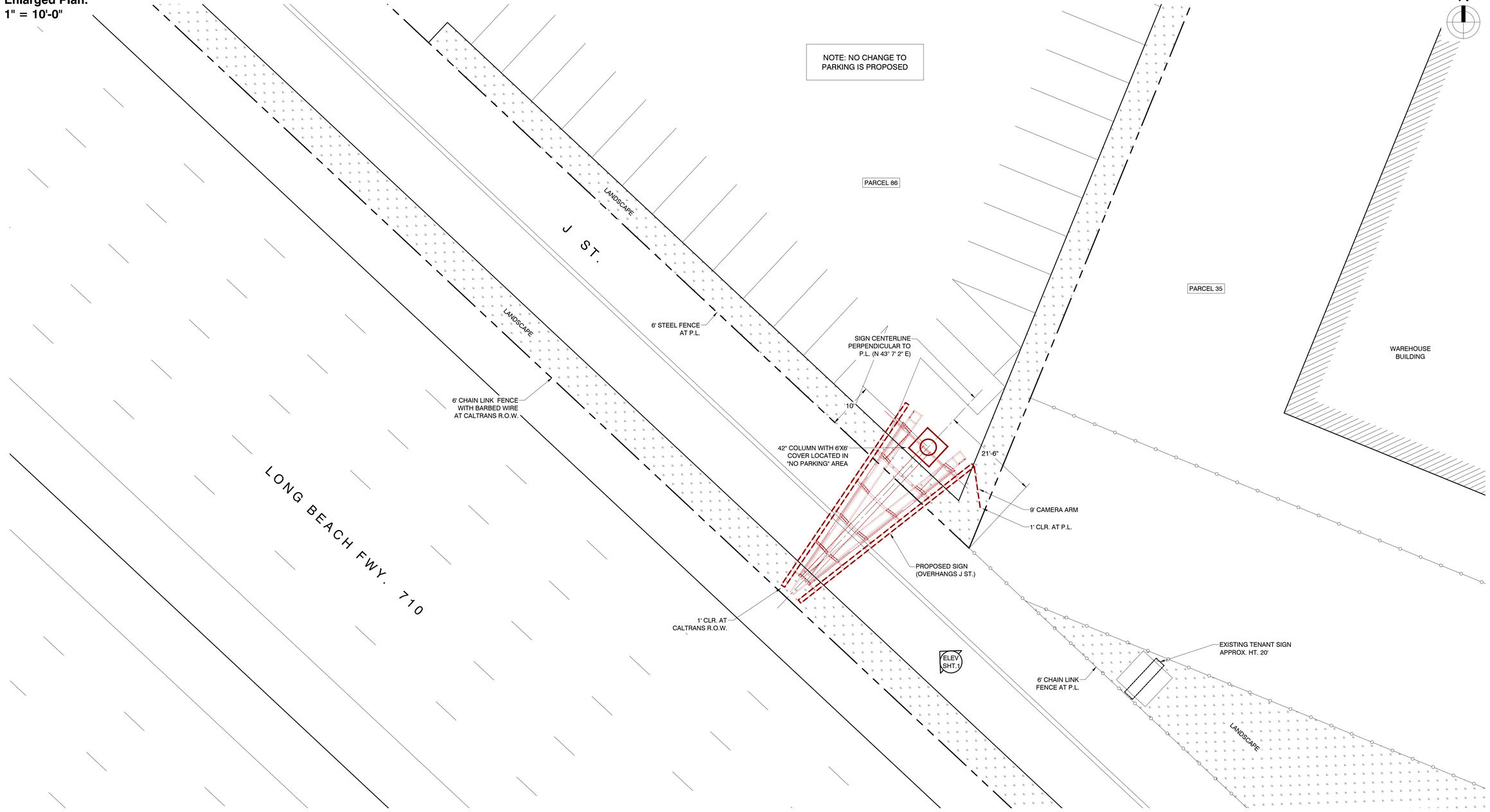
PREPARED BY:
C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING AND SURVEYING
2756 BURBANK
FOOTHILL RANCH, CALIFORNIA 92610
PHONE (949) 916-3800
FAX (949) 916-3805

A.L.T.A./A.C.S.M. LAND TITLE SURVEY OF:
GSA SITE, PARCEL E, F, G AND H
IN THE CITY OF BELL
CALIFORNIA

SHEET 1 OF 4

EXHIBIT A-2 SITE PLAN

Enlarged Plan:
1" = 10'-0"



PROJECT	ELECTRICAL	COPYRIGHT	ENGINEER / CONTRACTOR	APPLICANT	DATE	3.11.24	Drawn by:	PH
5390 Rickenbacker Rd Bell, CA 90201 APN: 6332-002-086 Proposed digital sign (2 faces at 14' x 48') with a full-flag, 20' V configuration and a height of approx. 70' above grade	T.B.D.	Design concept & drawing ©2024 by AGE Advertising Unauthorized use or reproduction prohibited.	T.B.D.		Revisions:	4.17.24	Approved by:	AG
							Scale:	As Noted
							Sheet No.	2 OF 2
								ENLARGED PLAN

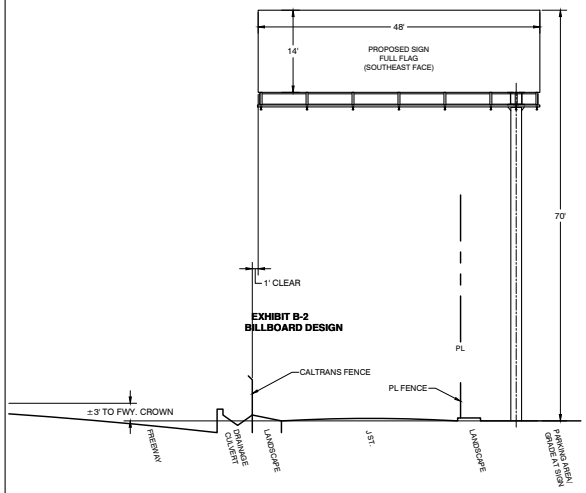
EXHIBIT “B”

NEW DIGITAL BILLBOARD PLANS AND DESIGN

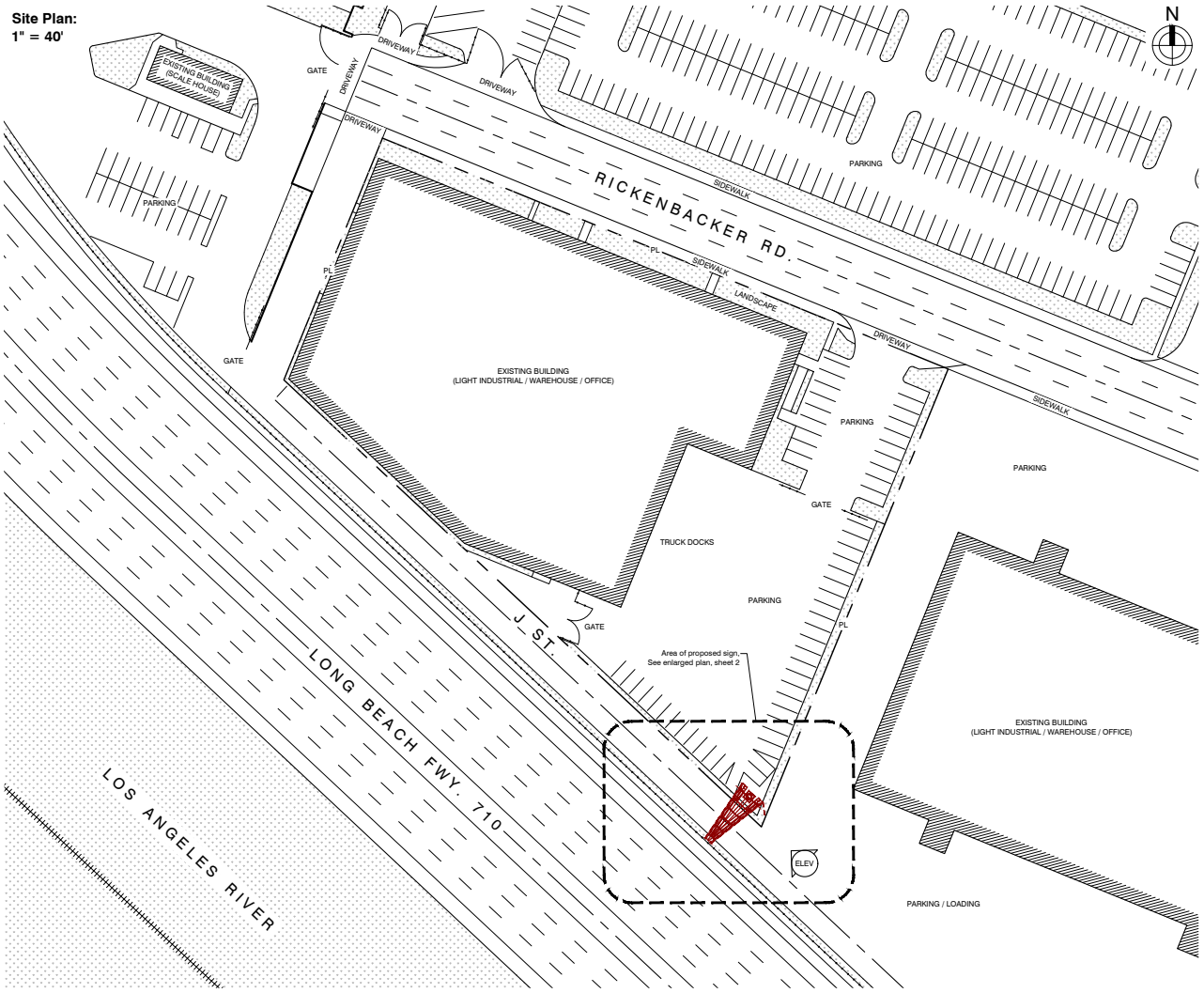
Vicinity Map:
Not to Scale



Elevation Looking Northwest:
1" = 10'

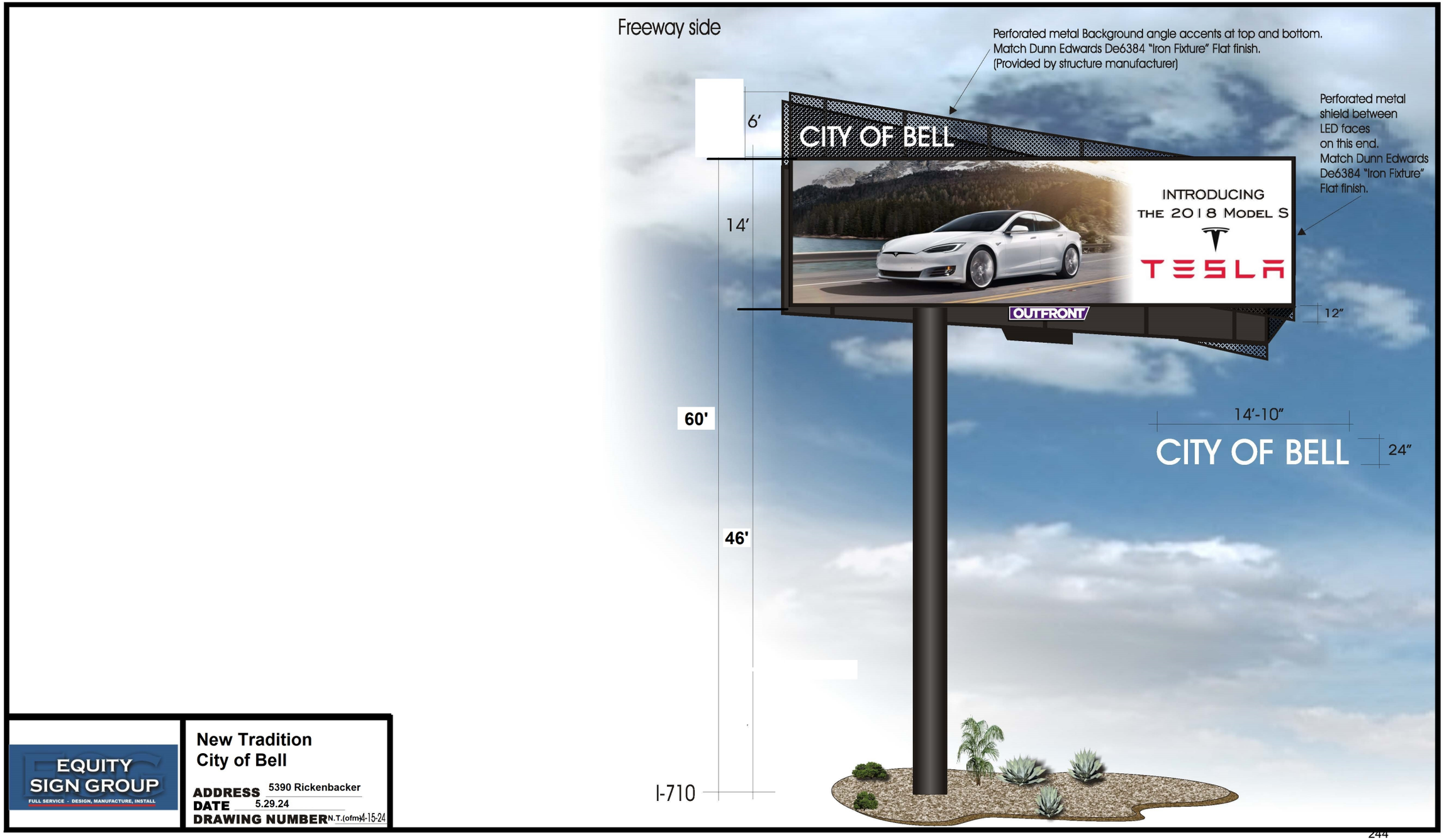


Site Plan:
1" = 40'



PROJECT	ELECTRICAL	COPYRIGHT	ENGINEER / CONTRACTOR	APPLICANT	DATE	4.17.24	Drawn by:	PH
5390 Rickenbacker Rd Bell, CA 90201 APN: 6332-002-086 Proposed digital sign (2 faces at 14' x 48') with a full-flag, 20' V configuration and a height of approx. 70' above grade	T.B.D.	Design concept & drawing ©2024 by AGE Advertising Unauthorized use or reproduction prohibited.	T.B.D.		Revisions:		Approved by:	AG
							Scale:	As Noted
							Sheet No.	1 OF 2
								SITE PLAN

EXHIBIT B-2
BILLBOARD DESIGN



EQUITY SIGN GROUP
FULL SERVICE · DESIGN, MANUFACTURE, INSTALL

New Tradition
City of Bell

ADDRESS 5390 Rickenbacker
DATE 5.29.24
DRAWING NUMBER N.T.(ofm)4-15-24

EXHIBIT "C"

SCOPE OF DEVELOPMENT INCLUDING SIGN PLANS

Developer and City agree that the Development shall be undertaken in accordance with the terms of the Agreement, which include the following:

1. Project. Developer shall construct a New Digital Billboard with digital display faces in accordance with the terms of this Agreement. The existing structure will have two (2) new digital display faces (each display face measuring approximately 14' x 48') within the Site.

2. Building Fees. Developer shall pay all applicable City planning, CEQA and building fees, as described in this Agreement, at the time the time the Project is submitted to the appropriate City Department.

3. Maintenance and Access. Developer, for itself and its successors and assigns, hereby covenants and agrees to be responsible for the following:

(a) On-going maintenance and repair of the New Digital Billboard and Site (where authorized pursuant to the Site Lease) including but not limited to, the displays installed thereon, and all related on-Site improvements, easements, rights-of-way at its sole cost and expense. Developer's maintenance and repair obligation shall include, without limitation, maintaining any poles, lighting, signs and walls in good repair and free of graffiti, rubbish, debris and other hazards to persons using the same. Developer shall maintain and repair the New Digital Billboard digital display faces in accordance with all applicable laws, rules, ordinances and regulations of all federal, State, and local bodies and agencies having jurisdiction over the Site [unless those federal, State, and local bodies have an exception for a legal nonconforming use]. Such maintenance and repair shall include, but not be limited to, the following: (i) sweeping and trash removal related to the Project; (ii) replacement of any fixtures, equipment or property damaged by the Project to the extent required by this Agreement or applicable law; (iii) the ongoing maintenance by the Developer of any access points to the New Digital Billboard to minimize dust caused by the Project; and (iv) the repair, replacement and repainting of the New Digital Billboard structure and display faces as necessary to maintain such billboard in good condition and repair.

(b) Maintenance of the Site (where authorized pursuant to the Site Lease) in such a manner as to avoid the reasonable determination of a duly authorized official of the City that a public nuisance has been created by the absence of adequate maintenance of the New Digital Billboard digital display faces or structure such as to be detrimental to the public health, safety or general welfare or that such a condition of deterioration or disrepair causes appreciable harm or is materially detrimental to property or improvements within three hundred (300) feet of Site.

4. Other Rights of City. In the event of any violation or threatened violation of any of the provisions of this Exhibit "D," then in addition to, but not in lieu of, any of the rights or remedies the City may have to enforce the provisions of this Agreement, the City shall have the right, after complying with Section 5.3 of this Agreement, (i) to enforce the provisions hereof by undertaking any maintenance or repairs required by Developer under Paragraph 3 above (subject to the execution of a permit to enter in form reasonably acceptable to Owner) and charging Developer for any actual maintenance costs incurred in performing same, and (ii) to withhold or revoke in

the manner proscribed by law, after giving written notice of said violation, any building permits, occupancy permits, certificates of occupancy, business licenses and similar matters or approvals pertaining to the New Digital Billboard digital display faces.

5. No City Liability. The granting of a right of enforcement to the City does not create a mandatory duty on the part of the City to enforce any provision of this Agreement. The failure of the City to enforce this Agreement shall not give rise to a cause of action on the part of any person. No officer or employee of the City shall be personally liable to the Developer, its successors, transferees or assigns, for any default or breach by the City under this Agreement.

6. Conditions of Approval. The following additional conditions shall apply to the installation of the New Digital Billboard digital display faces and, where stated, on the Site, shall conform to all applicable provisions of the Code and the following conditions, in a manner subject to the approval of the Planning Manager or designee:

(a) A building permit will be required and structural calculations shall be prepared by a licensed civil engineer and approved by the City Building Official.

(b) The New Digital Billboard shall remain located on the Site as described in attached Exhibit A and as set forth herein and based on dimensions described in Section 1, above.

(c) The size of each digital display face of the New Digital Billboard shall not exceed a maximum area of 672 square feet with no extensions or borders.

(d) Plans and specifications for the proposed installation of the New Digital Billboard digital display faces, including all utility plans, shall be submitted to the City Planning and Building Departments for plan check and approval prior to the issuance of building permits.

(e) Prior to the approval of the final inspection, all applicable conditions of approval and all mandatory improvements shall be completed to the reasonable satisfaction of the City.

(f) Developer shall maintain the Site and use thereof in full compliance with all applicable codes, standards, policies and regulations imposed by the City, County, State or federal agencies by any duly and valid city, county or state ordinance with jurisdiction over the facilities, unless the Project is exempted as a legal nonconforming use.

(g) The Developer shall pay any and all applicable fees due to any public agency pertaining to the New Digital Billboard digital display faces prior to the final issuance of the building permits.

(h) The activities proposed in this Agreement shall be conducted completely upon the Site and shall not use or encroach on any public right-of-way.

(i) All graffiti shall be adequately and completely removed or painted over within 48 hours of notice to Developer of such graffiti being affixed on the New Digital Billboard.

(j) Developer shall comply with the standards as adopted by the Outdoor Advertising Association of America, Inc. (OAAA), including but not limited to, the 0.3 foot-candles limitation over ambient light levels at 250 feet, and ensuring additional flexibility in reducing such maximum light level standard given the lighting environment, the obligation to have automatic diming capabilities, as well as providing the City's Planning Manager or designee with a designated Developer employee's phone number and/or email address for emergencies or complaints that will be monitored 24 hours a day/7 days per week. Upon any reasonable complaint by the City's Planning Manager or designee, Developer shall perform a brightness measurement of the display using OAAA standards and provide City with the results of same within 15 days of the City's complaint. The City may also request a brightness measurement as a part of the review under Section 5.1. Developer shall dim the display to the appropriate setting immediately upon the conclusion of any such measurement concluding that the light standards were exceeded.

(k) In the event ten percent (10%) or more of either digital sign face of the New Digital Billboard is not operating correctly or in the event of a malfunction, Developer shall immediately turn the entire affected face off, or show a one hundred percent (100%) black image on the display until corrected. During such time, Developer may continue to operate the unaffected digital sign face.

(l) The interval between the change in digital content shall be a minimum of eight (8) seconds and the images shall change instantaneously, without special transitional effects.

EXHIBIT “D”

SCHEDULE OF PERFORMANCE (TO BE PROVIDED)

Attachment 1

Legal Description

PARCEL I: (PORTION OF APN: 6332-002-965) (Parcel E)

THOSE PORTIONS OF LOTS 109 AND 115 IN THE RANCHO LAGUNA, IN THE CITY OF BELL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED AS EXHIBIT "A" IN THE FINAL DECREE OF PARTITION AS CASE NO. B25296 IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 6387, PAGE 1 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF PARCEL 14 OF PARCEL MAP NO. 11282, FILED IN BOOK 120, PAGES 56 THROUGH 60 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID PONT BEING ON A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 501.34 FEET, A RADIAL LINE THROUGH SAID POINT BEARS SOUTH 17° 51' 36" WEST; THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 4° 25' 39" AN ARC DISTANCE OF 38.74 FEET TO A POINT ON THE NORTHEAST LINE OF THE 33 FOOT WIDE STRIP OF LAND DESCRIBED IN DEED TO CENTRAL MANUFACTURING DISTRICT, INC., RECORDED IN BOOK 7471, PAGE 45 OF OFFICIAL RECORDS; THENCE SOUTH 22° 17' 15" WEST 33.00 FEET TO THE TRUE POINT OF BEGINNING; SAID TRUE POINT OF BEGINNING BEING A POINT ON THE SOUTHWEST LINE OF SAID 33-FOOT WIDE STRIP, AND SAID POINT ALSO BEING THE BEGINNING OF A CONCENTRIC CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 468.34 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 3° 10' 35" AN ARC DISTANCE OF 25.96 FEET TO A POINT ON THE EASTERLY LINE OF THE LONG BEACH FREEWAY, STATE ROUTE 710, AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED JANUARY 24, 1957 IN BOOK 53458, PAGE 311 OF OFFICIAL RECORDS; THENCE SOUTH 0° 43' 26" WEST 111.19 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 720.00 FEET; THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 12° 56' 00" AN ARC DISTANCE OF 162.53 FEET; THENCE TANGENT TO SAID LAST CURVE, SOUTH 12° 12' 34" EAST, 226.85 FEET; THENCE SOUTH 26° 17' 36" EAST 658.27 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 1,910.00 FEET, A RADIAL LINE THROUGH SAID POINT BEARS NORTH 50° 55' 38" EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 7° 42' 48", AN ARC DISTANCE OF 257.13 FEET; THENCE NORTH 22° 17' 15" EAST 977.43 FEET TO POINT ON SAID SOUTHWEST LINE OF CENTRAL MANUFACTURING DISTRICT, INC.; THENCE NORTH 67° 42' 45" WEST ALONG SAID SOUTHWEST LINE 946.51 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPT ALL MINERALS, PETROLEUM, GASES AND OTHER HYDROCARBON SUBSTANCES EXISTING IN AND UNDER SAID LAND, WITHOUT THE RIGHT TO ENTER UPON OR USE THE SURFACE OF SAID LAND FOR THE EXTRACTION AND REMOVAL OF SUCH RESERVED SUBSTANCES, OR FOR ANY OTHER PURPOSE OR PURPOSES, AS RESERVED IN THE DEED RECORDED JULY 18, 1944 AS INSTRUMENT NO. 913, IN BOOK 21013, PAGE 131 OFFICIAL RECORDS.

PARCEL III: (PORTION OF APNS: 6332-002-965; 948 AND 949) (30 foot strip)

THOSE PORTIONS OF LOTS 109 & 115 IN THE RANCHO LAGUNA, IN THE CITY OF BELL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED AS EXHIBIT "A" IN THE FINAL DECREE OF PARTITION, AS CASE NO. B25296 IN THE SUPERIOR COURT OF THE STATE

OF CALIFORNIA, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 6387, PAGE 1 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING 30 FEET WIDE, THE CENTERLINE OF WHICH BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF PARCEL 14 OF PARCEL MAP NO. 11282, RECORDED IN BOOK 120, PAGES 56 THROUGH 60 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT BEING ON A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 501.34 FEET, A RADIAL LINE THROUGH SAID POINT BEARS SOUTH 17° 51' 36" WEST; THENCE EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 4° 25' 39", AN ARC LENGTH OF 38.74 FEET; THENCE RADIAL TO SAID CURVE, SOUTH 22° 17' 15" WEST, 33.00 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT 33.00 FOOT WIDE STRIP OF LAND DESCRIBED IN DEED TO CENTRAL MANUFACTURING DISTRICT, INC., RECORDED IN BOOK 7471, PAGE 45 OF OFFICIAL RECORDS; THENCE SOUTH 67° 42' 45" EAST ALONG SAID SOUTHERLY LINE 961.51 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 22° 17' 15" WEST 983.17 FEET, MORE OR LESS, TO A POINT ON THE EASTERLY LINE OF STATE ROUTE 710, AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED JANUARY 24, 1957 IN BOOK 53458 PAGE 311 OF OFFICIAL RECORDS.

THE SIDELINES OF SAID STRIP TO BE LENGTHENED OR SHORTENED TO TERMINATE AT THE SOUTHERLY LINE OF SAID 33 FOOT WIDE STRIP AND SAID EASTERLY LINE OF STATE ROUTE 710.

EXCEPT ALL MINERALS, PETROLEUM, GASES AND OTHER HYDROCARBON SUBSTANCES EXISTING IN AND UNDER SAID LAND, WITHOUT THE RIGHT TO ENTER UPON OR USE THE SURFACE OF SAID LAND FOR THE EXTRACTION AND REMOVAL OF SUCH RESERVED SUBSTANCES, OR FOR ANY OTHER PURPOSE OR PURPOSES, AS RESERVED IN THE DEED RECORDED JULY 18, 1944 AS INSTRUMENT NO. 913, IN BOOK 21013, PAGE 131 OFFICIAL RECORDS.

PARCEL V:

NON-EXCLUSIVE EASEMENTS FOR RIGHT OF WAY AND UTILITY, AS RESERVED IN THAT CERTAIN "QUITCLAIM DEED AND EASEMENTS", EXECUTED BY UNITED STATES OF AMERICA, AS GRANTOR DATED AS OF DECEMBER 15, 2006 AND RECORDED DECEMBER 18, 2006 AS INSTRUMENT NO. 06-2807198, OVER THOSE PORTIONS OF THE LAND DEPICTED AS "EASEMENT I" AND EASEMENT K", ATTACHED TO AND MADE A PART OF THE AFOREMENTIONED DOCUMENT.

ORDINANCE NO. XXXX

AN UNCODIFIED ORDINANCE OF THE CITY OF BELL CITY COUNCIL APPROVING DEVELOPMENT AGREEMENT NO. 2024-01_ BETWEEN THE CITY OF BELL AND NEW TRADITION OUTDOOR, LLC, TO DEVELOP AND CONSTRUCT A NEW, FREESTANDING 60-FOOT TALL, DOUBLE-SIDED DIGITAL BILLBOARD SIGN STRUCTURE LOCATED AT 5390 RICKENBACKER ROAD (APN: 6332-002-086) IN THE COMMERCIAL MANUFACTURING (PLANNED DEVELOPMENT) ZONE

WHEREAS, California Government Code Sections 65864 *et seq*. ("Development Agreement Law") and Sections 17.84.064 *et seq*. of the Bell Municipal Code ("BMC") authorize the City of Bell ("City") to enter into binding development agreements with persons having a legal or equitable interest in real property for the development of such property with outdoor advertising structures, for the purpose of strengthening the public planning process, encouraging private participation and comprehensive planning and identifying the economic costs of such development; and

WHEREAS, an application for a Development Agreement ("Agreement"), pursuant to Government Code Sections 65864 through 65869.5, was duly filed by the Applicant, New Tradition Outdoor, LLC ("New Tradition" or "Applicant"), with respect to the real property located at 5390 Rickenbacker Road (APN: 6332-002-086). The Applicant proposes to develop and construct a new, freestanding 60-foot tall, double-sided digital billboard sign structure (each display face measuring approximately 14' x 48'); and

WHEREAS, the Subject Property is zoned CM (Commercial Manufacturing). Pursuant to BMC Sections 17.84.064 *et seq*., the repair, replacement, or new installation of a digital billboard requires the approval of a Development Agreement with appropriate standards and public benefits to be negotiated with the City and complying with all other standards imposed by the BMC; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), this project qualifies for a categorical exemption under CEQA Guidelines Section 15311, (Class 11) "Accessory Structures," in that the project involves the installation of minor structures accessory to an existing commercial facility, including on-premise signs, and thereby is exempt from CEQA; and

WHEREAS, on September 4, 2024, the Planning Commission conducted a duly noticed public hearing, at which time they received input from staff and the Applicant; heard public testimony; discussed the Proposed Project; closed the public hearing; and, after discussion, approved Resolution No. _____ recommending that the City Council approve Development Agreement No. _____; and

WHEREAS, on [ENTER DATE], the project was scheduled before the City Council as a duly noticed public hearing, at which time they received input from staff and the Applicant; heard public testimony; discussed the Proposed Project; closed the public hearing; and, after discussion, conducted a first reading of this Ordinance approving Development Agreement No. _____; and

WHEREAS, all legal prerequisites to the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BELL, FINDS AND ORDAINS AS FOLLOWS:

SECTION 1. The City Council finds that the above recitals are true and correct and are incorporated herein by this reference.

SECTION 2. The City Council finds as follows:

Development Agreement Findings:

a. The Agreement is consistent with the provisions of the Development Agreement statutes at Government Code sections 65864 *et seq*.

b. The proposed digital billboard per the Agreement is consistent with the General Plan and CM Zoning designation.

c. The Agreement is in the best public interest of the City and its residents; this Agreement and the Proposed Project will achieve a number of City objectives including the facilitation of the orderly development and distribution of existing displays within the City, while allowing for the incorporation of modern technology into displays as part of the City's planned development.

d. The terms of the Agreement will not be detrimental to the public's health, safety, or general welfare.

e. The Agreement contains provision for annual review of New Tradition's compliance with its terms, is limited in duration for ten (10) years following final permit approvals unless duly extended following negotiations between the City and New Tradition Outdoor, LLC, and specifies the permitted use of the site related to the billboard and provisions for City access to the site when necessary.

f. The Agreement contains provision for removal of the billboard upon termination or earlier expiration of the Agreement.

g. The Agreement specifies the Processing Fee, Development Fee, Implementation Fee, and Alternative Fee, and Community Benefits.

h. Approval of the Agreement is exempt from the provisions of CEQA pursuant to Section 15311 of the CEQA Guidelines, as further described above.

SECTION 3. In light of the above findings and further testimony and documentation provided at the public hearing to consider approval of the project described in Development Agreement No. _____, the City Council hereby approves Development Agreement No. _____ and authorizes its execution and all actions necessary to comply with its terms.

SECTION 4. The Mayor, City Manager, and City Clerk or their designees, are authorized and directed to take such actions and execute such documents and certifications as may be necessary to implement and affect execution, recordation and enforcement of this Ordinance and the Development Agreement.

SECTION 5. Pursuant to Government Code Section 65868.5, the City Clerk of the City shall record a copy of said Development Agreement with the County Recorder within ten (10) days after the Mayor's signing of the Agreement.

SECTION 6. The Ordinance shall become effective thirty (30) days after the second reading approval date, or if a referendum petition is filed (a) and fails to qualify for an election, the date the City Clerk certifies the disqualification of the referendum petition, or (b) if an election is held regarding the ordinance approving this Agreement, the date the election results are declared approving the Ordinance.

SECTION 7. The City Clerk shall certify to the passage and adoption of this Ordinance and shall transmit copies of the same to the Applicant. The City Clerk shall publish the adopted Ordinance pursuant to California Government Code 36933 within fifteen (15) days of its adoption.

PASSED, APPROVED, AND ADOPTED on this this _____ day of _____ 2024.

_____
Ali Saleh, Mayor

ATTEST:

_____
Angela Bustamante, City Clerk

APPROVED AS TO FORM

_____
Dave Aleshire, City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, Angela Bustamante, City Clerk of the City of Bell, do hereby certify that Ordinance No. xxxx was duly introduced at a regular meeting of the City Council of the City of Bell, held on the _____ day of _____ 2024, and was duly adopted at a regular meeting of the City Council on the _____ day of _____ 2024, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Angela Bustamante, City Clerk

AGENDA ITEM 6D

d. Request for approval of a Conditional Use Permit and lease agreement to allow the construction and operation of a new 60-foot tall, double-sided digital billboard sign structure, with each signage area having dimensions of 48 feet wide by 14 feet tall. The freestanding digital billboard will be constructed on City-owned property located at 5400 Gage Avenue in the Manufacturing (M) zone.

Recommendation: *It is recommended that the Bell Planning Commission continue the public hearing to the October 2, 2024 Regular Planning Commission Meeting.*

MINUTES OF THE REGULAR MEETING OF THE BELL PLANNING COMMISSION

Wednesday, June 5, 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, June 5, 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/?Nav1D=101

1. **Chair Mesa called the meeting to order at 7:05 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: Commissioners Rodarte, Sleiman, Vallejo, Bedier and Chair Mesa

ABSENT: None

Staff Present: Community Development Director Manuel Acosta, Associate Planner Rodrigo Pelayo, Deputy City Attorney Alexis Hall and Planning Commission Secretary Marisa Craft.

3. **Pledge of Allegiance was led 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.

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 Planning Commission continue the public hearing to the Special Planning Commission meeting of June 25, 2024.*

7. Regular Session:

a. Consideration to Cancel the July 3, 2024 Regular Planning Commission Meeting and Schedule a Special Meeting June 25, 2024.

Recommendation: *It is recommended that the Planning Commission opt to cancel the July 3, 2024 Planning Commission meeting and schedule a special meeting on July 10, 2024 ~~June 25~~*

b. Approval of the minutes for the Planning Commission Meeting of May 1, 2024.

Recommendation: *It is recommended that the Planning Commission approve the minutes for the May 1, 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 canceled, and a Special Meeting is scheduled for Wednesday, June 25, 2024 at 7p.m.*

There being no further business before the Planning Commission, Chair Mesa adjourned the meeting at 8:33 p.m.