AGENDA

REGULAR MEETING OF THE BELL PLANNING COMMISSION

Wednesday, September 3, 2025 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 3, 2025. 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 Rihan Bedier
   Commissioner Rodrigo Rodarte
   Commissioner Ali Sleiman
   Vice-Chair Jessica Vallejo
   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 Site Plan Review (SPR 2025-10), Conditional Use Permit (CUP 2025-02), Tentative Tract Map (TTM 2025-01) and a Density Bonus request for a new residential townhome development with 54 units in 8 buildings, including 14 affordable units, and a shared common area that consists of usable open space and guest parking located at 5241 Florence Avenue.

***Recommendation**: Staff recommends that the Bell Planning Commission:*

1. Find that the project is exempt from the CEQA under Section 15183 (Consistency with a General Plan, Community Plan, or Zoning Ordinance for which an EIR was certified), make the required findings and requirements set forth in the BMC, and **approve the application for Site Plan Review (SPR 2025-10), Conditional Use Permit (CUP 2025-02), and recommend approval to City Council for the application for Tentative Tract Map (TTM 2025-01)** subject to the following proposed conditions of approval and/or other conditions that the Planning Commission may wish to impose.

2. And read by title only, waive further reading, and adopt Resolution 2025-06PC titled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING SITE PLAN REVIEW NO. SPR 2025-10, CONDITIONAL USE PERMIT NO. CUP 2025-02, TENTATIVE TRACT MAP NO. TTM 2025-01 AND A DENSITY BONUS REQUEST FOR A NEW RESIDENTIAL TOWNHOME DEVELOPMENT WITH 54 UNITS IN 8 BUILDINGS, INCLUDING 14 AFFORDABLE UNITS AND A SHARED COMMON AREA THAT CONSISTS OF USABLE OPEN SPACE LOCATED AT 5241 FLORENCE AVENUE, IN THE C3R (GENERAL COMMERCIAL & RESIDENTIAL) ZONE.

b. Zone Text Amendment (ZTA 2025-01) – Consideration of an Ordinance of the City of Bell, California, amending Chapter 17.08 (Definitions) and Code Sections 17.28.040(I) and 17.32.040(I) Regulating Storefront Security Bars and Gates

***Recommendation:** It is recommended that the Bell Planning Commission continue the public hearing to the next Regular Planning Commission Meeting on October 1, 2025.*

7. Regular Session:

a. Approval of the minutes for the Regular Planning Commission Meeting of August 6, 2025.

***Recommendation:** It is recommended that the Bell Planning Commission approve the minutes for August 6, 2025.*

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 October 1, 2025.*

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 29, 2025 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 3, 2025

TO: Honorable Chair and Planning Commission Members

FROM: Guillermo Arreola, Interim Director of Community Development

PREPARED BY: Jonathan Kwan, CSG Consultants Inc., Contract Planner

SUBJECT: Proposed 54-Unit Residential Townhome Development at 5241 Florence Avenue in the General Commercial and Residential (C-3R) Zone – Site Plan Review (SPR 2025-10), Conditional Use Permit (CUP 2025-02), Tentative Tract Map (TTM 2025-01) and Density Bonus

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PROJECT PROPOSAL / REQUEST:

Request for approval of a Site Plan Review (SPR 2025-10), Conditional Use Permit (CUP 2025-02), Tentative Tract Map (TTM 2025-01) and a Density Bonus request for a new residential townhome development with 54 units in 8 buildings, including 14 affordable units, and a shared common area that consists of usable open space and guest parking located at 5241 Florence Avenue.

BACKGROUND:

Project Overview

- General Plan Designation: Commercial
- Zoning: C-3R (General Commercial & Residential)
- Project Location: 5241 Florence Avenue
- Assessor's Parcel Number(s): 6327-034-906
- Site Characteristics: The project site measures approximately 2.41 acres and fronts Walker Avenue, Chanslor Avenue and Florence Avenue. The site can be accessed from Walker Avenue. River Drive crosses the southern portion of the site, running parallel to Florence Avenue, but is blocked from providing vehicular access. Additionally, a 20 foot wide and approximately 180 foot long road that spurs off of Chanslor Avenue is located to the north of the property and serves an existing multifamily that abuts the project site. The site was previously occupied by an automobile alternator repair operation and is now vacant. The project site is City-owned and is included in the City of Bell Housing Element Sites Inventory.
- Surroundings: Surrounding uses include open space, a water tank, residential and commercial uses. The project site abuts a water tank, Pritchard Field Park and a multifamily residential building to the north, multifamily to the east, an existing gas station and single family residence to the west and a mobile home park to the south.

- Project Description: The proposed project is to construct a new residential townhome development that would include 54 units in eight (8) buildings, including 14 affordable units, and a shared common area that consists of usable open space. Tentative Tract Map No. 84699 is requested to subdivide the property for condominium purposes. A Density Bonus is requested with the following waivers:

    - BMC section 17.28.040.B(1)(a), Front Yard Setback: Minimum 20 feet required from eastern property line, 8 feet 10 inches proposed.
    - BMC section 17.28.040.B(1)(a), Front Yard Setback: Minimum 20 feet required from western property line, 13 feet proposed.
    - 17.28.040.B(2)(a), Side Yard Setback: Minimum 10 feet required from northern property line, 5 feet-4 inches proposed.

- Applicant: Nick Patterson, City Ventures Homebuilding, LLC

- Authorization:

  Site Plan Review: Pursuant to the City of Bell Municipal Code (BMC) Section 17.92.040(C)(1), Site Plan Review shall be reviewed by the Planning Commission in the following circumstances: (a) when exceeding the Community Development Director's review threshold; or (b) when an application is forwarded by the Director in his or her discretion.

  Conditional Use Permit (CUP): Pursuant to the BMC Section 17.96.120, CUP applications shall be reviewed and adopted by the Planning Commission.

  Tentative Tract Map: Pursuant to the BMC Section 16.04.040, the City of Bell Planning Commission is the advisory agency that will report its findings and recommendations on the subdivision to City Council.

  Density Bonus Request: Pursuant to the BMC Section 17.62.030(C), applications for a density bonus, incentive, or concession will be considered by the Planning Commission.

- Required Findings for a Site Plan Review: Pursuant to BMC Section 17.92.040(C)(3), a Site Plan Review may be approved only if all of the following findings are made:

  a. That the site plan is consistent with the goals and polices embodied in the General Plan and other applicable plans and policies adopted by the council; and

  b. That the proposed development is in accordance with the purposes and objectives of this article and the zone in which the site is located; and

  c. That the proposed development's site plan and its design features, including, but not limited to, architecture and landscaping, will integrate harmoniously and enhance the character and design of the site, the immediate neighborhood, and the surrounding areas of the city; and

  d. That the proposed development will improve the community appearance by preventing extremes of dissimilarity or monotony in new construction or in alterations of facilities; and

e. That the site plan and design considerations shall not be detrimental to the public health, safety, and general welfare.

- Required Findings for a Conditional Use Permit: Pursuant to BMC Section 17.96.040, a Conditional Use Permit may be granted if the Applicant shows:

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

  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; 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.

- Findings for a Subdivision: The City lacks formal findings for the approval of a subdivision. Therefore, the City is referring to Government Code Section 66474 (Subdivision Map Act) which includes required denial findings. Pursuant to the Subdivision Map Act (Gov't Code Section 66474), the City shall deny approval of a tentative map if it makes any of the following findings:

  a. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.

  b. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

  c. That the site is not physically suitable for the type of development.

  d. That the site is not physically suitable for the proposed density of development.

  e. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

  f. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

  g. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established

by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

SB 330 (Housing Crisis Act of 2019)

The Housing Crisis Act of 2019 (SB 330) was signed into law on October 9, 2019, and took effect on January 1, 2020. The legislation aims to increase residential development, protect existing housing inventory, and streamline the permit process. SB 330 requires cities to implement a preliminary application process that locks in development standards, fees, and regulations at the time a complete application is submitted. This prevents cities from applying new ordinances or policies to the project after that point. Additionally, SB 330 limits the number of public hearings for qualifying housing projects to five (5), provided the project complies with objective standards in the general plan and zoning code.

On July 25, 2025, the City Planning Division deemed the application submittal complete, and did not apply any new standards and fee requirements. The project was noticed and included in the Agenda for the August 6, 2025 Planning Commission hearing and the item was continued to September 3, 2025. The Planning Commission hearing is the first hearing for the project. A subsequent City Council hearing will be scheduled for the approval of the Final Map.

ANALYSIS:

The proposed project is a new 54-unit residential town home development, including 14 low-income units, and landscaping that includes a usable open space area. Site Plan review is required for the development of the proposed project and a Conditional Use Permit is required for residential uses on a lot zoned C-3R. A density bonus is requested to waive the front yard setback required on the eastern and western frontages and the side yard setback required from the northern property line. The request for a Tentative Tract Map for Tentative Map No. 84699 is for condominium purposes. The architectural plans, landscape plans, and tentative map are attached as Attachments 2-4, respectively.

The proposed development includes eight (8) buildings, with four (4) separate floor plans, ranging from 1,460 to 1,748 gross square feet. Each unit includes three (3) bedrooms, three (3) bathrooms, and a two-car garage. Six (6) of the 54 units feature alternate accessible floor plans for accessible accommodation. Additionally, affordable units are dispersed throughout the development and are located in Buildings 1, 2, 5, 7, and 8.

Each unit is designed with private open space, including a private upper floor deck averaging 130 square feet and a ground-floor patio averaging 63 square feet. In addition, the proposed project provides a total of 12,315 square feet of common open space. Site circulation includes proposed roadways that would provide vehicular access through the property between Walker Avenue and Chanslor Avenue. 17 guest parking spaces are proposed by the western entrance off Walker Avenue. The proposed common area is highlighted by usable open spaces and amenities, such as an event lawn with outdoor games and activities, a shaded picnic area, and a fully landscaped walkable paseo for future residents. A summary of the development standards are provided in the table below.

Table 1: Site and Building Development Standards			
Criteria	**Requirement**	**Proposed**	**Compliance**
Density	30 dwelling units per acre maximum	22.41 dwelling units per acre with density bonus	Yes
Front yard Setback	20’	8’-10” from Walker Ave 13’ from Chanslor Ave	Yes, with State Density Bonus Waiver
Side yard Setback	10’	5’-4” from northern property line 12’-3” from Florence Ave	Yes, with State Density Bonus Waiver
Height	70’	36’-4”	Yes
Landscaping and Open Space	No Requirement	12,315 sf common open space 10,416 sf private open space	No Requirement

The proposed project would comply with all required site development standards with the requested waivers to the front yard and side yard setback requirements through the State Density Bonus law. The existing site is vacant, and the proposed project is subject to all development impact fees. The proposed project plans have been reviewed by the Building Department, Public Works Department, and Fire District. The project has been conditioned to comply with all the requirements of the various departments.

Building and Site Design

The proposed buildings are designed with a Spanish-Mediterranean influence, featuring stucco walls, large windows, iron and faux wood accents, and a tile roof. The designs include two (2) separate color schemes, one (1) with taupe and cream tones and the other utilizing a palette of white and grey. The proposed design includes a pitched roof, building projections, balconies and patios, and accent landscaping to break up the mass of the buildings and enhance visual interest. Parapet walls are also incorporated to screen roof-mounted mechanical equipment from public view. Overall, the exterior design is consistent with both recent and anticipated development within the City and contributes to a cohesive and visually appealing built environment.

The proposed site improvements include new internal roads and sidewalks, exterior lighting, and landscaping. The majority of the proposed landscaping is located on the perimeter of the site to soften the view of the project from the street and improve the overall aesthetic of the site. The project includes 79 trees throughout the project site with the majority proposed along the perimeter of the property. Each unit will have individual trash cans with space to store them within individual garages, removing the need for a trash enclosure on site. Proposed lighting includes pathway lighting by each unit and the common open space area, tree up lights by more prominent trees as well as five (5) streetlights along the proposed interior road. Lighting is required to point downwards to minimize light pollution.

No signage is proposed at this time. Any future signage is required to comply with the Bell Municipal Code and a building permit prior to construction.

Compatibility

The proposed project is a townhome development and is consistent with the single-family and multifamily residential uses surrounding the project site. While the project is denser than the surrounding residential uses, the project includes 14 income-restricted units and qualifies for the State Density Bonus and complies with the provisions of SB 330. Architecturally, the proposed design is consistent with the style of the commercial developments along Florence Avenue such as the Popeyes and La Rosca Market to the west.

The existing water tank to the north is a prominent feature that can negatively impact the overall aesthetic of the site. Given the site constraints, the site cannot incorporate a landscape strip along the northern property line to support large trees for additional screening. As a condition of approval, the Developer shall coordinate with the City to support beautification efforts related to the water tank such as painting the water tank to improve the general aesthetic from Florence Avenue as well as the view for future residents. In addition, a gate is proposed on the side of the property to permit direct access to the proposed Pritchard Park. As a condition of approval, the Applicant shall work with the City to ensure that the gate is secure and accessible by residents.

Overall, the proposed building design, colors and materials are consistent with the goals and policies of the General Plan. The proposed buildings and new landscaping will enhance the overall appearance of the site and immediate vicinity. The project site includes three (3) transformers, one of which is located along Florence Avenue. Conditions of approval have been added to maintain the landscaping on site and take measures to screen utilities from the public right of way as much as feasibly possible. For example, a condition to vinyl wrap the utility boxes with a design that mimics landscaping has been added to further minimize the visual impacts of the utilities.

Circulation

The project site fronts Florence Avenue to the south, Walker Avenue to the west and Chanslor Avenue to the east. The site can be accessed from full access driveways off both Walker Avenue and Chanslor Avenue. The two (2) driveways are connected through an internal roadway that provides access to the proposed town homes. A traffic impact analysis (TIA) submitted with the application (Attachment 5) analyzes the proposed project and four (4) intersections, including access to the site, based on the Los Angeles County Transportation Impact Analysis Guidelines. The TIA concludes that all intersections analyzed would operate at an acceptable level of service with the proposed project and there would be no impacts related to ingress and egress to the site with the projected levels of traffic. Given the proposed project's minimal impact, no mitigation is proposed or required. The TIA was reviewed and accepted by the City's traffic engineer.

The City adopted the Los Angeles County thresholds for significance for determining impacts related to vehicle miles traveled (VMT). Per the Los Angeles County TIA Guidelines, a project can be exempted from a VMT analysis if it is located in a Transit Priority Area (TPA). A TPA is the area within a ½ mile radius of an existing or planned major transit stop or an existing stop along a high-quality transit corridor. Metro bus line 111 runs along the project site on Florence Avenue. The project site is located within a TPA and is therefore exempt from a VMT analysis.

Parking

Pursuant to the BMC Section 17.76.020(7)(b), residential uses require two (2) parking spaces for each dwelling unit and one (1) guest parking space is required for every three (3) dwelling units. Separately, the State Density Bonus Law requires parking per unit based on the number of bedrooms per unit as shown in Table 2 below. The proposed project includes 54 units and

requires a total of 126 parking spaces (108 parking spaces for the individual units and 18 guest parking spaces) under the BMC. The proposed project includes a total of 125 parking spaces, two (2) enclosed parking spaces in each of the 54 garages, and 17 unenclosed guest parking spaces and is short one (1) guest parking space. However, the Applicant requests the use of the State Density Bonus Law parking provisions which do not require any guest parking. As a condition of approval, the guest parking spaces shall be marked with paint or signage to identify the parking spaces as guest parking. Further parking regulations such as limits on overnight parking or parking permits shall be included in the Covenants, Conditions, and Restrictions (CC&Rs).

Table 2: Parking

Code	Requirement	Proposed	Compliance?
BMC Section 17.76.020(7)(b)	• 2 spaces per unit • 1 guest space per 3 units • 108 resident spaces • 18 guest spaces • 126 Total spaces	108 resident spaces & 17 guest spaces = 125 total spaces	No
State Density Bonus Law	• 1.5 space per 2-bed unit • 1.5 spaces per 3-bed unit • 2.5 spaces per 4-bed unit • No guest parking required • 81 resident spaces • 0 guest spaces • 81 total Spaces		Yes

As a condition of approval, a photo voltaic system shall be installed for each individual unit. Each individual garage shall be EV ready, meaning that it would have the infrastructure to easily install and use EV charging equipment. This typically consists of a minimum one-inch conduit and junction box for EV charging would be provided within the garage.

Subdivision

Tentative Map No. 84699 proposes to subdivide the existing parcel for condominium purposes to allow for individual ownership of the proposed townhomes and for common areas to be established for vehicular and pedestrian circulation, guest parking, and open space areas. A homeowner's association (HOA) would be established for ongoing maintenance of the common area. The tentative map request proposes to abandon multiple existing easements on the property and maintain an easement for public service and incidental purposes on the southern portion of the parcel, where the proposed shared open space is located. The tentative map request also proposes to establish easements for ingress and egress for the proposed vehicular roadways and an easement for public streets and public utility purposes on Walker Avenue along the western property line.

Pursuant to BMC section 16.04.060, a subdivision, lot split, or land division cannot be approved unless the project includes, or is conditioned to include, all necessary infrastructure to serve the new lots. This includes adequate systems for water supply, sewage, storm drainage, streets or alleys, utilities (like gas, electricity, and phone), and any other public improvements needed to provide essential services.

Pursuant to BMC section 16.04.080, prior to approval of a subdivision, lot split, or land division, the subdivider is required to dedicate, or offer to dedicate, any necessary land within the project boundaries for streets, alleys, drainage, sewage, utility easements, and other public facilities needed to serve the new lots. This also includes any access or abutter's rights the City deems necessary.

Conditions of approval are recommended to provide CC&Rs to the City for approval and address infrastructure and required dedications. As conditioned, the proposed subdivision is consistent with the site's General Plan land use designation and the Bell Municipal Code.

Site Clean Up

The Project Site is identified in EnviroStor database with a clean-up status of "Inactive – Needs Evaluation as of 12/12/2022". Before the City purchased the project site, the property was occupied by an automobile alternator repair use for approximately 24 years, up until April 2005. It was reported that tetrachloroethene (PCE) and trichloroethene (TCE) concentrations were detected in a water sample from a production well located on adjacent property. A Phase II Environmental Sites Analysis dated July 1, 2024 conducted by Stantec that included soil vapor and groundwater sampling, found no detections of PCE or TCE below the property. Stantec concluded in the Phase II ESA that the former automobile alternator repair use was not the source of the PCE and TCE detected on the adjacent property and further, no contamination was detected that would be a concern to the residential development to the Subject Property. As a condition of approval, the Developer shall continue to coordinate with all agencies regarding the cleanup status of the site. The Developer shall submit documentation regarding the resolution of the site cleanup prior to issuance of a Grading Permit.

Density Bonus Request

Pursuant to BMC section 17.62.010, the City will comply with the requirements of Government Code sections 65915–65918 when an Applicant seeks a density bonus, incentive, or concession for a housing development. Government Code Section 65915–65918 (Density Bonus Law) is a state mandate that grants qualifying housing developments the right to additional dwelling units beyond the City's maximum density limits, along with other benefits. Its primary purpose is to encourage the production of affordable housing and to support the goals and policies of the City's Housing Element. In accordance with state law, the program also allows for concessions or incentives that exceed the limits of the City's Land Use Element when affordable housing is included in the project. Bell Municipal Code Section 17.62.050 requires that the affordable units be built concurrently and designed similarly as the other units in the development as well as dispersed throughout the development. As proposed, the proposed development complies with these requirements.

Pursuant to BMC section 17.62.040, as a condition for the approval of a density bonus and additional incentive or incentives, the Applicant shall agree to enter into a density bonus agreement with the City in a form approved by the City Attorney and consistent with the requirements of Government Code Section 65915 and other applicable state law. The City Manager is authorized to execute the density bonus agreement on behalf of the City. The executed density bonus agreement shall be recorded on the parcel or parcels designated for the construction of qualifying units or donated for the purpose of constructing qualifying units. The approval and recordation shall occur prior to final map approval or, where a map is not being processed, prior to the issuance of building permits for the parcels or units. The density bonus agreement shall be binding upon all future owners and successors in interest.

Waiver Request

The Applicant proposes to restrict 14 of the 54 units to low-income households and is therefore eligible for unlimited development standard waivers as long as each waiver is necessary to physically accommodate the units. The Applicant is requesting the following waivers:

- BMC section 17.28.040.B(1)(a), Front Yard Setback: Minimum: 20 feet required from eastern property line Proposed: 8 feet-10 inches.
- BMC section 17.28.040.B(1)(a), Front Yard Setback: Minimum: 20 feet required from western property line, Proposed: 13 feet.
- 17.28.040.B(2)(a), Side Yard Setback: Minimum: 10 feet required from northern property line, Proposed: 5 feet-4 inches.

Parking Provisions

The Applicant is requesting to use the State Density Bonus Law parking standards to deviate from the requirement of providing 18 on-site guest spaces. As discussed previously, 17 are proposed.

No Net Loss

Government Code Section 65863 (No Net Loss Law) ensures development opportunities remain available throughout a housing cycle to accommodate a jurisdiction's regional housing need allocation (RHNA). In the case that a development is proposed on a housing site with a lower density than what was assumed in the Housing Element sites inventory, a jurisdiction must make written findings or identify additional site capacity. The City of Bell Housing Element Sites Inventory identifies that the project site has the capacity for 112 units on the property (28 lower-income units, 17 moderate-income units and 67 above moderate-income units). The proposed project includes 54 units (14 lower-income units and 40 above moderate-income units), resulting in a deficit of 14 lower-income units, 17 moderate-income units, and 27 above moderate-income units.

The City of Bell Housing Element identifies that the City's RHNA for the current housing cycle is 229 units. The City of Bell has issued approximately building permits for 62 housing units since the beginning of the housing cycle. Many of these units are ADUs and are considered affordable housing due to the cost of rent. The table below summarizes the building permits issued for housing units as of June 10, 2025, anticipated projects in 2025, the proposed project, and the remaining RHNA to date:

Remaining RHNA				
	Lower-income	Moderate-Income	Above Moderate-Income	Total
RHNA	67	29	133	229
Year	2021-2024 Building Permits Issued			
2021	2	0	2	4
2022	12	3	2	17
2023	11	7	5	23
2024	3	0	1	4
2025 Progress				
Building Permits Issued	11	0	3	14
Anticipated Projects	13	0	6	19
Project name	Proposed Project RHNA			

5241 Florence Avenue	14	0	40	54
Current Progress	**66**	**10**	**59**	**136**
Remaining RHNA	**1**	**19**	**74**	**94**

The Housing Element Sites Inventory assumed that 17 lower income and seven (7) above moderate income ADUs would be developed during the 6th Housing Cycle. Between January 2022 and June 2025, building permits have been issued for 58 ADUs. The City is anticipating that ADUs will continue to develop at a similar rate based on the number of applications received and building permits issued for ADUs in 2025. The table below summarizes the remaining capacity in the Sites Inventory without the proposed project site and the projected ADUs:

Remaining Capacity				
	Lower	**Moderate**	**Above Moderate**	**Total**
4738 Florence Avenue	8	4	18	30
4375 Gage Avenue/ 6303-6317 Pine Avenue	9	0	27	36
6020 & 6030 Atlantic Avenue	4	3	9	16
6200/6216/6230 Atlantic Avenue	0	6	19	25
6240 Atlantic Avenue	0	2	7	9
4570 Gage Avenue	44	0	0	44
Remaining Capacity	**65**	**15**	**80**	**160**

The table below summarizes the remaining capacity compared to the remaining RHNA:

Affordable Housing Capacity Analysis				
	Lower	**Moderate**	**Above Moderate**	**Total**
Remaining Capacity	65	15	80	160
Remaining RHNA	1	19	74	94
No Net Loss Calculation	-64	4	-6	-66

As shown in the table above, the City will have a deficit of four (4) Moderate Income units. Per the No Net Loss Law, the City has 180 days from the approval of this project to identify, or rezone, "sufficient additional, adequate, and available sites" to accommodate the four Moderate Income units. A condition of approval has been added to this effect. The City is interested in the redevelopment of additional City-owned properties that are not included in the Housing Element Sites Inventory such as 4874 Gage Avenue (APN:6327-002-901 & 6327-002-900) that may provide adequate capacity to meet the RHNA. The site is 9.35 acre site currently occupied with a 122-space Mobile Home Park. The site split-zoned C-3R and R-3 which permits multifamily residential up to 30 dwelling units per acre. The City is considering a concept that would permit a 190-unit development that would include income-restricted units.

As conditioned, the City of Bell will have adequate capacity to accommodate the RHNA for all income levels with the proposed project approved at a lower density.

Site Plan Review Analysis

The proposed project requests for Site Plan Review for a proposed townhome development with 54 town homes and the redevelopment of the project site to include new internal roads and open

space. Pursuant to BMC Section 17.92.040(C)(3), the Planning Commission approves a Site Plan Review if all of the following findings are made:

A. **The site plan is consistent with the goals and policies embodied in the general plan and other applicable plans and policies adopted by the council.** The General Plan Land Use designation of the subject site is Commercial. Residential uses are permitted with the approval of a Conditional Use Permit. The proposed development will be consistent with the established goals and objectives of the Land Use and Sustainability Element.

   Land Use and Sustainability Element Policy 18 is to provide a "…range of residential land uses (single-family, multiple-family, etc.) to accommodate existing and future housing needs…" The proposed project is consistent with Land Use and Sustainability Element Policy 18 because it will develop a vacant lot with a residential townhome development, affordable housing, site improvements and landscaping, and enhance the overall aesthetics.

B. **The proposed development is in accordance with the purposes and objectives of this article and the zone in which the site is located.** The proposed residential use is permitted with a Conditional Use Permit in the C-3R zoning district. As conditioned, and with a Density Bonus, the proposed project complies with all C-3R Zone standards of Chapter 17.28 of the BMC.

C. **The proposed development's site plan and its design features, including, but not limited to, architecture and landscaping, will integrate harmoniously and enhance the character and design of the site, the immediate neighborhood, and the surrounding areas of the city.** With the recommended conditions, the project will consist of a new residential townhome development that is designed to be cohesive with the surrounding areas. The proposed project will also enhance the exterior appearance of the property. The proposed improvements will be similar and compatible with existing surrounding uses as well as new development in the City. Therefore, it will not adversely impact the subject site or surrounding area. The proposed use is a desired use that is compatible with the existing surrounding uses.

D. **The proposed development will improve the community appearance by preventing extremes of dissimilarity or monotony in new construction or in alterations of facilities.** As conditioned, the project will develop a vacant parcel with a new residential townhome project that includes affordable housing, and include new internal roads and landscaping. In addition, the proposed project would screen an existing water tank from Florence Avenue. The proposed improvements will be compatible with existing surrounding uses, and therefore will not adversely impact the subject site or surrounding area.

E. **The site plan and design considerations shall not be detrimental to the public health, safety, and general welfare.** The site is suitable for the proposed use given that the majority of surrounding uses are residential. The proposed project would improve a vacant lot with a new residential development and landscaping, enhancing the appearance of the neighboring area. The subject site will have sufficient off-street parking for the proposed use and the traffic and noise studies submitted with the application conclude that the project will not result in a significant impact. Therefore, it is expected that the proposed development will not be detrimental to the public health, safety, or welfare of the city.

Conditional Use Permit Analysis

The proposed project requests a Conditional Use Permit for a 54-unit residential townhome development. Pursuant to BMC Section 17.96.040, the Planning Commission may grant a Conditional Use Permit 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 project site is an approximately 2.41-acre, predominately rectangular parcel with generally flat topography. The proposed project is a 54-unit townhome project with new landscaping, internal roadways and landscaping. The Applicant is requesting a density bonus to waive certain development standards that would make the project infeasible and the project site is large enough to accommodate the proposed use. The proposed site design includes a large landscape buffer along Florence Avenue and complies with the City's landscaping requirements. The site plan is well designed and as conditioned, meets all applicable development standards and is adequate for the proposed use.

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 project site has three street frontages on Florence Avenue, Walker Avenue and Chanslor Avenue. The project site would be accessed from Walker Avenue and Chanslor Avenue, which are considered as a collector street and local street, respectively, in the City's General Plan Mobility Element. While the site abuts Florence Avenue, a major roadway, no access will be granted from the street, to minimize disruptions to traffic flow. Existing sidewalks provide adequate pedestrian access on all frontages and Metro Line 111 stops approximately 150 feet away from the project site, across Walker Avenue, providing an option for alternative transportation.

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.** The proposed project includes eight (8) buildings with a total of 54 townhomes. All proposed structures are of high-quality design, using a mix of materials in a Spanish Mediterranean style. As discussed above, the proposed project is architecturally compatible with the surrounding uses and the recent development in the City.

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 majority of surrounding properties consist of residential uses. Non-residential uses include a gas station to the east and a water tank and proposed park to the north. The proposed use is residential townhome development that is compatible with the residential uses and other all surrounding existing uses. The project includes a two-car garage for each unit and additional guest parking spaces, allowing for onsite parking. Therefore, the proposed use is compatible with the existing and prospective uses in the immediate vicinity of the site.

E. **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 Project site is not within a specific plan area. According to the City's General Plan Land Use and Sustainability Element the subject property land use designation is commercial which permits mixed use developments with a residential density of up to 30 dwelling units per acre. The project site is designated as a housing opportunity site in the City of Bell 2021-2029 Housing Element. The Housing Element Sites Inventory identifies the site to have the capacity for 112

units on the property (28 lower-income units, 17 moderate-income units and 67 above moderate-income units) and the proposed project includes 54 units (14 lower-income units and 40 above moderate-income units). While the proposed project would result in a deficit of 14 lower-income units, 17 moderate-income units, and 27 above moderate-income units, the City of Bell has conducted an analysis that shows that the City will continue to meet the RHNA. In addition, the residential townhome project does not conflict with the established goals and objectives of the Land Use Element. The proposed use allows for a mix of residential land uses to accommodate a variety of housing types near Florence Avenue. Therefore, the proposed project is consistent with the City's General Plan.

Tentative Tract Map

Pursuant to the Subdivision Map Act (Gov't Code Section 66474), the City makes the following findings in support of approval of the proposed tentative map:

A. That the proposed map is consistent with applicable general and specific plans as specified in Section 65451. The proposed map is for condominium purposes to allow the individual sale and ownership of proposed Townhomes. General Plan Land Use designation is Commercial which permits residential uses with the approval of a Conditional Use Permit. Additionally, the site is a candidate site for housing development per the City of Bell Housing Element Update. Therefore, the proposed map is consistent with the General Plan.

B. That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans. As noted above, the proposed project and design meet all applicable standards and are consistent with the General Plan.

C. That the site is physically suitable for the type of development. The project site is a 2.41 acre lot that is generally flat, currently vacant, and surrounded by a mix of residential and commercial uses. The site can accommodate all of the proposed improvements including the private roadway for access. Therefore, the site is physically suitable for the proposed development.

D. That the site is physically suitable for the proposed density of development. The General Plan Land Use designation permits up to 30 dwelling units per acre and State law permits increased densities for projects that include affordable housing. The project is proposed at 22.41 dwelling units per acre and therefore the site is suitable for the proposed development.

E. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The project site is surrounded by development and was developed in the past. There is no known significant fish or wildlife, or habitat located on the property. In addition, the proposed project is exempt from CEQA under section 15183 (Consistency with a General Plan, Community Plan, or Zoning Ordinance for which an EIR was certified), and therefore is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

F. That the design of the subdivision or type of improvements will not cause serious public health problems. The proposed subdivision and associated improvements comply with all applicable provisions of the Bell Municipal Code and Subdivision Map Act with the exception of the waivers and parking requirements which are permitted through the State Density Bonus Law. The proposed improvements improve circulation for emergency vehicles

and develop a vacant property along one of the City's main thoroughfares. The project has been reviewed by and will comply with all standards and requirements of the Building Department, Public Works Department and LA County Fire District. Therefore, the proposed design of the subdivision and its associated improvements is not likely to cause serious public health problems.

G. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision. The proposed project and design of the subdivision will not conflict with any easements or impact access to the site. Easements that are no longer in use are proposed to be abandoned. The proposed project would include easements to grant through access for emergency vehicles which is not possible on the existing property. Additionally, the proposed project would not impact existing utility easements on site and all proposed development is located outside of existing and proposed easements.

No Net Loss

Pursuant to subdivision (b)(2) of Government Code Section 65863, if the City allows development of any parcel with fewer units by income category than identified in the Housing Element Sites Inventory for that parcel, the City is required to make a written finding supported by substantial evidence as to whether remaining sites identified in the Housing Element are adequate to meet the requirements of Government Code Section 65863.2 and to accommodate the City's regional housing need allocation (RHNA) at each income level.

The project site is identified in the City's Housing Element as a site with the estimated capacity to accommodate 112 units, consisting of 28 lower income units, 17 moderate income units, and 67 above moderate income units. The project proposes a total of 54 units for the site, consisting of 14 lower income units and 40 above moderate income units. As a result, the proposed project would result in a deficit of 14 lower-income units, 17 moderate-income units, and 27 above moderate-income units.

The City's RHNA for the 2021-2029 Housing Cycle is 229 units for all income levels, consisting of 67 lower-income units, 29 moderate-income units, and 133 above moderate-income units. As of June 10, 2025, the City has issued building permits for 62 units, including 39 lower income units, 10 moderate income units, and 13 above moderate income units. Many of the units are ADUs and are considered affordable housing due to the cost of rent. When including the proposed project, the City's remaining unmet RHNA is 93 units, including 19 moderate income units and 74 above moderate income units.

The Housing Element identifies sites to meet the City's 2021-2029 RHNA. The remaining capacity of the sites consists of 160 units, including 65 lower income units, 15 moderate income units, and 80 above moderate income units. With the proposed project, the City's building permits issued since the beginning of the 2021-2029 housing cycle, and the remaining capacity in the sites inventory, the City will have a deficit of four (4) moderate income units. A condition of approval has been added to require the City to identify, or rezone, "sufficient additional, adequate, and

available sites" to accommodate the RHNA within 180 days of the approval of the project. As conditioned, the City will have the capacity to accommodate the RHNA.

CONCLUSION

Based on the above analysis, the staff has determined that with the recommended conditions of approval and Density Bonus provisions, the proposed project complies with the BMC, and all the required findings in support of a Site Plan Review, Conditional Use Permit, and Tentative Tract Map can be made.

ENVIRONMENTAL ANALYSIS:

Staff has reviewed the project application and determined that, in accordance with the California Environmental Quality Act (CEQA), this project is exempt from CEQA pursuant to CEQA Guidelines Section 15183 (Consistency with a General Plan, Community Plan, or Zoning Ordinance for which an EIR was certified). A Section 15183 Consistency Checklist (Attachment 6) was prepared by the Applicant to evaluate whether the proposed project meets the criteria identified in the CEQA Guidelines Section 15183. The City has peer reviewed and accepted the Section 15183 Consistency Checklist. Pursuant to Section 15183, the proposed project is consistent with the development density established by the existing zoning and General Plan (i.e., the City of Bell General Plan) for which an Environmental Impact Report (EIR) was prepared (City of Bell General 2030 Comprehensive General Plan Update & Bicycle Master Plan EIR, State Clearing House No. 2017121022), and there are no project-specific significant effects which are peculiar to the project or its site.

COMMENTS FROM OTHER DEPARTMENTS

Staff routed the project for comments to several City Departments including the Public Works, Engineering, Code Enforcement, as well as the Building & Safety Division. The departments provided comments that will be incorporated as conditions of approval if the project is approved.

PUBLIC COMMENT

The public hearing notice for the August 6, 2025 Planning Commission meeting, was published in Press Telegram on July 25, 2025, and the Community Development Department mailed a notice of public hearing to property owners within 300 feet of the project site, inclusive of the project itself. On August 6, 2025, the project was continued to a date certain of September 3, 2025. The public hearing was noticed as required by law.

One public comment letter was received via e-mail since the public notice was published. The letter was written in Spanish and was translated to English using ChatGPT. Both the letter and the translation are attached as Attachment 7. The letter identified safety and traffic concerns due to the proposed project's proximity to the 710 Freeway on-ramp and off-ramp. Staff clarified via e-mail that the access to the project site cannot be accessed from Florence Avenue and the intersection of Florence Avenue and Walker Avenue is signalized which requires vehicular traffic to slow down or stop before turning onto Walker Avenue and ultimately accessing the project site.

Any other comments received after the completion of the staff report will be provided to the Planning Commission via email.

RECOMMENDATION

Based on the evidence presented, Staff recommends that the Planning Commission find that the project is exempt from the CEQA under Section 15183 (Consistency with a General Plan, Community Plan, or Zoning Ordinance for which an EIR was certified), make the required findings and requirements set forth in the BMC, and **approve the application for Site Plan Review (SPR 2025-10), Conditional Use Permit (CUP 2025-02), and recommend approval to City Council for the application for Tentative Tract Map (TTM 2025-01)** subject to the following proposed conditions of approval and/or other conditions that the Planning Commission may wish to impose.

CONDITIONS OF APPROVAL:

Planning Division

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

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

3. All architectural detailing, including building materials, lighting, colors, façade improvements, finishes, and other details, shall be consistent with the submitted plans as approved by the Planning Commission.

4. 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.

5. 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.

6. The project shall comply with the waste hauler's requirements to ensure the necessary services are provided to the subject site. Plans shall be submitted for review and approval of the City's waste-hauling services provider (Republic Services). Republic Services may be

contacted at 12949 Telegraph Rd., Santa Fe Springs, CA 90670, or via phone at (800) 299-4898.

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

8. The Site Plan Review approval shall expire if building permits are not issued within one (1) year from the date of approval, unless an extension has been granted by the Planning Commission. The Applicant must file for an extension with the Planning Department at least 45 days prior to permit expiration.

9. All existing and/or proposed mechanical equipment and appurtenances, including electrical conduits, rain gutters, downspouts, vents, 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 and shall be installed prior to issuance of the Certificate of Occupancy.

10. 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.

11. 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.

12. No outside storage shall be permitted.

13. All required on-site parking spaces comply with the minimum dimensions as set forth within the BMC prior to issuance of the Certificate of Occupancy.

14. All individual garages shall include a minimum of one EV Ready parking space.

15. A photo voltaic system shall be installed for each individual unit subject to the approval of the Planning Division.

16. A landscape plan design stamped by a licensed landscape architect shall be provided for the entire property, showing the planter design, schedule of plant material, planter location and method of automatic permanent irrigation. The plan shall be consistent with Bell Municipal Code Section 8.26.120, the City's adopted Model Water Efficient Landscaping Ordinance requirements, and submitted to and approved by the Planning Division. Such landscaping shall be installed and planted according to such approved plan, prior to being issued the certificate of occupancy and shall thereafter be continuously and permanently maintained.

17. Landscaped areas shall have 6" curbing and provide permanent irrigation.

18. Landscaping shall be proposed around transformers and similar equipment to provide screening from the public right of way.

19. The Applicant shall coordinate with the Planning Department on additional options for screening transformers and utility boxes such as vinyl wrapping to further reduce the visual impact of equipment in the right of way.

20. 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 said plans and conditions.

21. All proposed exterior lighting shall point downwards and away from other properties to the extent feasible to minimize light pollution to surrounding properties.

22. The Applicant shall coordinate with the City of Bell to support beautification efforts related to the water tank and its accessory structures. This includes painting the water tank and accessory structures and its associated costs.

23. The Applicant shall coordinate with the Public Works Department, Police Department, and Fire District to ensure that the gate leading to Pritchard Field Park is secure and accessible by residents.

24. The Developer shall continue to coordinate with all agencies regarding the cleanup status of the site. Prior to issuance of Grading Permit, the Developer shall submit documentation of the resolution of the site cleanup.

25. The Developer shall meet all applicable requirements of the LA County Fire Department, including, but not limited to, all conditions found in the Fire Clearance letter for EPIC-LA Number FLDU2025000880.

26. Prior to Certificate of Occupancy, the guest parking spaces shall be identified by paint, signage, or other method approved by Planning Division to maintain parking spaces for guests of residents.

27. Prior to recordation of the final map, all organizational documents for the project, including any covenants, conditions, and restrictions (CC&Rs), shall be submitted to and approved by the Community Development Department and the City Attorney's Office. Costs for such a review shall be borne by the subdivider.

28. The Developer shall enter into an Affordable Housing Agreement or Covenant with the City prior to Certificate of Occupancy.

29. Per Government Code Section 65863, within 180 days of approval of this project, the City of Bell shall identify or rezone, "sufficient additional, adequate, and available sites" to accommodate the RHNA.

30. The approved CC&Rs shall be recorded with the County Recorder's Office concurrent with the issuance of the first Certificate of Occupancy for a dwelling unit in the development. A copy of the recorded CC&Rs shall be submitted to the Community Development Department and the City Attorney's Office after recordation.

31. No dwelling unit in the development shall be sold or a Certificate of Occupancy issued, unless a homeowners association has been legally formed with the right to levy assessments on all dwelling units in the development and to use such assessments to operate and maintain all other mutually available features of the development, including but not limited to, open space, amenities, landscaping, private street, and utilities.

32. The CC&Rs shall include, but are not limited to, the following provisions:
    a. The City Attorney's Office shall review and approve the CC&Rs to assure that they include the items herein. The City shall be a party to the CC&Rs with the right but not the obligation of enforcement. The City may directly order enforcement or may order the Association by it's Board to implement and carry out such enforcement and the Board may levy an assessment to recover such costs. The City's costs of such enforcement can be recovered through such assessment. The City should endeavor to permit the Board to act initially to minimize City costs.
    b. The requirement that association bylaws be established.
    c. Provisions for the operation, management, use, repair, and maintenance of all common areas and facilities including open space, landscaped areas, balconies, decks, walls and fences, private roadways (i.e., walkways, sidewalks, driveways), lighting, and furnishings, awnings/overhead structures, trash enclosures, water quality management plan BMPs and private utilities, if any, shall be established in the CC&Rs.
    d. Membership in the homeowners association shall be inseparable from ownership in individual dwelling units.
    e. Architectural controls shall be provided and may include, but not be limited to, provisions regulating architectural features, exterior finishes roof materials, fences and walls, balconies, accessory structures such as patios, sunshades, trellises, gazebos, awnings, and exterior mechanical equipment, consistent with the Bell Municipal Code.
    f. Homeowners association approval of exterior improvements requiring a building permit shall be obtained prior to requiring a building permit from the City of Bell. All plans for exterior improvements shall conform to the requirements set forth by the City and the CC&Rs.
    g. A "Parking and Circulation Exhibit" shall be made part of the CC&Rs and shall be enforced by the homeowners association. In addition to the exhibit, provisions regarding parking shall be included in the CC&Rs, including the following:
        i. A total of 125 parking spaces shall be available on-site as shown below:
            1. 108 parking spaces shall be available on-site permanently maintained at a rate of two garage spaces per dwelling unit;
            2. 17 guest surface parking spaces for the residential units.
            3. Any limitations to the guest parking such as parking permits for overnight or long-term parking.
            4. Any changes to the parking shall be subject to review and approval by the Community Development Department.
        ii. Residents shall not store or park any non-motorized vehicles, trailers or motorized vehicles that exceed seven feet in height, seven feet in width, and 19 feet in length in any parking space, garage, driveway, or private street area except for the limited purpose of loading, unloading, making deliveries or emergency repairs subject to any rules and regulations adopted by the homeowners association
        iii. Residents shall park vehicles in garage spaces. Storage of personal items may occur in the garages only to the extent the number of vehicles for which the garage was originally designed and constructed by the subdivider to accommodate may still be parked within the required garage spaces.
        iv. The homeowners association shall be responsible for monitoring and enforcing all parking regulations in the development. The proposed CC&Rs shall include provisions requiring the association to develop and adopt an enforcement program for parking regulations within the development which may include measures for overnight parking, fire access and enforcement, e.g., by the homeowners association, management company, private company, etc.
    h. Provisions for enforcing individual trash cart placement at designated curb areas no earlier than noon on the day before scheduled collections and removed within 12 hours of

collection. Placement of trash containers for collection shall be consistent with the waste hauler's requirements. Driveways and garages must be fully accessible at all times. Placement of trash containers for collection must allow for ADA access. The CC&Rs shall include an exhibit that includes the Trash Pick-up Plan as approved by CR&R. Advise each homeowner of the designated location for individual trash placement as shown on the Trash Pick-up Plan as approved by CR&R.

i. A "Site Plan Exhibit" showing accessible units shall be made part of the CC&Rs in compliance with the California Building Code (CBC), as identified on the Sheet 3 of Vesting Tentative Tract Map No. 84699 dated May 8, 2025. The accessible features shall not be reduced at any time and shall be maintained in good condition throughout the life of the building. The accessible features include, but not limited to bathrooms, bedrooms, doors, patios, accessible entries, changes in elevation, common use spaces and parking spaces.
j. The homeowners association shall be required to file the names, addresses, and telephone numbers of at least one (1) member of the homeowners association Board and, where applicable, a manager of the project before January 1st of each year with the Community Development Department for the purpose of contacting the association in the case of emergency or in those cases where the City has an interest in CC&R violations.
k. General easements shall be provided to public agencies to access and maintain any public utilities in the development.
l. No amendment to alter, modify, terminate, or change the homeowners association's obligation to maintain the common areas or other CC&R provisions in which the City has an interest, as noted above, or to alter, modify, terminate, or change the City's right to enforce maintenance of the common areas shall be permitted without the prior written approval of the Community Development Department.
m. A clause that requires residents to operate and maintain their Heating, ventilation, and air conditioning (HVAC) systems, including Minimum Efficiency Reporting Value (MERV) filters to manufacturer's specifications. Future residents will be made aware of this requirement prior to purchasing their dwelling unit during the escrow/disclosures process.
n. All units are required to be owner occupied.
o. All property including improvements, and all landscaping and landscaping systems shall be kept in good working order, free of waste and debris.
p. The City may enforce the conditions hereof either by exercising its powers as a party to the CC&Rs, and recovering its costs of enforcement through the Homeowners Board, or through its regulatory powers under the Conditional Use Permit and Chapters 1.20 and 8.36 of the Bell Municipal Code, and recovering costs as provided therein.

33. Per Section 17.62.040 of the Bell Municipal Code, the Developer shall enter into a density bonus agreement consistent with the requirements of Government Code Section 65915 and other applicable State law. The density bonus agreement shall be executed and recorded on the parcel prior to final map approval.

34. The Applicant and property owner shall agree in writing to the conditions of approval.

Building & Safety

35. The second sheet of building plans shall list all adopted conditions of approval and include the signed resolution. This information shall be incorporated into the plans prior to the first submittal for plan check.

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

37. School Developmental Fees shall be paid to the school district prior to the issuance of the building permit

38. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the building permit.

39. For the Building Permit submittal, the application shall be submitted under a single address, 5241 Florence Ave. The Applicant shall coordinate with the Planning Department for the address assignment. The address assignment shall be finalized prior to notification of other agencies including Southern California Edison.

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

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

42. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
    a. Observation of cleared areas and benches prepared to receive fill;
    b. Observation of the removal of all unsuitable soils and other materials;
    c. The approval of soils to be used as fill material;
    d. Inspection of compaction and placement of fill;
    e. The testing of compacted fills; and
    f. The inspection of review of drainage devices.

43. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by other soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the City, a new Preliminary Soils and/or Geotechnical Investigation.

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

45. The property shall be surveyed, and the boundaries marked by a land surveyor licensed by the State of California.

46. Foundation inspection will not be made until the excavation has been surveyed and the setbacks determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.

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

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

49. Separate application and plan review is required for Plumbing plans.

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

51. No form work or other construction materials will be permitted to encroach into adjacent property without written approval of the affected property owner

52. A demolition permit is required for any existing buildings which are to be demolished.

53. All fire sprinkler hangers must be designed, and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water filled pipe plus a 250-pound point load. A plan indication this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the building permit.

54. Separate permit is required for Fire Sprinklers.

55. Prior to the issuance of building permit, a written consent shall be obtained from the current easement holder(s) for any proposed development encroaching into existing easement(s).

56. Building permits shall not be issued until the final map has been prepared to the satisfaction of the Building Official and City Engineer, and recorded with the L.A. County Recorders Office, unless otherwise permitted by the Subdivision Map Act.

Engineering Division

57. The proposed project shall comply with all applicable standards of the Public Works Department and obtain all necessary approvals.

58. The final map shall be prepared by a registered civil engineer or licensed land surveyor which will be processed through the Public Works Department. The final map shall comply with the state Subdivision Map Act and City of Bell Subdivisions Ordinance, Title 16 of the Bell Municipal Code.

59. Submit full off-site improvement plans for review and approval by the City Engineer prior to recording the final map. Such improvements shall be completed in accordance with plans approved by the City Engineer. Off-site improvements may be installed after the recordation of the final map if a Subdivision Improvement Agreement and the necessary letters of credit, cash, and/or bonds to secure the completion of the off-site improvements are submitted and approved by the City prior to the recordation of the final map. Off-site improvements shall be installed in accordance with the Subdivision Improvement Agreement. The off-site improvements shall include the following:
    a. The Developer shall repair or replace any off grade, broken, cracked, chipped or discolored curb & gutter and sidewalk along Walker Ave, Florence Ave, and Chanslor Ave to the satisfaction of the City Engineer.
    b. The Developer shall construct new or replace substandard ADA access ramps as required by the City Engineer.
    c. The Developer shall close the two existing driveway aprons on Chanslor Avenue with a new curb, gutter, and sidewalk.
    d. The Developer shall widen existing driveway or construct new driveway apron on Walker Avenue.

60. All off-site improvements shall comply with the standards and specifications of the city (i.e. “Greenbook” Standard Plans and Specifications for Public Works Construction latest edition) and to the satisfaction of the City Engineer.

61. The final map shall provide easements for all utilities, including gas, sewer and storm drains as required by the City Engineer and each respective utility.

62. The Developer shall offer to dedicate the necessary roadway easement for the proposed corner radius at the northeast corner of Florence Ave and Walker Ave and sidewalk adjacent to Walker Ave.

63. The Developer shall offer to dedicate the necessary storm drain easement for the realigned portion of the city storm drain, including junction structures.

64. Provide the City with verification of the recordation of the final map with the L.A. County Recorder's Office prior to the issuance of building permits, unless otherwise permitted by the Subdivision Map Act. Developer shall provide the City with one reproducible mylar copy of the recorded final map.

65. The Developer is responsible for ascertaining and paying all City development fees including Engineering plan check fees, final map review fees, excavation/encroachment permit fees, grading permit fees, development impact fees, and business license fee as required by the Bell Municipal Code.

66. In accordance with the Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit issued under the National Pollutant Discharge Elimination System (NPDES) Program, this project will require the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and the Developer is required to obtain a General Construction Storm Water Permit from the State Water Resources Control Board.

67. A complete grading and drainage plan shall be prepared for the project by a registered civil engineer and subject to approval by the City Engineer. In accordance with the MS4 Permit, this project will require the preparation of a Low Impact Development (LID) Plan. The on-site drainage system shall be designed so that the property drains to an approved device and subsequently to the street, consistent with the LA County Public Works LID Manual, or in a manner otherwise acceptable to the City Engineer.

68. The Developer shall submit a soil and/or geology report providing technical specifications for the grading of the site. The grading and drainage plan must incorporate all pertinent site development recommendations from the approved soil/geology report.

69. Provide a hydrology report of the existing and proposed site drainage conditions and related hydraulic calculations for the design and sizing the proposed drainage facilities.

70. Prior to issuance of the grading permit, the Developer must record with the L.A. County Recorder’s Office the Maintenance Covenant and Agreement for the on-site drainage system.

71. Upon issuance of the grading permit and completion of grading activities, the Developer’s soil engineer of record shall provide a stamped-signed pad elevation certification and compaction report confirming that the grading activities were properly inspected and performed in accordance with the approved grading plan.

72. The Developer shall submit a composite utility plan for the City Engineer’s approval and coordinate the installation of utility services with each of the applicable utility companies.

73. As part of the water service improvements, the Developer must substantiate with the Golden State Water Company that there is adequate domestic water flow and fire flow available to service the project site.

74. All existing overhead utility services must be installed fully underground from the right-of-way to the site. Satisfactory provisions for all other utilities and service connections, including water, electricity, sewer, and gas, must be made to City and public utility standards.

ATTACHMENTS:

1. Resolution No 2025-06PC
2. Architectural Plans
3. Landscape Plans
4. Tentative Map No. 84699
5. Traffic Impact Analysis prepared by TJW Engineering, Inc., dated June 24, 2025
6. CEQA Section 15183 Consistency Checklist
7. Public Comment Letter Received August 8, 2025

RESOLUTION NO. 2025-06PC

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING SITE PLAN REVIEW NO. SPR 2025-10, CONDITIONAL USE PERMIT NO. CUP 2025-02, TENTATIVE TRACT MAP NO. TTM 2025-01 AND A DENSITY BONUS REQUEST FOR A NEW RESIDENTIAL TOWNHOME DEVELOPMENT WITH 54 UNITS IN 8 BUILDINGS, INCLUDING 14 AFFORDABLE UNITS AND A SHARED COMMON AREA THAT CONSISTS OF USABLE OPEN SPACE LOCATED AT 5241 FLORENCE AVENUE, IN THE C3R (GENERAL COMMERCIAL & RESIDENTIAL) ZONE.

WHEREAS, Nick Patterson, on behalf of (the "Applicant"), City Ventures Homebuilding, LLC, filed a complete application requesting the approval of a Site Plan Review (SPR 2025-10), Conditional Use Permit (CUP 2025-02), Tentative Tract Map (TTM 2025-01) and a Density Bonus request described herein ("Application"); and

WHEREAS, the Application pertains to an approximate 104,980 square foot property with Los Angeles County Assessor's Parcel Number 6327-034-906, more commonly known as 5241 Florence Avenue, Bell California ("Property"); and

WHEREAS, the Applicant requests approval of a Site Plan Review (SPR) to allow the construction of 54 townhome units in eight buildings, including 14 affordable units, and a shared common area that consists of useable open space. Pursuant to Bell Municipal Code, Section 17.92.040(C)(1), a Site Plan Review shall be reviewed by the Planning Commission in the following circumstances: (a) when exceeding the Community Development Director's review threshold; or (b) when an application is forwarded by the Director in his or her discretion; and

WHEREAS, the Applicant requests approval of a Conditional Use Permit (CUP) to allow residential uses on a property within the C3R zone. Pursuant to Bell Municipal Code Section 17.96.100, every application for a zone variance or conditional use permit shall be set for a public hearing before the commission by the director; and

WHEREAS, the Applicant requests approval of Tentative Tract Map No. 84699 to subdivide the property for condominium purposes to allow for individual ownership of the proposed townhomes and for a common area to be established for vehicular and pedestrian circulation. Pursuant to the BMC section 16.04.040, the City of Bell Planning Commission is the advisory agency that will report its findings and recommendations on the subdivision to City Council; and

WHEREAS, 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 finds the project to be exempt

from CEQA pursuant to section 15183 (Consistency with a General Plan, Community Plan, or Zoning ordinance for which an EIR was certified)) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations); and

WHEREAS, notice of the Planning Commission public hearing on August 6, 2025 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 for SPR 2025-10, CUP 2025-02, TTM 2025-01, and the request for a Density Bonus in accordance with California Government Code 65091; and

WHEREAS, the Planning Commission continued the item from August 6, 2025 to a date certain of September 3, 2025; and

WHEREAS, on September 3, 2025 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:

Site Plan Review

A. **The site plan is consistent with the goals and policies embodied in the general plan and other applicable plans and policies adopted by the council.** The General Plan Land Use designation of the subject site is Commercial. Residential uses are permitted with the approval of a Conditional Use Permit. The proposed development will be consistent with the established goals and objectives of the Land Use and Sustainability Element.

Land Use and Sustainability Element Policy 18 is to provide a "…range of residential land uses (single-family, multiple-family, etc.) to accommodate existing and future housing needs…" The proposed project is consistent with Land Use and Sustainability Element Policy 18 because it will develop a vacant lot with a residential townhome development, affordable housing, site improvements and landscaping, and enhance the overall aesthetics.

B. The proposed development is in accordance with the purposes and objectives of this article and the zone in which the site is located. The proposed residential use is permitted with a Conditional Use Permit in the C-3R zoning district. As conditioned, and with a Density Bonus, the proposed project complies with all C-3R Zone standards of Chapter 17.28 of the BMC.

C. The proposed development's site plan and its design features, including, but not limited to, architecture and landscaping, will integrate harmoniously and enhance the character and design of the site, the immediate neighborhood, and the surrounding areas of the city. With the recommended conditions, the project will consist of a new residential townhome development that is designed to be cohesive with the surrounding areas. The proposed project will also enhance the exterior appearance of the property. The proposed improvements will be similar and compatible with existing surrounding uses as well as new development in the City. Therefore, it will not adversely impact the subject site or surrounding area. The proposed use is a desired use that is compatible with the existing surrounding uses.

D. The proposed development will improve the community appearance by preventing extremes of dissimilarity or monotony in new construction or in alterations of facilities. As conditioned, the project will develop a vacant parcel with a new residential townhome project that includes affordable housing, and include new internal roads and landscaping. In addition, the proposed project would screen an existing water tank from Florence Avenue. The proposed improvements will be compatible with existing surrounding uses, and therefore will not adversely impact the subject site or surrounding area.

E. The site plan and design considerations shall not be detrimental to the public health, safety, and general welfare. The site is suitable for the proposed use given that the majority of surrounding uses are residential. The site is suitable for the proposed use given that the majority of surrounding uses are residential. The proposed project would improve a vacant lot with a new residential development and landscaping, enhancing the appearance of the neighboring area. The subject site will have sufficient off-street parking for the proposed use and the traffic and noise studies submitted with the application conclude that the project will not result in a significant impact. Therefore, it is expected that the proposed development will not be detrimental to the public health, safety, or welfare of the city.

Conditional Use Permit

A. **The site for the proposed use is adequate in size, shape and topography to accommodate the proposed use.** The project site is an approximately 2.41-acre, predominately rectangular parcel with generally flat topography. The proposed project is a 54-unit townhome project with new landscaping, internal roadways and landscaping. The Applicant is requesting a density bonus to waive certain development standards that would make the project infeasible and the project site is large enough to accommodate the proposed use. The proposed site design includes a large landscape buffer along Florence Avenue and complies with the City's landscaping requirements. The site plan is well designed and as conditioned, meets all applicable development standards and is adequate for the proposed use.

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 project site has three street frontages on Florence Avenue, Walker Avenue and Chanslor Avenue. The project site would be accessed from Walker Avenue and Chanslor Avenue, which are considered as a collector street and local street, respectively, in the City's General Plan Mobility Element. While the site abuts Florence Avenue, a major roadway, no access will be granted from the street, to minimize disruptions to traffic flow. Existing sidewalks provide adequate pedestrian access on all frontages and Metro Line 111 stops approximately 150 feet away from the project site, across Walker Avenue, providing an option for alternative transportation.

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.** The proposed project includes eight (8) buildings with a total of 54 townhomes. All proposed structures are of high-quality design, using a mix of materials in a Spanish Mediterranean style. As discussed above, the proposed project is architecturally compatible with the surrounding uses and the recent development in the City .

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 majority of surrounding properties consist of residential uses.** The majority of surrounding properties consist of residential uses. Non-residential uses include a gas station to the east and a water tank and proposed park to the north. The proposed use is residential townhome development that is compatible with the residential uses and other all surrounding existing uses. The project includes a two-car garage for each unit and additional guest parking spaces, allowing for onsite parking. Therefore, the proposed use is compatible with the existing and prospective uses in the immediate vicinity of the site.

E. **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 Project site is not within a specific plan area. According to the City's General Plan Land Use and Sustainability Element the subject property land use designation is commercial which permits mixed use developments with a residential density of up to 30 dwelling units per acre. The project site is designated as a housing opportunity site in the City of Bell 2021-2029 Housing Element. The Housing Element Sites Inventory identifies the site to have the capacity for 112 units on the property (28 lower-income units, 17 moderate-income units and 67 above moderate-income units) and the proposed project includes 54 units (14 lower-income units and 40 above moderate-income units). While the proposed project would result in a deficit of 14 lower-income units, 17 moderate-income units, and 27 above moderate-income units, the City of Bell has conducted an analysis that shows that the City will continue to meet the RHNA. In addition, the residential townhome project does not conflict with the established goals and objectives of the Land Use Element. The proposed use allows for a mix of residential land uses to accommodate a variety of housing types near Florence Avenue. Therefore, the proposed project is consistent with the City's General Plan.

Tentative Tract Map

A. **That the proposed map is consistent with applicable general and specific plans as specified in Section 65451.** The proposed map is for condominium purposes to allow the individual sale and ownership of proposed Townhomes. General Plan Land Use designation is Commercial which permits residential uses with the approval of a Conditional Use Permit. Additionally, the site is a candidate site for housing development per the City of Bell Housing Element Update. Therefore, the proposed map is consistent with the General Plan.

B. **That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans.** As noted above, the proposed project and design meet all applicable standards and are consistent with the General Plan.

C. **That the site is physically suitable for the type of development.** The project site is a 2.41 acre lot that is generally flat, currently vacant, and surrounded by a mix of residential and commercial uses. The site can accommodate all of the proposed improvements including the private roadway for access. Therefore, the site is physically suitable for the proposed development.

D. **That the site is physically suitable for the proposed density of development.** The General Plan Land Use designation permits up to 30 dwelling units per acre and State law permits increased densities for projects that include affordable housing. The project is proposed at 22.41 dwelling units per acre and therefore the site is suitable for the proposed development.

E. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The project site is surrounded by development and was developed in the past. There is no known significant fish or wildlife, or habitat located on the property. In addition, the proposed project is exempt from CEQA under section 15183 (Consistency with a General Plan, Community Plan, or Zoning Ordinance for which an EIR was certified), and therefore is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

F. That the design of the subdivision or type of improvements will not cause serious public health problems. The proposed subdivision and associated improvements comply with all applicable provisions of the Bell Municipal Code and Subdivision Map Act with the exception of the waivers and parking requirements which are permitted through the State Density Bonus Law. The proposed improvements improve circulation for emergency vehicles and develop a vacant property along one of the City's main thoroughfares. The project has been reviewed by and will comply with all standards and requirements of the Building Department, Public Works Department and LA County Fire District. Therefore, the proposed design of the subdivision and its associated improvements is not likely to cause serious public health problems.

G. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision. The proposed project and design of the subdivision will not conflict with any easements or impact access to the site. Easements that are no longer in use are proposed to be abandoned. The proposed project would include easements to grant through access for emergency vehicles which is not possible on the existing property. Additionally, the proposed project would not impact existing utility easements on site and all proposed development is located outside of existing and proposed easements.

Housing Shortfall

A. Pursuant to subdivision (b)(2) of Government Code Section 65863, if the City allows development of any parcel with fewer units by income category than identified in the Housing Element Sites Inventory for that parcel, the City is required to make a written finding supported by substantial evidence as to whether remaining sites identified in the Housing Element are adequate to meet the requirements of Government Code Section 65863.2 and to accommodate the City's regional housing need allocation (RHNA) at each income level. The project site is identified in the City's Housing Element as a site with the estimated capacity to accommodate 112 units, consisting of 28 lower income units, 17 moderate income units, and 67 above moderate income units. The project proposes a total of 54 units for the site, consisting of 14 lower income units and 40 above moderate income units. As a result, the proposed project would result in a deficit of 14 lower-income units, 17 moderate-income units, and 27 above moderate-income units.

The City's RHNA for the 2021-2029 Housing Cycle is 229 units for all income levels, consisting of 67 lower-income units, 29 moderate-income units, and 133 above moderate-income units. As of June 10, 2025, the City has issued building permits for 62 units, including 39 lower income units, 10 moderate income units, and 13 above moderate income units. Many of the units are ADUs and are considered affordable housing due to the cost of rent. When including the proposed project, the City's remaining unmet RHNA is 93 units, including 19 moderate income units and 74 above moderate income units.

The Housing Element identifies sites to meet the City's 2021-2029 RHNA. The remaining capacity of the sites consists of 160 units, including 65 lower income units, 15 moderate income units, and 80 above moderate income units.

With the proposed project, the City's building permits issued since the beginning of the 2021-2029 housing cycle, and the remaining capacity in the sites inventory, the City will have a deficit of four (4) moderate income units but will also have an excess of 65 lower income units. A condition of approval has been added to require the City to identify, or rezone, "sufficient additional, adequate, and available sites" to accommodate the RHNA within 180 days of the approval of the project. As conditioned, the City will have the capacity to accommodate the RHNA.

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 pursuant to section 15183 (Consistency with a General Plan, Community Plan, or Zoning Ordinance for which an EIR was Certified) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations); and

SECTION 4. The Planning Commission hereby approves SPR 2025-10, CUP 2025-02, TTM 2025-01, and the request for a Density Bonus, 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 6th day of August 2025

_____
Luis Mesa, Chair

APPROVED AS TO FORM:

_____
Alexis L. Hall, Assistant 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 2025-06PC** was adopted at a regular meeting of the Planning Commission of the City of Bell held on the 3rd day of September 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Marisa Craft,
Planning Commission Secretary

Exhibit "A"
CONDITIONS OF APPROVAL SPR 2025-10, CUP 2025-02, TTM 2025-01, and Density Bonus Request

Planning Division

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

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

3. All architectural detailing, including building materials, lighting, colors, façade improvements, finishes, and other details, shall be consistent with the submitted plans as approved by the Planning Commission.

4. 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.

5. 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.

6. The project shall comply with the waste hauler's requirements to ensure the necessary services are provided to the subject site. Plans shall be submitted for review and approval of the City's waste-hauling services provider (Republic Services). Republic

Services may be contacted at 12949 Telegraph Rd., Santa Fe Springs, CA 90670, or via phone at (800) 299-4898.

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

8. The Site Plan Review approval shall expire if building permits are not issued within one (1) year from the date of approval, unless an extension has been granted by the Planning Commission. The Applicant must file for an extension with the Planning Department at least 45 days prior to permit expiration.

9. All existing and/or proposed mechanical equipment and appurtenances, including electrical conduits, rain gutters, downspouts, vents, 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 and shall be installed prior to issuance of the Certificate of Occupancy.

10. 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.

11. 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.

12. No outside storage shall be permitted.

13. All required on-site parking spaces comply with the minimum dimensions as set forth within the BMC prior to issuance of the Certificate of Occupancy.

14. All individual garages shall include a minimum of one EV Ready parking space.

15. A photo voltaic system shall be installed for each individual unit subject to the approval of the Planning Division.

16. A landscape plan design stamped by a licensed landscape architect shall be provided for the entire property, showing the planter design, schedule of plant material, planter location and method of automatic permanent irrigation. The plan shall be consistent with Bell Municipal Code Section 8.26.120, the City's adopted Model Water Efficient

Landscaping Ordinance requirements, and submitted to and approved by the Planning Division. Such landscaping shall be installed and planted according to such approved plan, prior to being issued the certificate of occupancy and shall thereafter be continuously and permanently maintained.

17. Landscaped areas shall have 6" curbing and provide permanent irrigation.

18. Landscaping shall be proposed around transformers and similar equipment to provide screening from the public right of way.

19. The Applicant shall coordinate with the Planning Department on additional options for screening transformers and utility boxes such as vinyl wrapping to further reduce the visual impact of equipment in the right of way.

20. 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 said plans and conditions.

21. All proposed exterior lighting shall point downwards and away from other properties to the extent feasible to minimize light pollution to surrounding properties.

22. The Applicant shall coordinate with the City of Bell to support beautification efforts related to the water tank and its accessory structures. This includes painting the water tank and accessory structures and its associated costs.

23. The Applicant shall coordinate with the Public Works Department, Police Department, and Fire District to ensure that the gate leading to Pritchard Field Park is secure and accessible by residents.

24. The Developer shall continue to coordinate with all agencies regarding the cleanup status of the site. Prior to issuance of Grading Permit, the Developer shall submit documentation of the resolution of the site cleanup.

25. The Developer shall meet all applicable requirements of the LA County Fire Department, including, but not limited to, all conditions found in the Fire Clearance letter for EPIC-LA Number FLDU2025000880.

26. Prior to Certificate of Occupancy, the guest parking spaces shall be identified by paint, signage, or other method approved by Planning Division to maintain parking spaces for guests of residents.

27. Prior to recordation of the final map, all organizational documents for the project, including any covenants, conditions, and restrictions (CC&Rs), shall be submitted to and approved by the Community Development Department and the City Attorney's Office. Costs for such a review shall be borne by the subdivider.

28. The Developer shall enter into an Affordable Housing Agreement or Covenant with the City prior to Certificate of Occupancy.

29. Per Government Code Section 65863, within 180 days of approval of this project, the City of Bell shall identify or rezone, "sufficient additional, adequate, and available sites" to accommodate the RHNA.

30. The approved CC&Rs shall be recorded with the County Recorder's Office concurrent with the issuance of the first Certificate of Occupancy for a dwelling unit in the development. A copy of the recorded CC&Rs shall be submitted to the Community Development Department and the City Attorney's Office after recordation.

31. No dwelling unit in the development shall be sold or a Certificate of Occupancy issued, unless a homeowners association has been legally formed with the right to levy assessments on all dwelling units in the development and to use such assessments to operate and maintain all other mutually available features of the development, including but not limited to, open space, amenities, landscaping, private street, and utilities.

32. The CC&Rs shall include, but are not limited to, the following provisions:
    a. The City Attorney's Office shall review and approve the CC&Rs to assure that they include the items herein. The City shall be a party to the CC&Rs with the right but not the obligation of enforcement. The City may directly order enforcement or may order the Association by it's Board to implement and carry out such enforcement and the Board may levy an assessment to recover such costs. The City's costs of such enforcement can be recovered through such assessment. The City should endeavor to permit the Board to act initially to minimize City costs.
    b. The requirement that association bylaws be established.
    c. Provisions for the operation, management, use, repair, and maintenance of all common areas and facilities including open space, landscaped areas, balconies, decks, walls and fences, private roadways (i.e., walkways, sidewalks, driveways), lighting, and furnishings, awnings/overhead structures, trash enclosures, water quality management plan BMPs and private utilities, if any, shall be established in the CC&Rs.
    d. Membership in the homeowners association shall be inseparable from ownership in individual dwelling units.
    e. Architectural controls shall be provided and may include, but not be limited to, provisions regulating architectural features, exterior finishes roof materials, fences and walls, balconies, accessory structures such as patios, sunshades, trellises, gazebos, awnings, and exterior mechanical equipment, consistent with the Bell Municipal Code.
    f. Homeowners association approval of exterior improvements requiring a building permit shall be obtained prior to requiring a building permit from the

City of Bell. All plans for exterior improvements shall conform to the requirements set forth by the City and the CC&Rs.

g. A "Parking and Circulation Exhibit" shall be made part of the CC&Rs and shall be enforced by the homeowners association. In addition to the exhibit, provisions regarding parking shall be included in the CC&Rs, including the following:
    i. A total of 125 parking spaces shall be available on-site as shown below:
        1. 108 parking spaces shall be available on-site permanently maintained at a rate of two garage spaces per dwelling unit;
        2. 17 guest surface parking spaces for the residential units.
        3. Any limitations to the guest parking such as parking permits for overnight or long-term parking.
        4. Any changes to the parking shall be subject to review and approval by the Community Development Department.
    ii. Residents shall not store or park any non-motorized vehicles, trailers or motorized vehicles that exceed seven feet in height, seven feet in width, and 19 feet in length in any parking space, garage, driveway, or private street area except for the limited purpose of loading, unloading, making deliveries or emergency repairs subject to any rules and regulations adopted by the homeowners association
    iii. Residents shall park vehicles in garage spaces. Storage of personal items may occur in the garages only to the extent the number of vehicles for which the garage was originally designed and constructed by the subdivider to accommodate may still be parked within the required garage spaces.
    iv. The homeowners association shall be responsible for monitoring and enforcing all parking regulations in the development. The proposed CC&Rs shall include provisions requiring the association to develop and adopt an enforcement program for parking regulations within the development which may include measures for overnight parking, fire access and enforcement, e.g., by the homeowners association, management company, private company, etc.

h. Provisions for enforcing individual trash cart placement at designated curb areas no earlier than noon on the day before scheduled collections and removed within 12 hours of collection. Placement of trash containers for collection shall be consistent with the waste hauler's requirements. Driveways and garages must be fully accessible at all times. Placement of trash containers for collection must allow for ADA access. The CC&Rs shall include an exhibit that includes the Trash Pick-up Plan as approved by CR&R. Advise each homeowner of the designated location for individual trash placement as shown on the Trash Pick-up Plan as approved by CR&R.

i. A "Site Plan Exhibit" showing accessible units shall be made part of the CC&Rs in compliance with the California Building Code (CBC), as identified on the Sheet 3 of Vesting Tentative Tract Map No. 84699 dated May 8,

2025. The accessible features shall not be reduced at any time and shall be maintained in good condition throughout the life of the building. The accessible features include, but not limited to bathrooms, bedrooms, doors, patios, accessible entries, changes in elevation, common use spaces and parking spaces.

j. The homeowners association shall be required to file the names, addresses, and telephone numbers of at least one (1) member of the homeowners association Board and, where applicable, a manager of the project before January 1st of each year with the Community Development Department for the purpose of contacting the association in the case of emergency or in those cases where the City has an interest in CC&R violations.
k. General easements shall be provided to public agencies to access and maintain any public utilities in the development.
l. No amendment to alter, modify, terminate, or change the homeowners association's obligation to maintain the common areas or other CC&R provisions in which the City has an interest, as noted above, or to alter, modify, terminate, or change the City's right to enforce maintenance of the common areas shall be permitted without the prior written approval of the Community Development Department.
m. A clause that requires residents to operate and maintain their Heating, ventilation, and air conditioning (HVAC) systems, including Minimum Efficiency Reporting Value (MERV) filters to manufacturer's specifications. Future residents will be made aware of this requirement prior to purchasing their dwelling unit during the escrow/disclosures process.
n. All units are required to be owner occupied.
o. All property including improvements, and all landscaping and landscaping systems shall be kept in good working order, free of waste and debris.
p. The City may enforce the conditions hereof either by exercising its powers as a party to the CC&Rs, and recovering its costs of enforcement through the Homeowners Board, or through its regulatory powers under the Conditional Use Permit and Chapters 1.20 and 8.36 of the Bell Municipal Code, and recovering costs as provided therein.

33. Per Section 17.62.040 of the Bell Municipal Code, the Developer shall enter into a density bonus agreement consistent with the requirements of Government Code Section 65915 and other applicable State law. The density bonus agreement shall be executed and recorded on the parcel prior to final map approval.

34. The Applicant and property owner shall agree in writing to the conditions of approval.

Building & Safety

35. The second sheet of building plans shall list all adopted conditions of approval and include the signed resolution. This information shall be incorporated into the plans prior to the first submittal for plan check.

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

37. School Developmental Fees shall be paid to the school district prior to the issuance of the building permit

38. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the building permit.

39. For the Building Permit submittal, the application shall be submitted under a single address, 5241 Florence Ave. The Applicant shall coordinate with the Planning Department for the address assignment. The address assignment shall be finalized prior to notification of other agencies including Southern California Edison.

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

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

42. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
    a. Observation of cleared areas and benches prepared to receive fill;
    b. Observation of the removal of all unsuitable soils and other materials;
    c. The approval of soils to be used as fill material;
    d. Inspection of compaction and placement of fill;
    e. The testing of compacted fills; and
    f. The inspection of review of drainage devices.

43. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by other soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the City, a new Preliminary Soils and/or Geotechnical Investigation.

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

45. The property shall be surveyed, and the boundaries marked by a land surveyor licensed by the State of California.

46. Foundation inspection will not be made until the excavation has been surveyed and the setbacks determined to be in accordance with the approved plans by a land

surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.

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

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

49. Separate application and plan review is required for Plumbing plans.

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

51. No form work or other construction materials will be permitted to encroach into adjacent property without written approval of the affected property owner

52. A demolition permit is required for any existing buildings which are to be demolished.

53. All fire sprinkler hangers must be designed, and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water filled pipe plus a 250-pound point load. A plan indication this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the building permit.

54. Separate permit is required for Fire Sprinklers.

55. Prior to the issuance of building permit, a written consent shall be obtained from the current easement holder(s) for any proposed development encroaching into existing easement(s).

56. Building permits shall not be issued until the final map has been prepared to the satisfaction of the Building Official and City Engineer, and recorded with the L.A. County Recorders Office, unless otherwise permitted by the Subdivision Map Act.

Engineering Division

57. The proposed project shall comply with all applicable standards of the Public Works Department and obtain all necessary approvals.

58. The final map shall be prepared by a registered civil engineer or licensed land surveyor which will be processed through the Public Works Department. The final map shall comply with the state Subdivision Map Act and City of Bell Subdivisions Ordinance, Title 16 of the Bell Municipal Code.

59. Submit full off-site improvement plans for review and approval by the City Engineer prior to recording the final map. Such improvements shall be completed in accordance with plans approved by the City Engineer. Off-site improvements may be installed after the recordation of the final map if a Subdivision Improvement Agreement and the

necessary letters of credit, cash, and/or bonds to secure the completion of the off-site improvements are submitted and approved by the City prior to the recordation of the final map. Off-site improvements shall be installed in accordance with the Subdivision Improvement Agreement. The off-site improvements shall include the following:

a. The Developer shall repair or replace any off grade, broken, cracked, chipped or discolored curb & gutter and sidewalk along Walker Ave, Florence Ave, and Chanslor Ave to the satisfaction of the City Engineer.
b. The Developer shall construct new or replace substandard ADA access ramps as required by the City Engineer.
c. The Developer shall close the two existing driveway aprons on Chanslor Avenue with a new curb, gutter, and sidewalk.
d. The Developer shall widen existing driveway or construct new driveway apron on Walker Avenue.

60. All off-site improvements shall comply with the standards and specifications of the city (i.e. “Greenbook” Standard Plans and Specifications for Public Works Construction latest edition) and to the satisfaction of the City Engineer.

61. The final map shall provide easements for all utilities, including gas, sewer and storm drains as required by the City Engineer and each respective utility.

62. The Developer shall offer to dedicate the necessary roadway easement for the proposed corner radius at the northeast corner of Florence Ave and Walker Ave and sidewalk adjacent to Walker Ave.

63. The Developer shall offer to dedicate the necessary storm drain easement for the realigned portion of the city storm drain, including junction structures.

64. Provide the City with verification of the recordation of the final map with the L.A. County Recorder's Office prior to the issuance of building permits, unless otherwise permitted by the Subdivision Map Act. Developer shall provide the City with one reproducible mylar copy of the recorded final map.

65. The Developer is responsible for ascertaining and paying all City development fees including Engineering plan check fees, final map review fees, excavation/encroachment permit fees, grading permit fees, development impact fees, and business license fee as required by the Bell Municipal Code.

66. In accordance with the Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit issued under the National Pollutant Discharge Elimination System (NPDES) Program, this project will require the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and the Developer is required to obtain a General Construction Storm Water Permit from the State Water Resources Control Board.

67. A complete grading and drainage plan shall be prepared for the project by a registered civil engineer and subject to approval by the City Engineer. In accordance with the

MS4 Permit, this project will require the preparation of a Low Impact Development (LID) Plan. The on-site drainage system shall be designed so that the property drains to an approved device and subsequently to the street, consistent with the LA County Public Works LID Manual, or in a manner otherwise acceptable to the City Engineer.

68. The Developer shall submit a soil and/or geology report providing technical specifications for the grading of the site. The grading and drainage plan must incorporate all pertinent site development recommendations from the approved soil/geology report.

69. Provide a hydrology report of the existing and proposed site drainage conditions and related hydraulic calculations for the design and sizing the proposed drainage facilities.

70. Prior to issuance of the grading permit, the Developer must record with the L.A. County Recorder's Office the Maintenance Covenant and Agreement for the on-site drainage system.

71. Upon issuance of the grading permit and completion of grading activities, the Developer's soil engineer of record shall provide a stamped-signed pad elevation certification and compaction report confirming that the grading activities were properly inspected and performed in accordance with the approved grading plan.

72. The Developer shall submit a composite utility plan for the City Engineer's approval and coordinate the installation of utility services with each of the applicable utility companies.

73. As part of the water service improvements, the Developer must substantiate with the Golden State Water Company that there is adequate domestic water flow and fire flow available to service the project site.

74. All existing overhead utility services must be installed fully underground from the right-of-way to the site. Satisfactory provisions for all other utilities and service connections, including water, electricity, sewer, and gas, must be made to City and public utility standards.



FLORENCE AVENUE & WALKER AVENUE

BELL, CALIFORNIA

PROJECT DESCRIPTION

PROPOSED 54-UNIT, MULITSTORY (3-STORY WITH GROUND LEVEL ATTACHED GARAGE), MULTIFAMILY DWELLINGS CONSTRUCTED IN CLUSTERS OF 4-PLEX, 5-PLEX, 7-PLEX, 8-PLEX, AND 9-PLEX (TOTAL OF 8 BUILDINGS) ON A PARCEL OF 2.41-ACRE IN LAND AREA. 14 OF THE TOTAL 54 UNITS RAE DESIGNATED AS LOW-INCOME. A PROPOSED OUTDOOR COMMON AREA FOR RESIDENCES IS ALSO INCLUDED IN THE PROJECT.

DEVELOPER INFORMATION

CITY VENTURES
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
CONTACT: KAREN ALVES
PHONE: (949) 258-7515
EMAIL: KALVES@CITYVENTURES.COM

CONSULTANT INFORMATION

ARCHITECTURE:

KTGY ARCHITECTURE & PLANNING
17911 VON KARMAN AVENUE, SUITE 200
IRVINE, CA 92614
CONTACT: ALAN SCALES
PHONE: (949) 221-6256
EMAIL: ASCALES@KTGY.COM

LANDSCAPE ARCHITECTURE:

C2 COLLABORATIVE LANDSCAPE ARCHITECTURE
100 AVENIDA MIRAMAR
SAN CLEMENTE, CA 92672
CONTACT: STEVE OH
PHONE: (949) 366-6624
EMAIL: SOH@C2COLLABORATIVE.COM

CIVIL:

C&V CONSULTING, INC.
9830 IRVINE CENTER DRIVE
IRVINE, CA 92618
CONTACT: JOE ATKINSON
PHONE: (949) 916-3800
EMAIL: JATKINSON@CVC-INC.NET

SHEET INDEX

ARCHITECTURE

A0.00 - COVER

A0.10 - SHEET INDEX + PROJECT SUMMARY

A1.00 - SITE PLAN

A1.01 - REFUSE PLAN

A2.00 - B-400 - 4-PLEX - PERSPECTIVE

A2.10 - B-400 - 4-PLEX - ELEVATIONS

A2.20 - B-400 - 4-PLEX - BUILDING PLANS

A3.00 - B-500 - 5-PLEX - PERSPECTIVE

A3.10 - B-500 - 5-PLEX - ELEVATIONS

A3.20 - B-500 - 5-PLEX - BUILDING PLANS

A4.00 - B-700 - 7-PLEX - PERSPECTIVIES

A4.10 - B-700 - 7-PLEX - ELEVATIONS

A4.20 - B-700 - 7-PLEX - BUILDING PLANS

A5.00 - B-800 - 8-PLEX - PERSPECTIVE

A5.10 - B-800 - 8-PLEX - ELEVATIONS

A5.20 - B-800 - 8-PLEX - BUILDING PLANS

A5.21 - B-800 - 8-PLEX - BUILDING PLANS

A6.00 - B-900- 9-PLEX - PERSPECTIVE

A6.10 - B-900 - 9-PLEX - ELEVATIONS

A6.20 - B-900 - 9-PLEX - BUILDING PLANS

A6.21 - B-900 - 9-PLEX - BUILDING PLANS

A7.00 - PLAN 1 - UNIT PLANS

A7.01 - PLAN 1 - ALT - UNIT PLANS

A7.10 - PLAN 2 - UNIT PLANS

A7.20 - PLAN 3 - UNIT PLANS

A7.21 - PLAN 3 - ACCESSIBLE - UNIT PLAN OPTIONS

LANDSCAPE

L-1 - OVERALL LANDSCAPE PLAN

L-2 - CONCEPTUAL IMAGE BOARD

L-3 - CONCEPTUAL EXTERIOR SITE LIGHTING PLAN

L-4 - CONCEPTUAL EXTERIOR SITE LIGHT FIXTURE CUTSHEETS

L-5 - CONCEPTUAL PLANTING PLAN

L-6 - CONCEPTUAL PLANT PALETTE

L-7 - CONCEPTUAL HARDSCAPE AND SITE FURNISHING CUTSHEETS

COMMUNITY CONTEXT (1:300)



SITE SUMMARY

APN: 6327-034-905, 6327-034-906

STREET ADDRESS:	5241 EAST FLORENCE AVENUE, BELL, CA 90201		
COUNTY:	LOS ANGELES COUNTY		
GENERAL PLAN LAND USE:	C-3R, GENERAL COMMERCIAL AND RESIDENTIAL		
LOT AREA (GROSS):	± **2.41 AC**	**104,980 SF**	
FLOOR AREA (GROSS):		86,044 SF	
DENSITY (GROSS):	**22.41 DU/AC**		
NUMBER OF HOMES:	**54 UNITS**		

OCCUPANCY:	R-2		
TYPE OF CONSTRUCTION:	V-B		
SPRINKLER SYSTEM:	FULL NFPA 13		
NUMBER OF STORIES:	3		
BUILDING HEIGHT:	36'-6"	MAX: 70'	
		PER 17.28.040.C.1 DEVELOPMENT STANDARDS IN BELL MUNICIPAL CODE	
SETBACKS:			
	PROVIDED	REQUIRED (PER 17.28.040.B DEVELOPMENT STANDARDS IN BELL MUNICIPAL CODE)	
FRONT (CHANSLOR AVE. & WALKER AVE.)	8'-10"	*(WAIVER)*	MIN. 20'
SIDE	5'-4"	*(WAIVER)*	MIN. 10'

UNIT SUMMARY

DWELLING UNITS

PLAN TYPE	DESCRIPTION	# OF UNITS	MIX	NET/ UNIT	TOTAL NET	GROSS/UNIT	TOTAL GROSS	GARAGE	PRIVATE UPPER FLOOR DECKS	AVERAGE GROUND FLOOR PATIOS SF	TOTAL PRIVATE UPPER FLOOR DECKS
PLAN 1	3 BEDS / 3 BATHS	22 UNITS	41%	**1,345 SF**	29,590 SF	1,460 SF	32,120 SF	532 SF	53 SF	104 SF	1,166 SF
PLAN 1 ALT	3 BEDS / 3 BATHS	6 UNITS	11%	**1,345 SF**	8,070 SF	1,460 SF	8,760 SF	633 SF	55 SF	104 SF	330 SF
PLAN 2	3 BEDS / 3 BATHS	4 UNITS	7%	**1,555 SF**	6,220 SF	1,677 SF	6,708 SF	500 SF	54 SF	105 SF	216 SF
PLAN 3	3 BEDS / 3 BATHS	22 UNITS	41%	**1,631 SF**	35,882 SF	1,748 SF	38,456 SF	472 SF	77 SF	97 SF	1,694 SF
	TOTAL	**54 UNITS**	100%		**79,762 SF**		**86,044 SF**				**3,406 SF**

ACCESSIBLE UNITS: 10 % OF 54 UNITS = 5.4= 6 ACCESSIBLE UNITS

BUILDING SUMMARY

BLDG #	DESCRIPTION	NET SF	GROSS SF	GROSS SF (+GARAGE & PRIV. DECK)
BLDG 1	B900 (9-PLEX)	13,249 SF	14,292 SF	19,516 SF
BLDG 2	B900 (9-PLEX)	13,249 SF	14,292 SF	19,516 SF
BLDG 3	B700 (7-PLEX)	10,273 SF	11,084 SF	15,174 SF
BLDG 4	B800 (8-PLEX)	11,904 SF	12,832 SF	17,368 SF
BLDG 5	B700 (7-PLEX)	10,273 SF	11,084 SF	15,174 SF
BLDG 6	B400 (4-PLEX)	6,220 SF	6,708 SF	8,924 SF
BLDG 7	B500 (5-PLEX)	7,297 SF	7,876 SF	10,832 SF
BLDG 8	B500 (5-PLEX)	7,297 SF	7,876 SF	10,832 SF
	TOTAL BUILDING SF	**79,762 SF**	**86,044 SF**	**117,336 SF**

OPEN SPACE SUMMARY

REQUIRED OPEN SPACE

COMMON	N/A
PRIVATE	N/A

PROVIDED OPEN SPACE

COMMON			12,315 SF TOTAL	=	228 SF/UNIT
PRIVATE (PATIOS & BALCONIES)	7,010 SF (PATIOS) +	3,406 SF (BALCONIES)	= 10,416 SF TOTAL	=	193 SF/UNIT

PARKING SUMMARY

REQUIRED PARKING

PER TABLE 17.76.020 REQUIRED OFF-STREET PARKING IN BELL MUNICIPAL CODE

RESIDENTIAL - OCCUPANT	2 SPACES / UNIT	x	54 UNITS =	108 SPACES
GUEST	1 SPACE / 3 UNITS	54/3=	18 UNITS =	18 SPACES
			TOTAL REQUIRED PARKING	**126 SPACES**

PER STATE DENSITY BONUS

2 TO 3 BEDS	2 SPACES / UNIT	x	54 UNITS =	108 SPACES
			TOTAL REQUIRED PARKING	**108 SPACES**

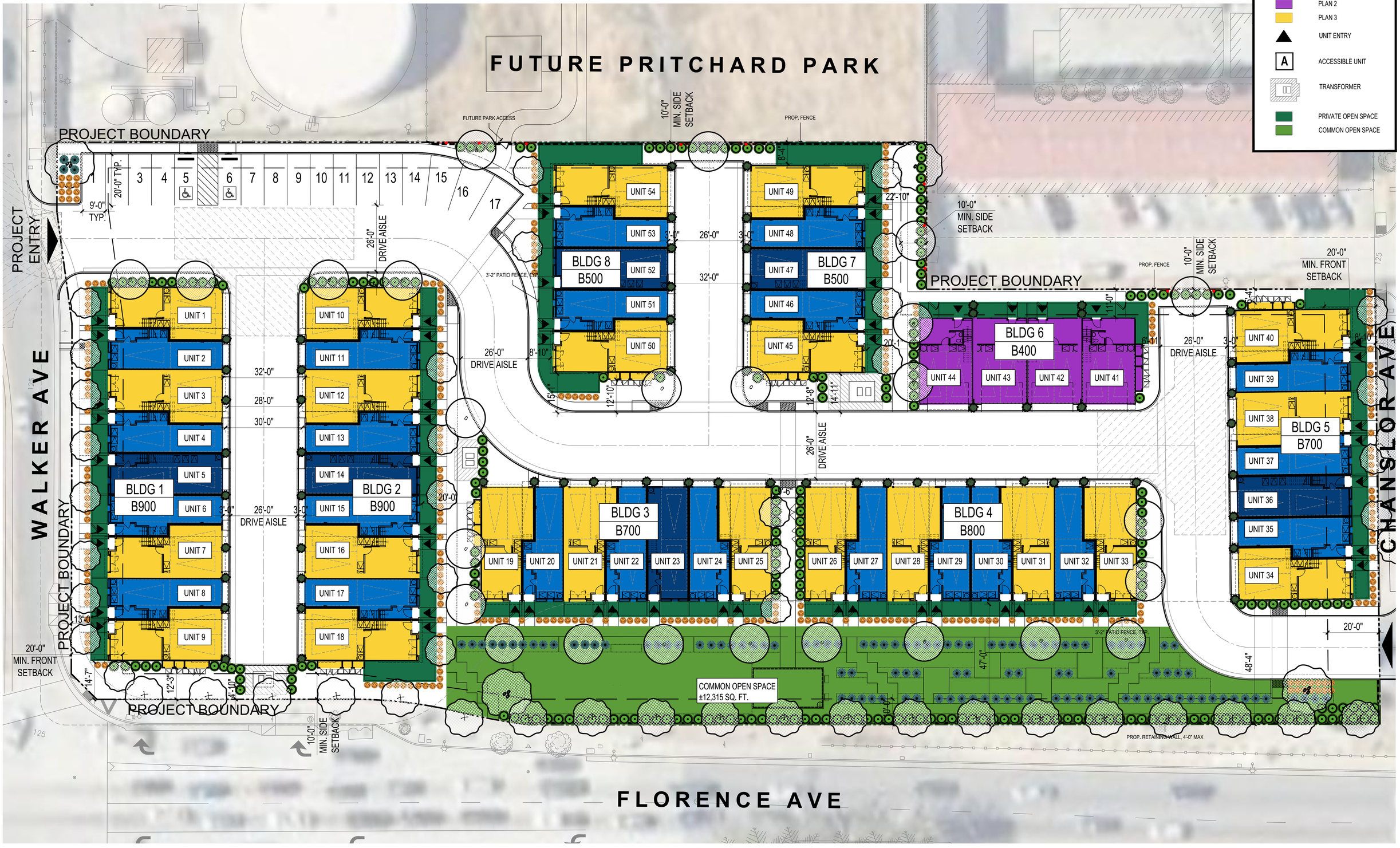
PROVIDED PARKING

RESIDENTIAL (GARAGE SPACES)	54 UNITS	x	2 SPACES /DU	=	108 SPACES
GUEST PARKING				=	17 SPACES
			TOTAL REQUIRED PARKING		**125 SPACES**

SATISFIES STATE DENSITY BONUS REQUIREMENT

NOTES:

1. PLANS TO BE IN COMPLIANCE WITH:
   - 2022 CALIFORNIA BUILDING CODE
   - 2022 CALIFORNIA ENERGY CODE
   - 2022 CALIFORNIA GREEN BUILDING CODE
   - 2022 CALIFORNIA PLUMBING CODE
   - 2022 CALIFORNIA MECHANICAL CODE
   - 2022 ELECTRICAL CODE.



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CITY VENTURES
Building It Forward

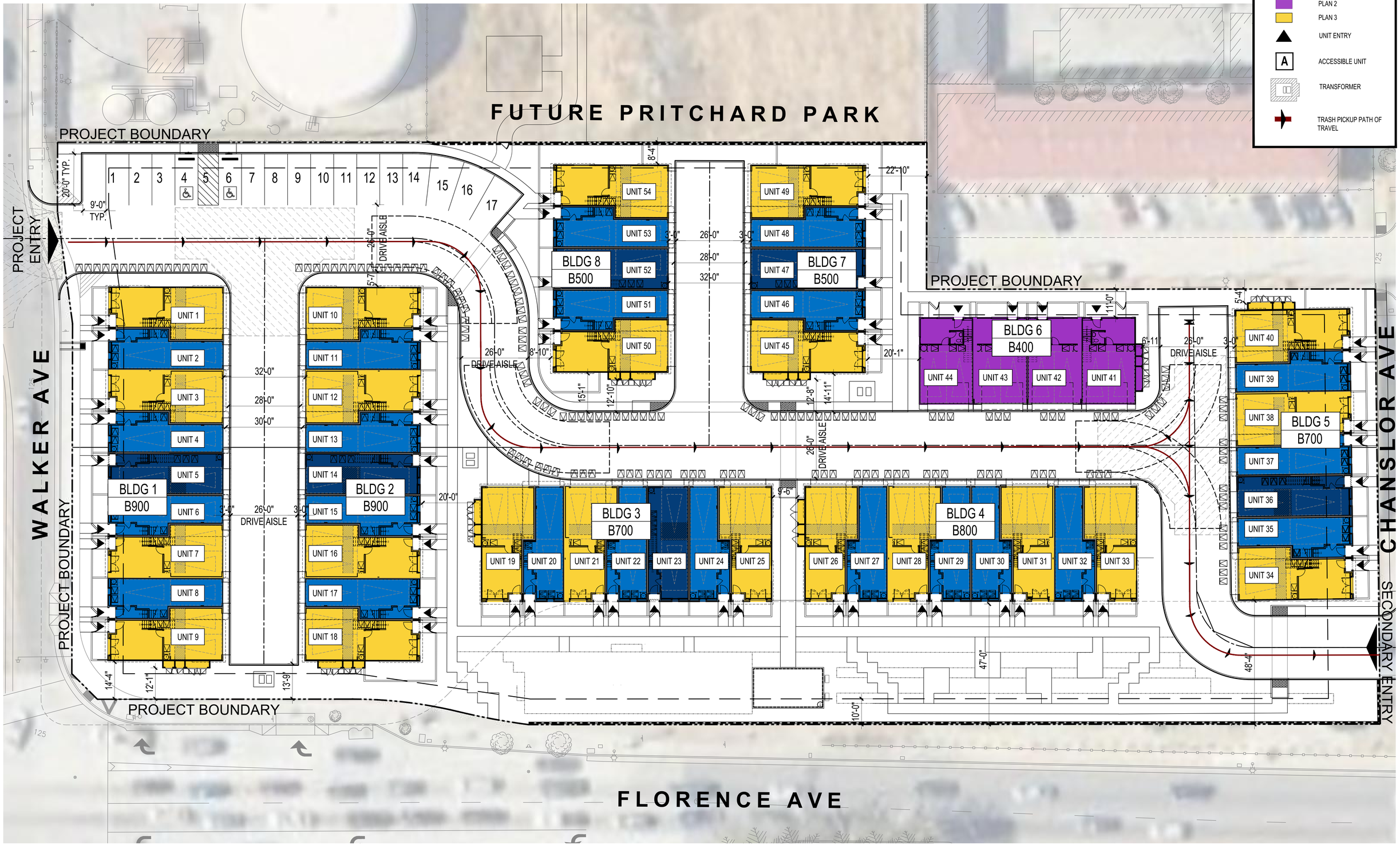
Florence and Walker
Bell, CA

0 8 16 32 Scale 1" = 16'

Schematic Design
5/20/2025

SITE PLAN

A1.00


LEGEND
PLAN 1
PLAN 1-ALT
PLAN 2
PLAN 3
UNIT ENTRY
A
ACCESSIBLE UNIT
TRANSFORMER
TRASH PICKUP PATH OF TRAVEL
FUTURE PRITCHARD PARK
PROJECT BOUNDARY
PROJECT ENTRY
WALKER AVE
CHANSLOR
SECONDARY ENTRY
FLORENCE AVE
BLDG 1 B900
BLDG 2 B900
BLDG 3 B700
BLDG 4 B800
BLDG 5 B700
BLDG 6 B400
BLDG 7 B500
BLDG 8 B500
DRIVE AISLE
20'-0" TYP.
9'-0" TYP.
26'-0"
32'-0"
28'-0"
30'-0"
20'-0"
22'-10"
20'-1"
8'-4"
8'-10"
3'-0"
3'-9"
5'-7"
5'-4"
11'-0"
6'-11"
9'-6"
47'-0"
48'-4"
10'-0"
14'-4"
12'-1"
13'-9"
15'-1"
12'-10"
12'-8"
14'-11"



FRONT PERSPECTIVE OF BUILDING TYPE B-400



REAR PERSPECTIVE OF BUILDING TYPE B-400

NOTE: COLOR SCHEME 1
DEMONSTRATED ON PERSPECTIVES



4 - LEFT



3 - REAR



2 - RIGHT

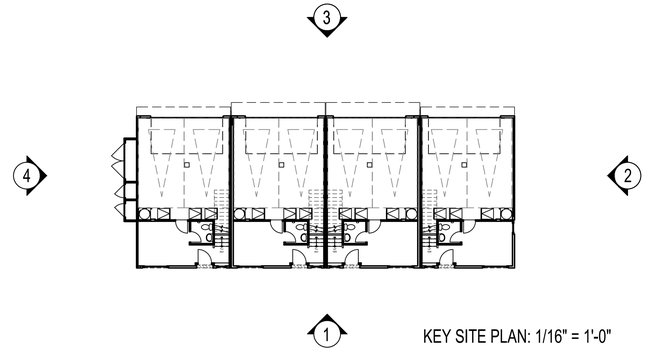


1 - FRONT

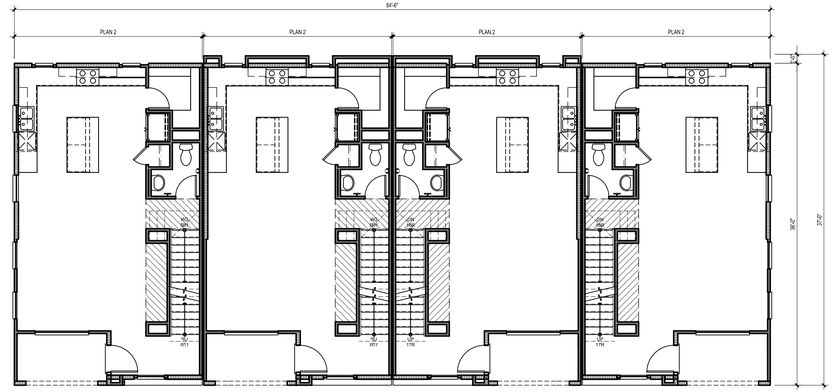
NOTE: COLOR SCHEME 1 DEMONSTRATED ON ELEVATIONS

MATERIAL LEGEND

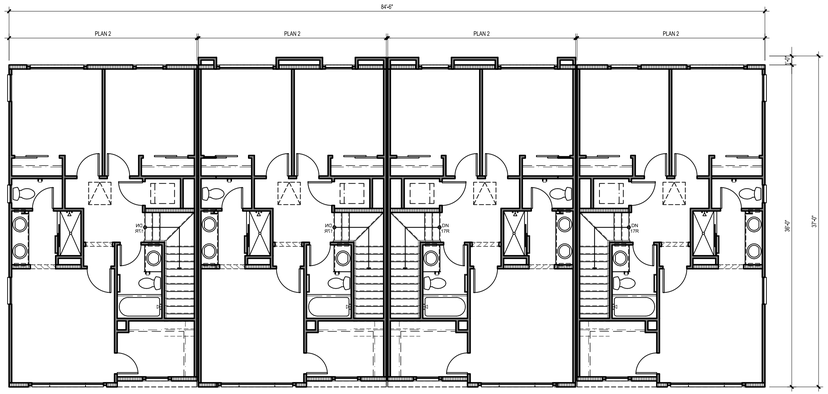
1. STUCCO, LIGHT SAND FINISH
2. S-TILE ROOF
3. ROOF BRACKETS
4. STUCCO O/ FOAM WINDOW TRIM
5. VINYL WINDOWS
6. HORIZONTAL DECK RAILING
7. DECORATIVE DECK RAILING
8. FIBERGLASS ENTRY DOOR
9. FAUX WOOD TRELLIS
10. FAUX WOOD BALCONY BEAM/COLUMNS
11. ILLUMINATED ADDRESS SIGN
12. DECORATIVE LIGHT
13. DECORATIVE FLOWER POT SHELF
14. DECORATIVE STAINED GLASS
15. METAL SECTIONAL GARAGE DOOR
16. ROOF MOUNTED AC UNITS



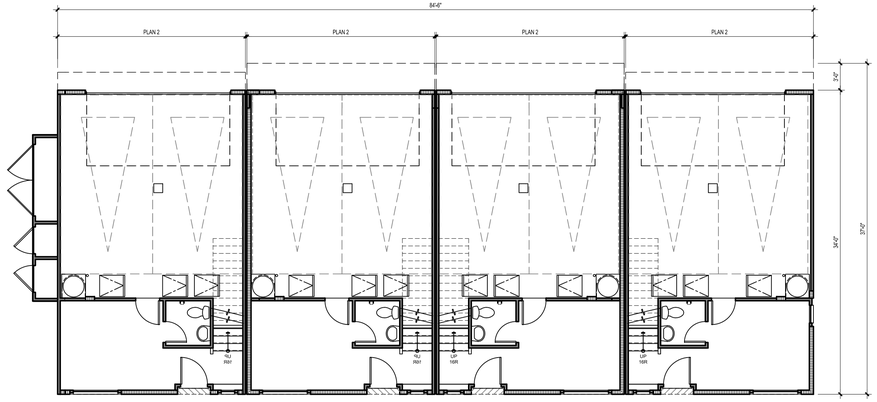
KEY SITE PLAN: 1/16" = 1'-0"



SECOND FLOOR



THIRD FLOOR



FIRST FLOOR



FRONT PERSPECTIVE OF BUILDING TYPE B-500



REAR PERSPECTIVE OF BUILDING TYPE B-500

NOTE: COLOR SCHEME 2
DEMONSTRATED ON PERSPECTIVES



4 - LEFT



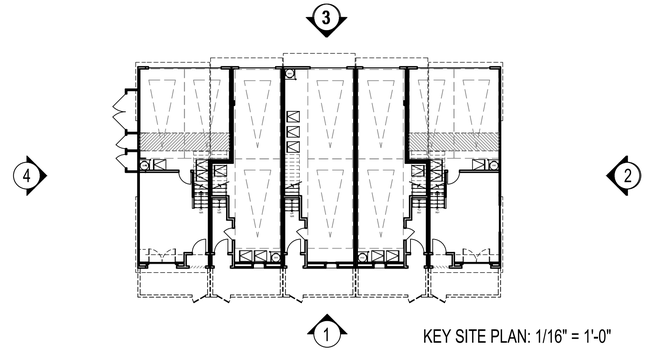
3 - REAR



2 - RIGHT



1 - FRONT

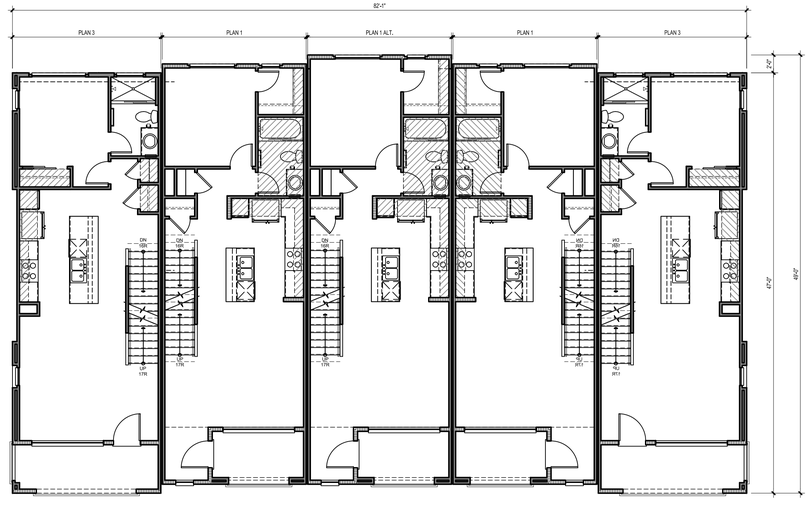


KEY SITE PLAN: 1/16" = 1'-0"

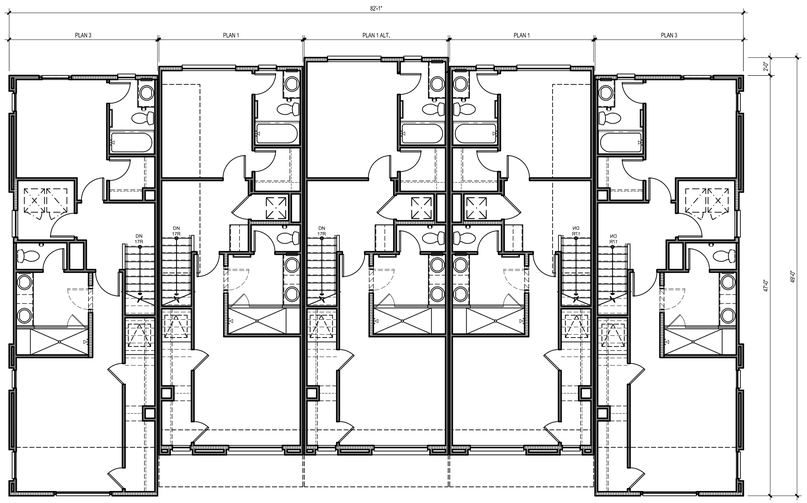
NOTE: COLOR SCHEME 2 DEMONSTRATED ON ELEVATIONS

MATERIAL LEGEND

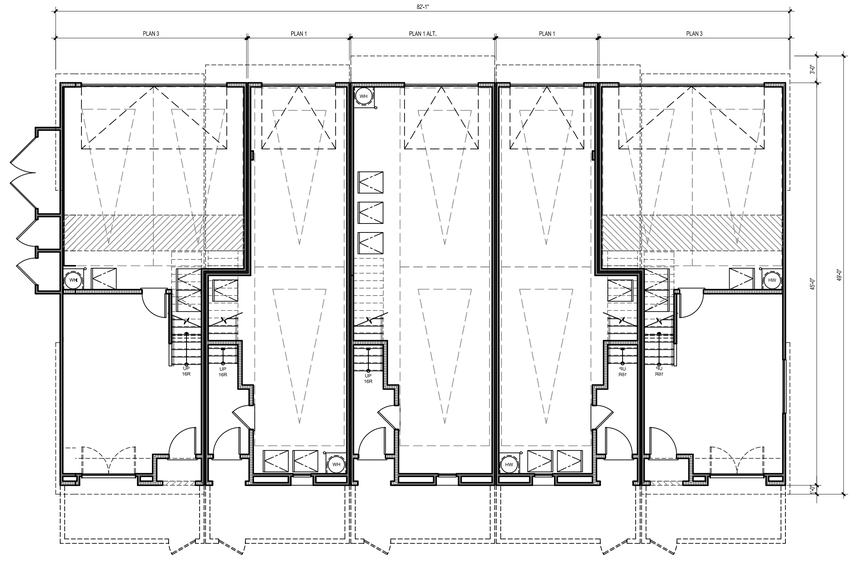
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14. DECORATIVE STAINED GLASS
15. METAL SECTIONAL GARAGE DOOR
16. ROOF MOUNTED AC UNITS



SECOND FLOOR



THIRD FLOOR



FIRST FLOOR



FRONT PERSPECTIVE OF BUILDING TYPE B-700



REAR PERSPECTIVE OF BUILDING TYPE B-700

NOTE: COLOR SCHEME 1
DEMONSTRATED ON PERSPECTIVES



4 - LEFT



3 - REAR



2 - RIGHT

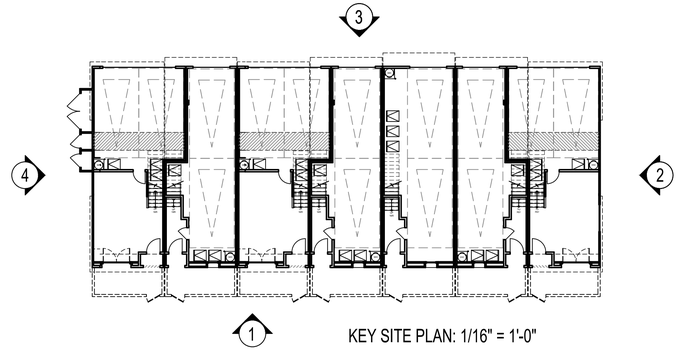


1 - FRONT

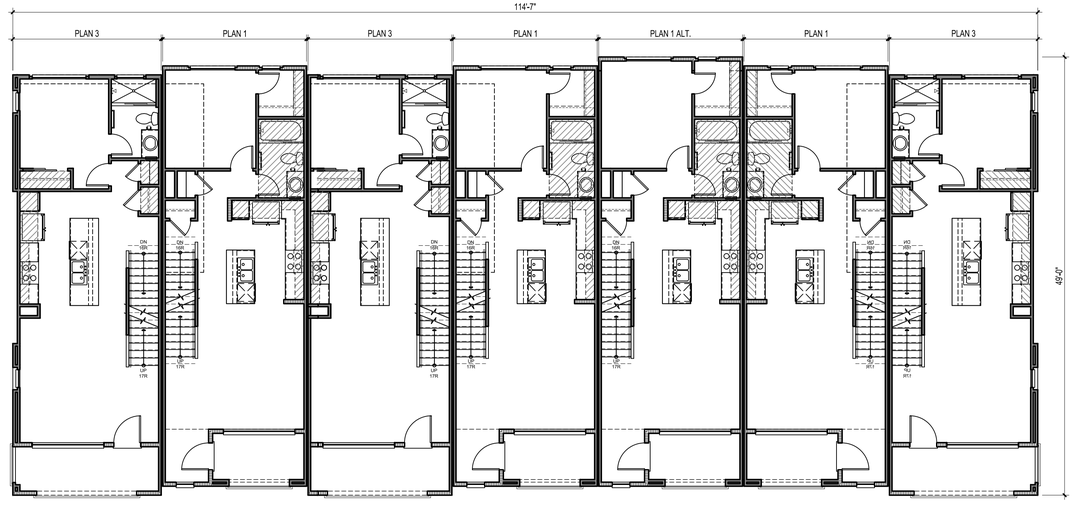
NOTE: COLOR SCHEME 1 DEMONSTRATED ON ELEVATIONS

MATERIAL LEGEND

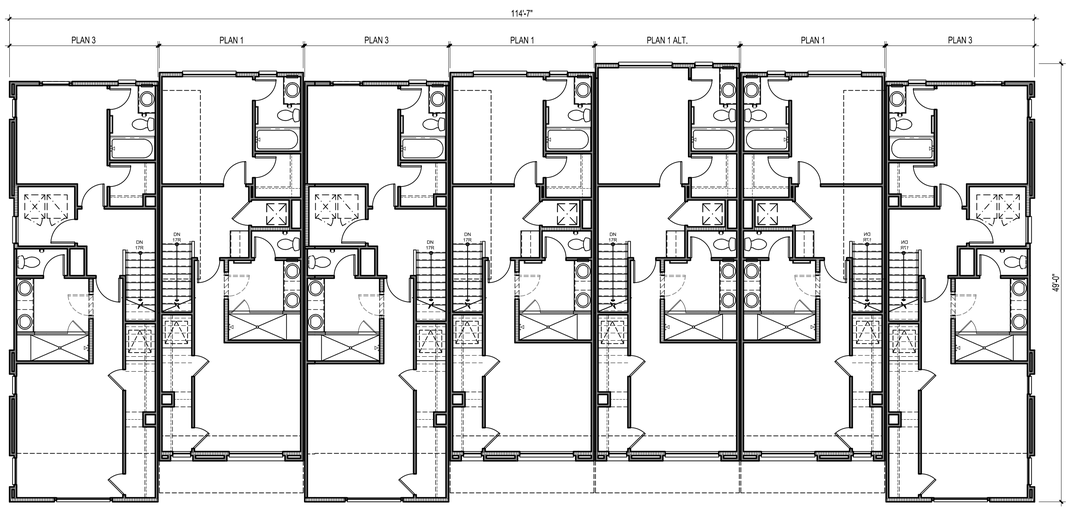
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10. FAUX WOOD BALCONY BEAM/COLUMNS
11. ILLUMINATED ADDRESS SIGN
12. DECORATIVE LIGHT
13. DECORATIVE FLOWER POT SHELF
14. DECORATIVE STAINED GLASS
15. METAL SECTIONAL GARAGE DOOR
16. ROOF MOUNTED AC UNITS



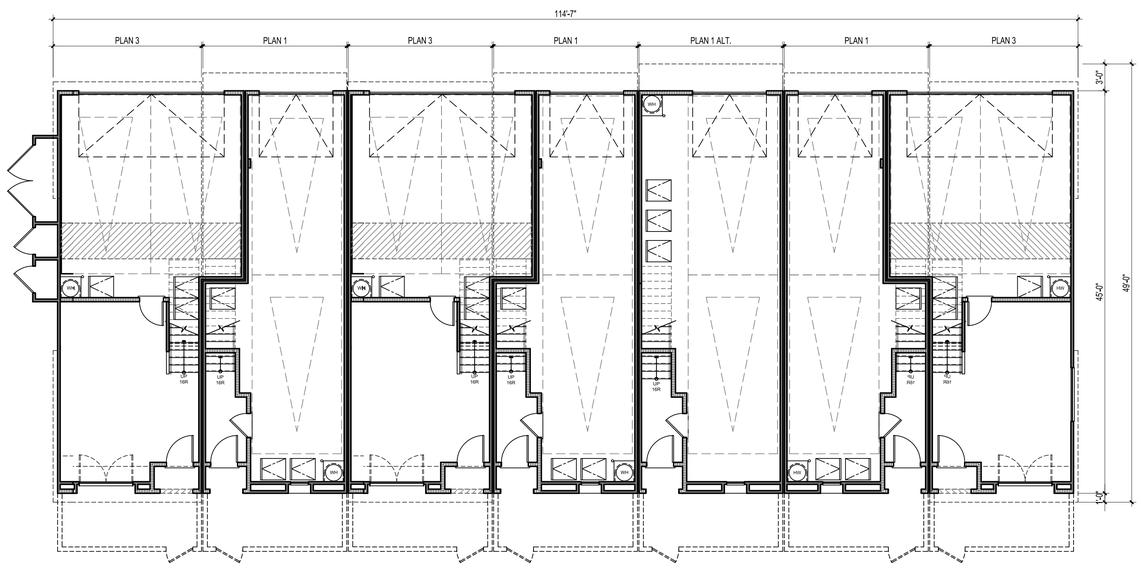
KEY SITE PLAN: 1/16" = 1'-0"



SECOND FLOOR



THIRD FLOOR



FIRST FLOOR



FRONT PERSPECTIVE OF BUILDING TYPE B-800



REAR PERSPECTIVE OF BUILDING TYPE B-800

NOTE: COLOR SCHEME 2
DEMONSTRATED ON PERSPECTIVES



4 - LEFT



3 - REAR



2 - RIGHT

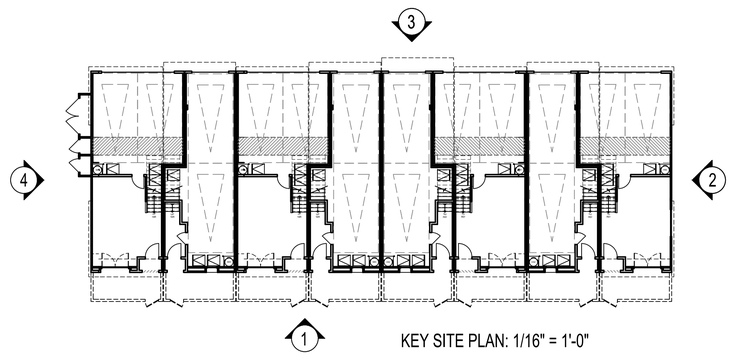


1 - FRONT

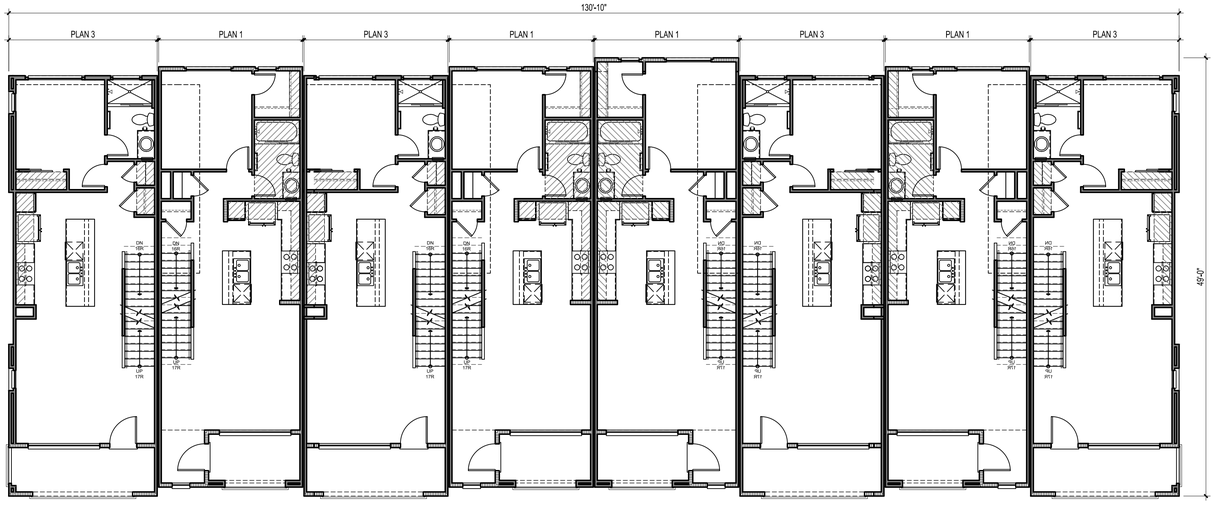
NOTE: COLOR SCHEME 2 DEMONSTRATED ON ELEVATIONS

MATERIAL LEGEND

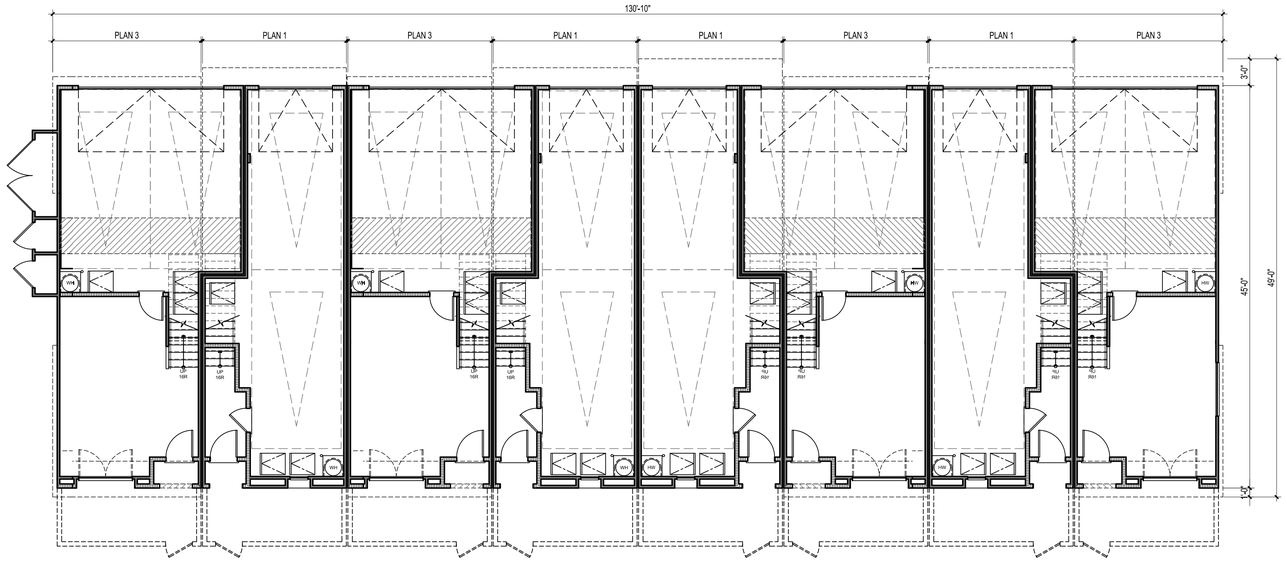
1. STUCCO, LIGHT SAND FINISH
2. S-TILE ROOF
3. ROOF BRACKETS
4. STUCCO O/ FOAM WINDOW TRIM
5. VINYL WINDOWS
6. HORIZONTAL DECK RAILING
7. DECORATIVE DECK RAILING
8. FIBERGLASS ENTRY DOOR
9. FAUX WOOD TRELLIS
10. FAUX WOOD BALCONY BEAM/COLUMNS
11. ILLUMINATED ADDRESS SIGN
12. DECORATIVE LIGHT
13. DECORATIVE FLOWER POT SHELF
14. DECORATIVE STAINED GLASS
15. METAL SECTIONAL GARAGE DOOR
16. ROOF MOUNTED AC UNITS



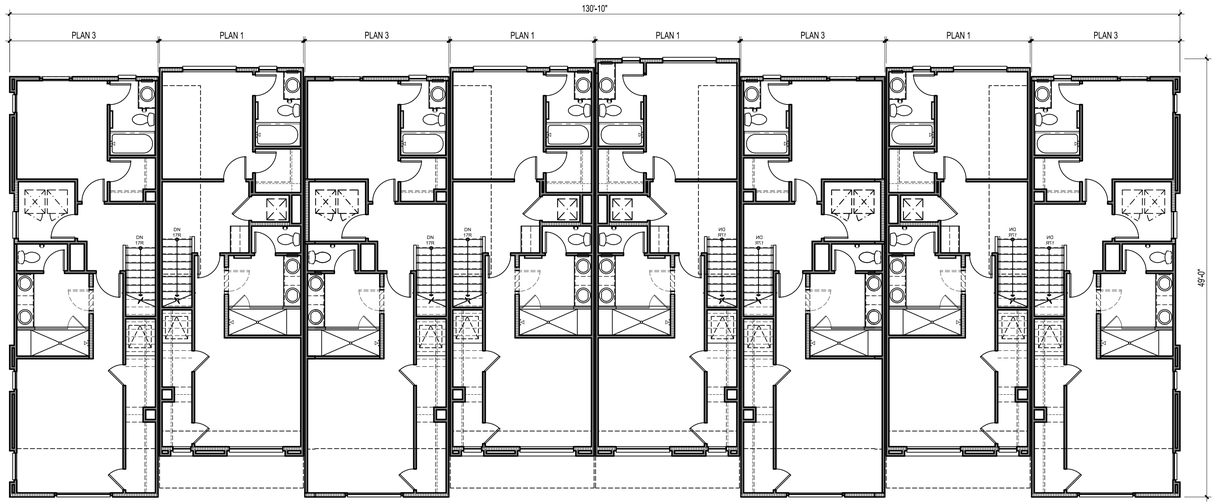
KEY SITE PLAN: 1/16" = 1'-0"



SECOND FLOOR



FIRST FLOOR



THIRD FLOOR



FRONT PERSPECTIVE OF BUILDING TYPE B-900



REAR PERSPECTIVE OF BUILDING TYPE B-900

NOTE: COLOR SCHEME 1
DEMONSTRATED ON PERSPECTIVES



4 - LEFT



3 - REAR



2 - RIGHT

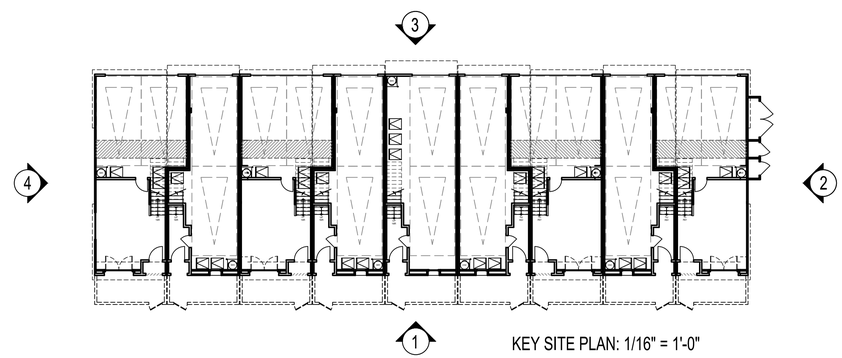


1 - FRONT

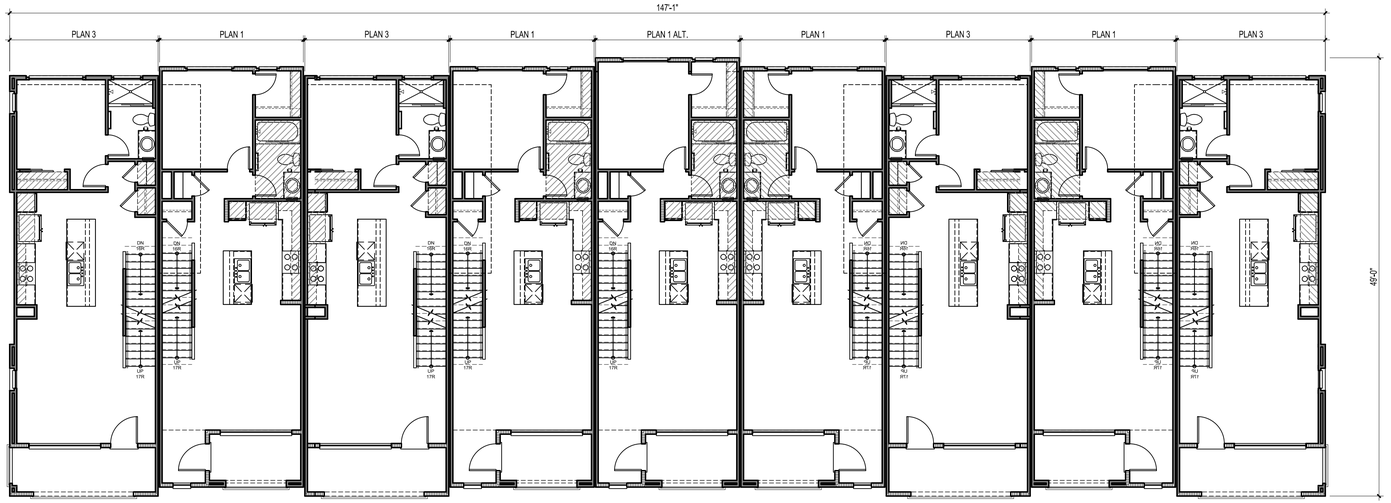
NOTE: COLOR SCHEME 1 DEMONSTRATED ON ELEVATIONS

MATERIAL LEGEND

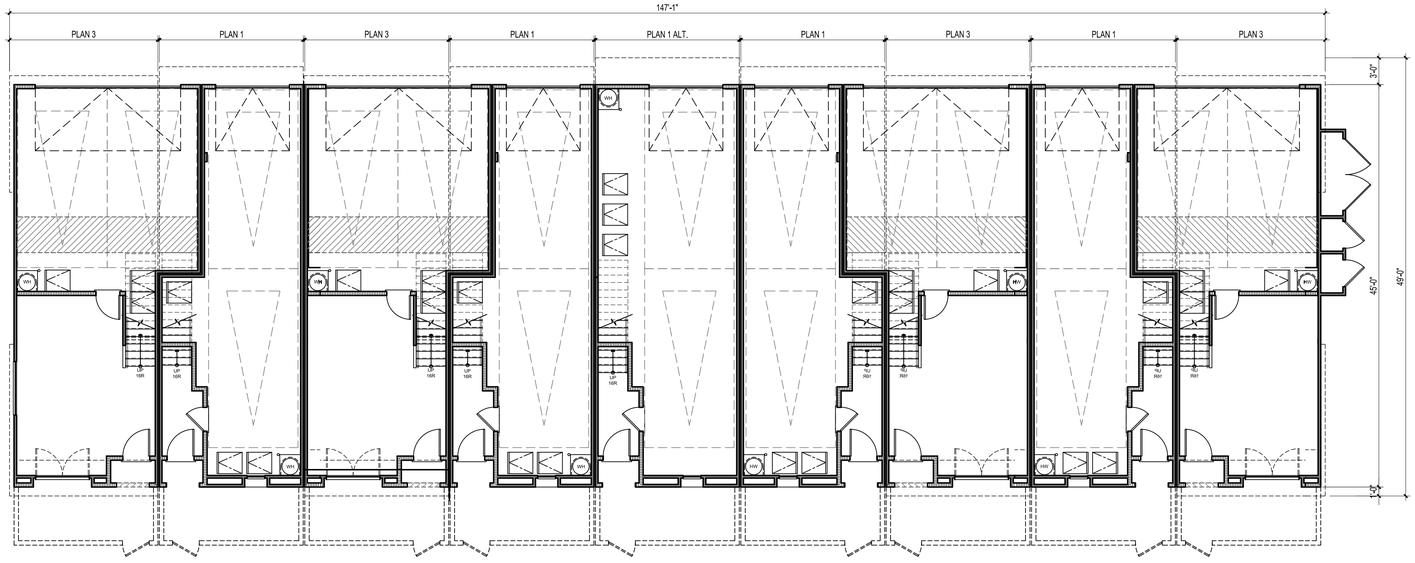
1. STUCCO, LIGHT SAND FINISH
2. S-TILE ROOF
3. ROOF BRACKETS
4. STUCCO O/ FOAM WINDOW TRIM
5. VINYL WINDOWS
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7. DECORATIVE DECK RAILING
8. FIBERGLASS ENTRY DOOR
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13. DECORATIVE FLOWER POT SHELF
14. DECORATIVE STAINED GLASS
15. METAL SECTIONAL GARAGE DOOR
16. ROOF MOUNTED AC UNITS



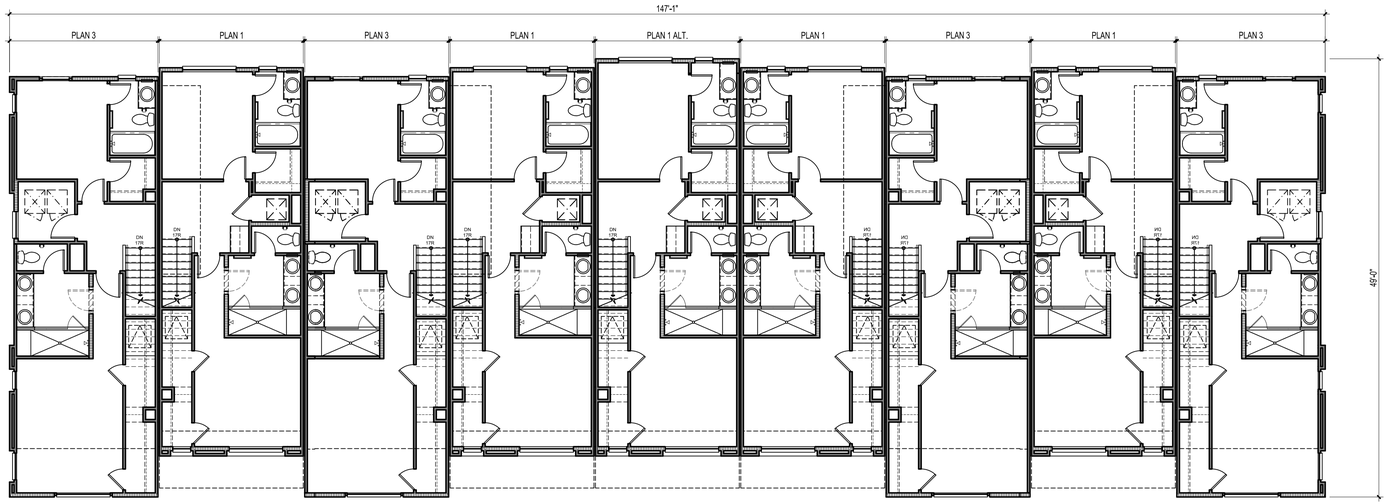
KEY SITE PLAN: 1/16" = 1'-0"



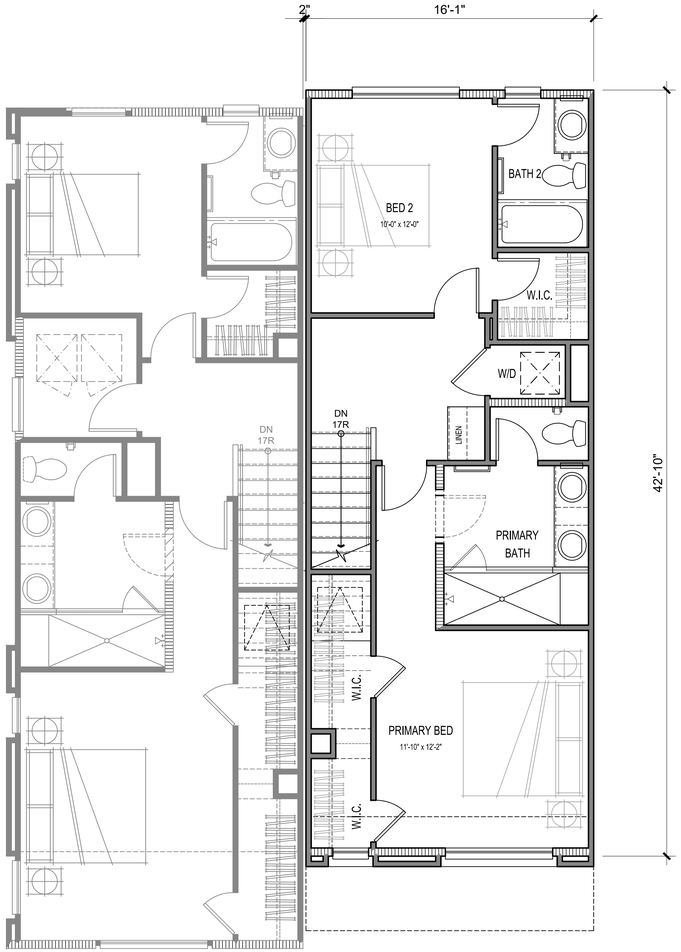
SECOND FLOOR



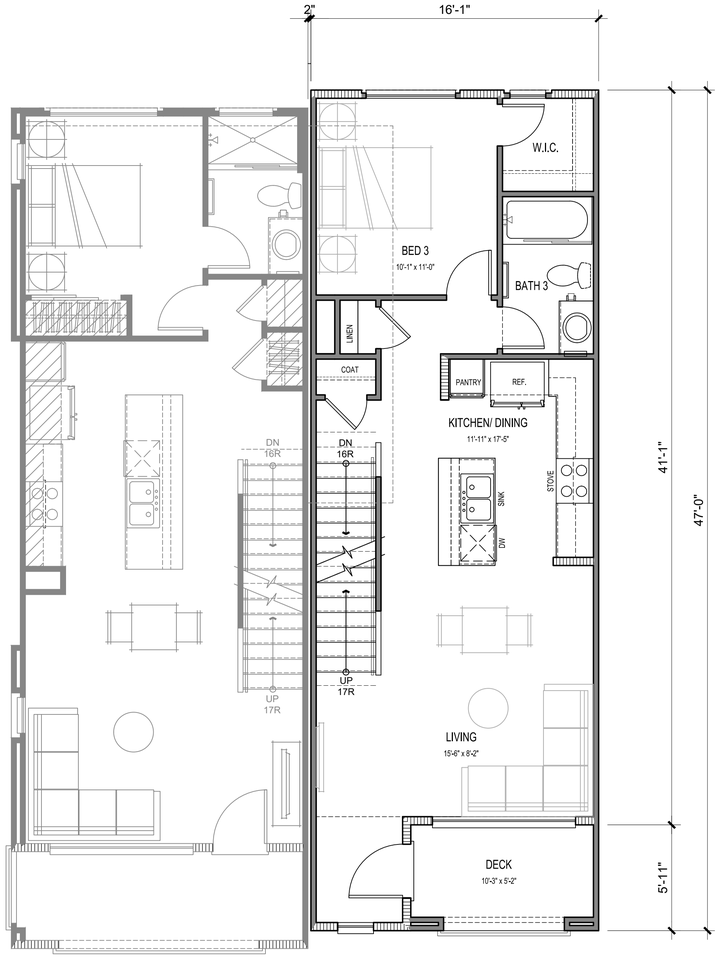
FIRST FLOOR


147'-1"
PLAN 3
PLAN 1
PLAN 3
PLAN 1
PLAN 1 ALT.
PLAN 1
PLAN 3
PLAN 1
PLAN 3
49'-0"

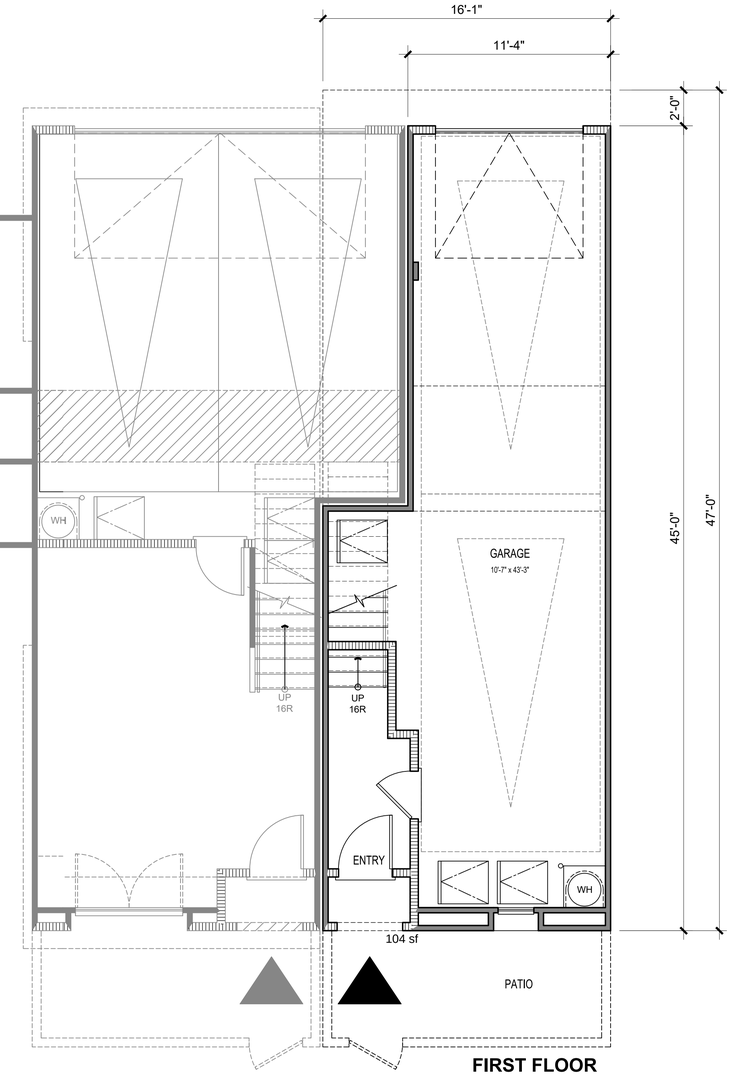
THIRD FLOOR



THIRD FLOOR



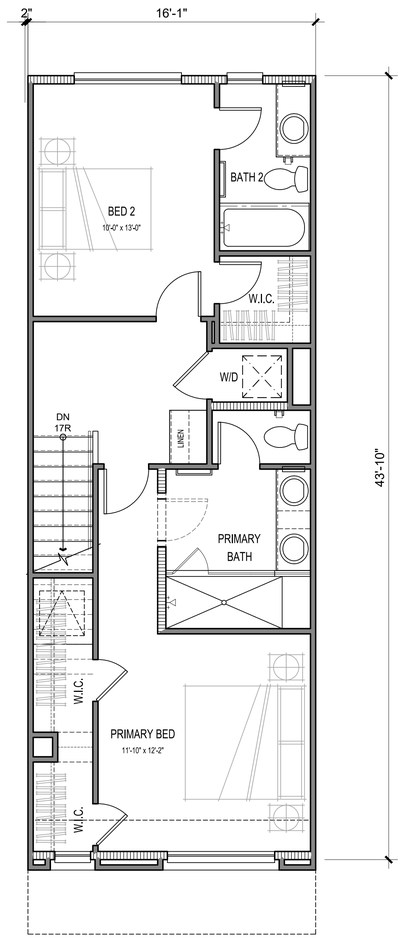
SECOND FLOOR



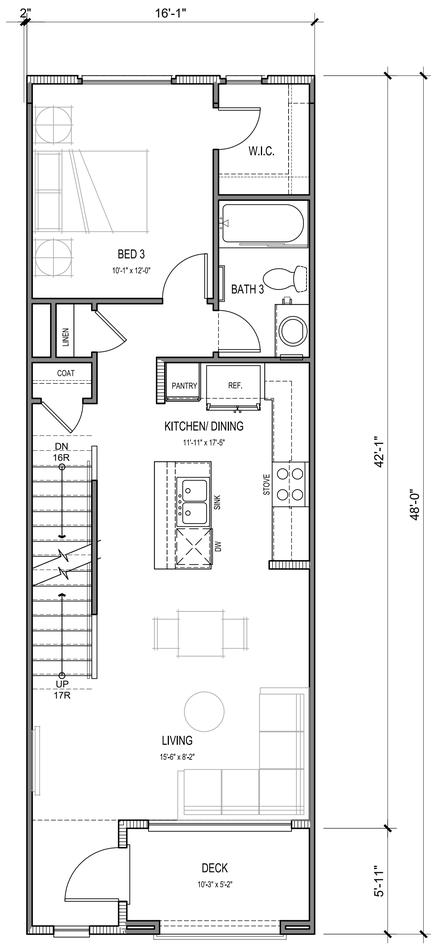
FIRST FLOOR

3 BEDS/ 3 BATHS

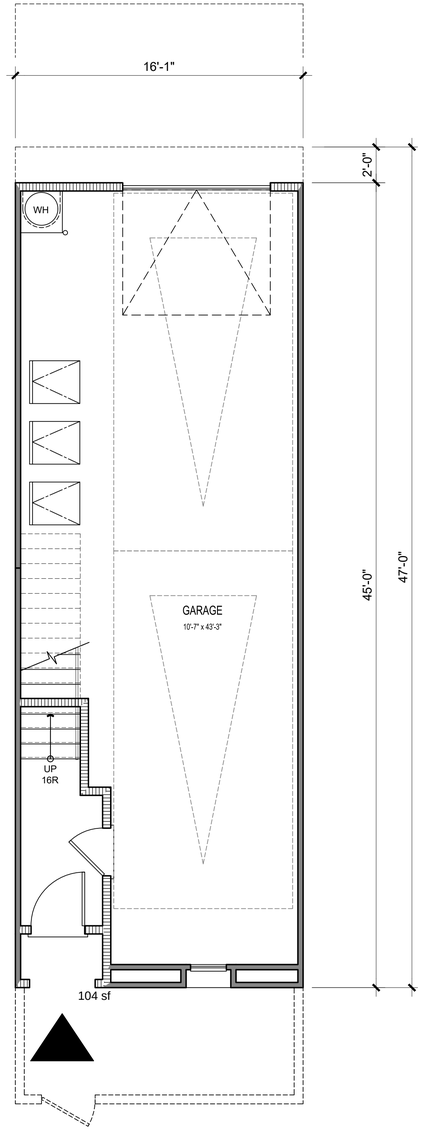
NET SF	
1ST FLOOR	85 SQ. FT.
2ND FLOOR	646 SQ. FT.
3RD FLOOR	614 SQ. FT.
TOTAL LIVING	1345 SQ. FT.
GARAGE	532 SQ. FT.
DECK	53 SQ. FT.



PLAN 1 ALT - THIRD FLOOR

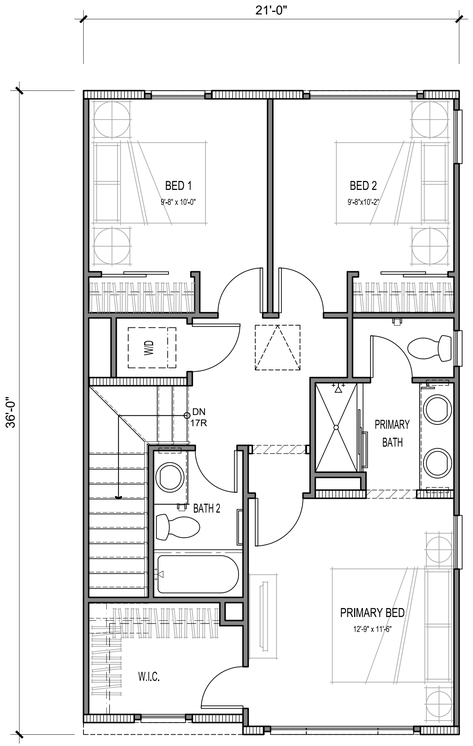


PLAN 1 ALT - SECOND FLOOR

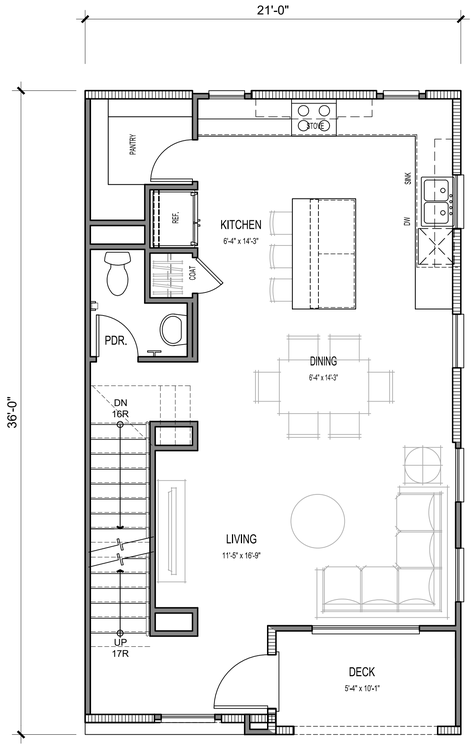


PLAN 1 ALT - FIRST FLOOR

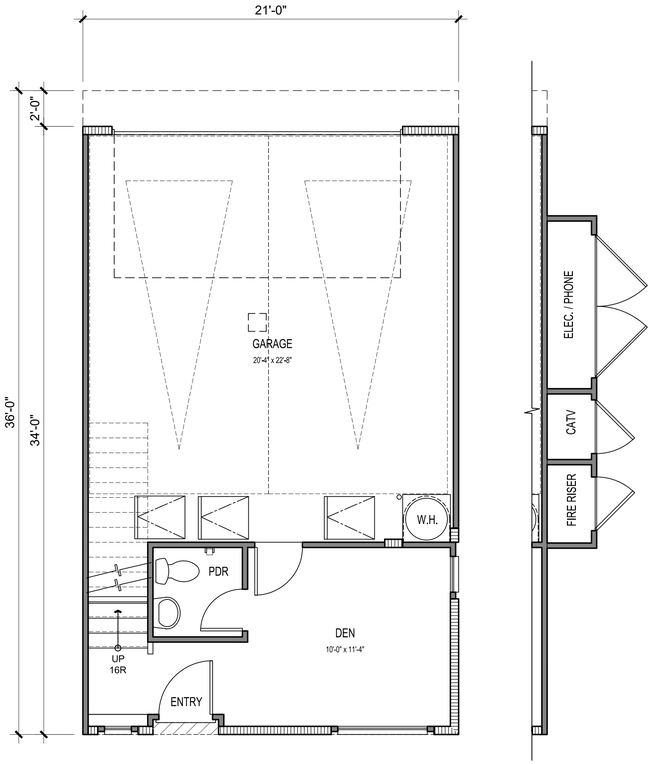
NET SF	
1ST FLOOR	85 SQ. FT.
2ND FLOOR	662 SQ. FT.
3RD FLOOR	629 SQ. FT.
TOTAL LIVING	1376 SQ. FT.
GARAGE	532 SQ. FT.
DECK	53 SQ. FT.



THIRD FLOOR



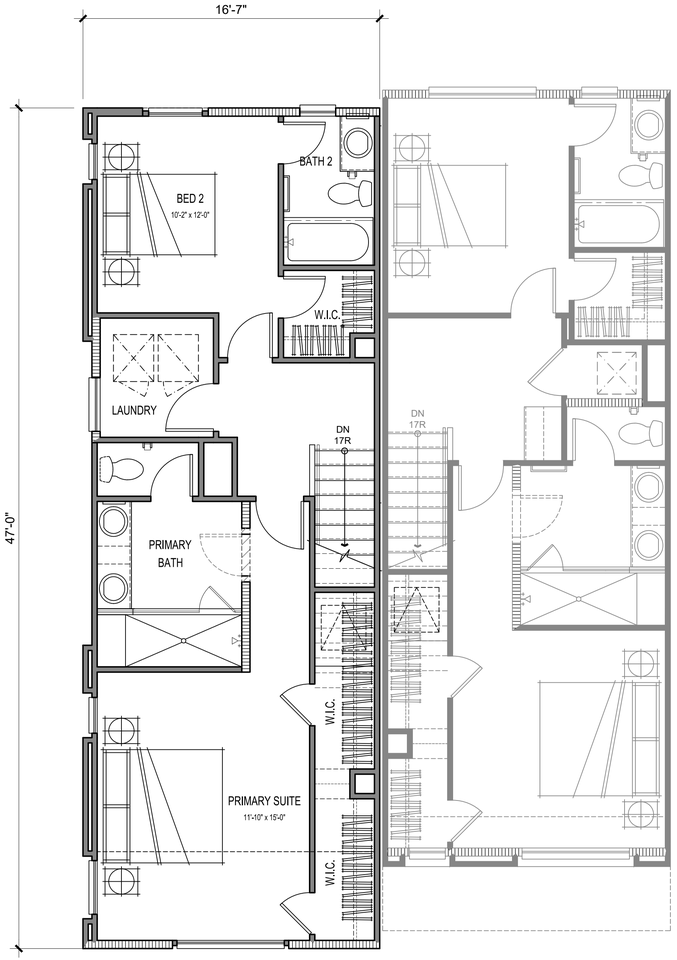
SECOND FLOOR



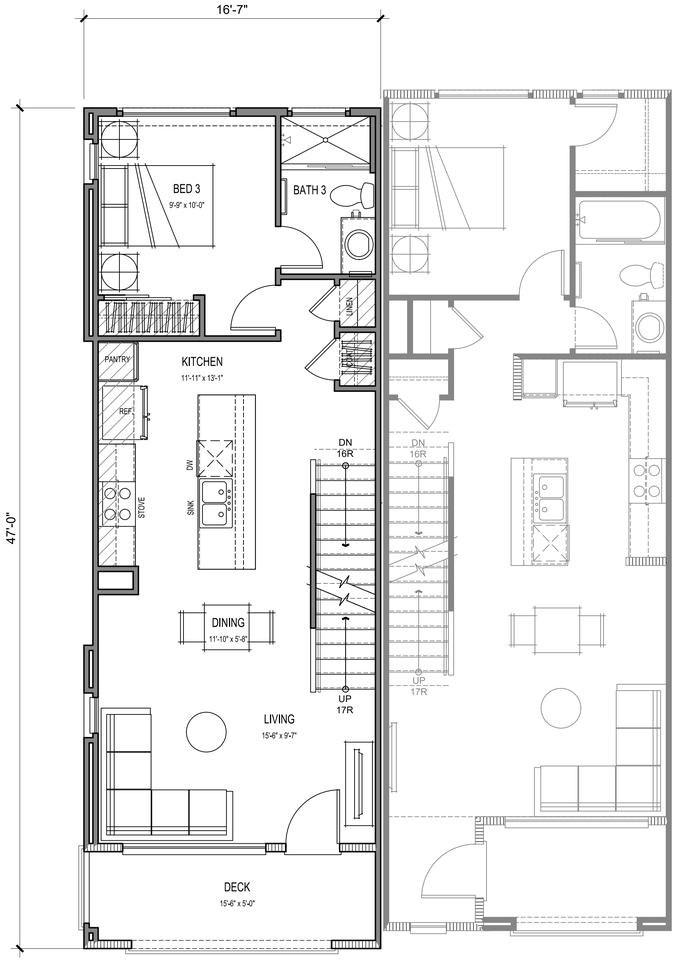
FIRST FLOOR

3 BEDS/ 3 BATHS

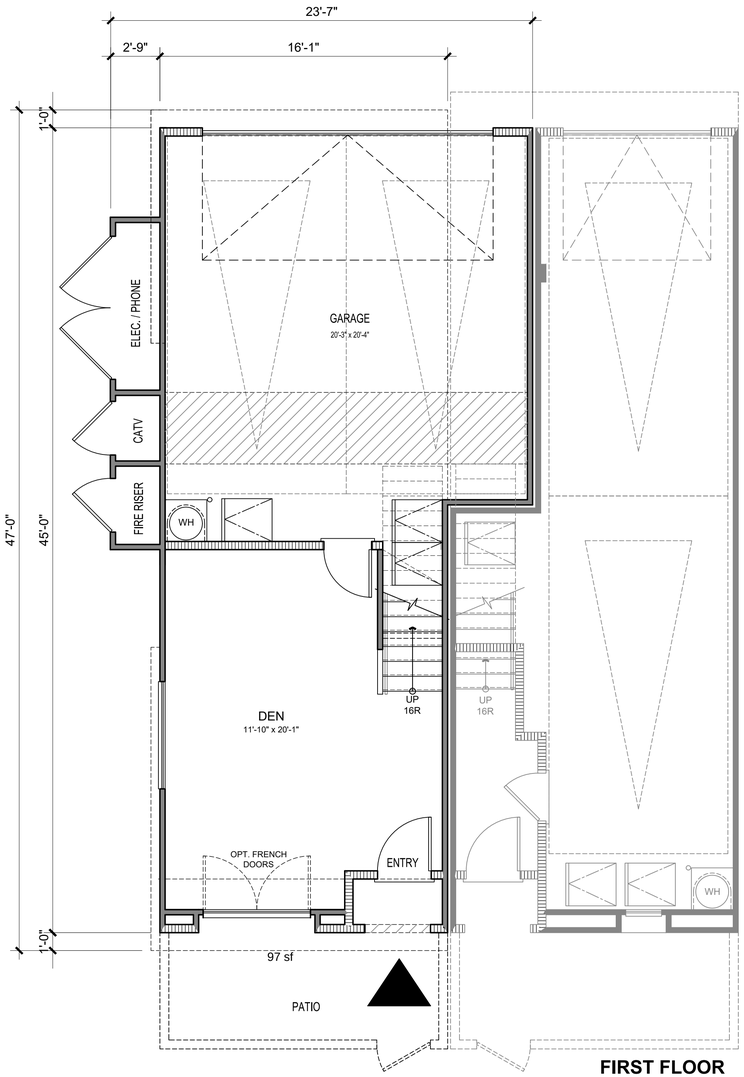
NET SF	
1ST FLOOR	219 SQ. FT.
2ND FLOOR	644 SQ. FT.
3RD FLOOR	652 SQ. FT.
TOTAL LIVING	1514 SQ. FT.
GARAGE	500 SQ. FT.
DECK	54 SQ. FT.



THIRD FLOOR



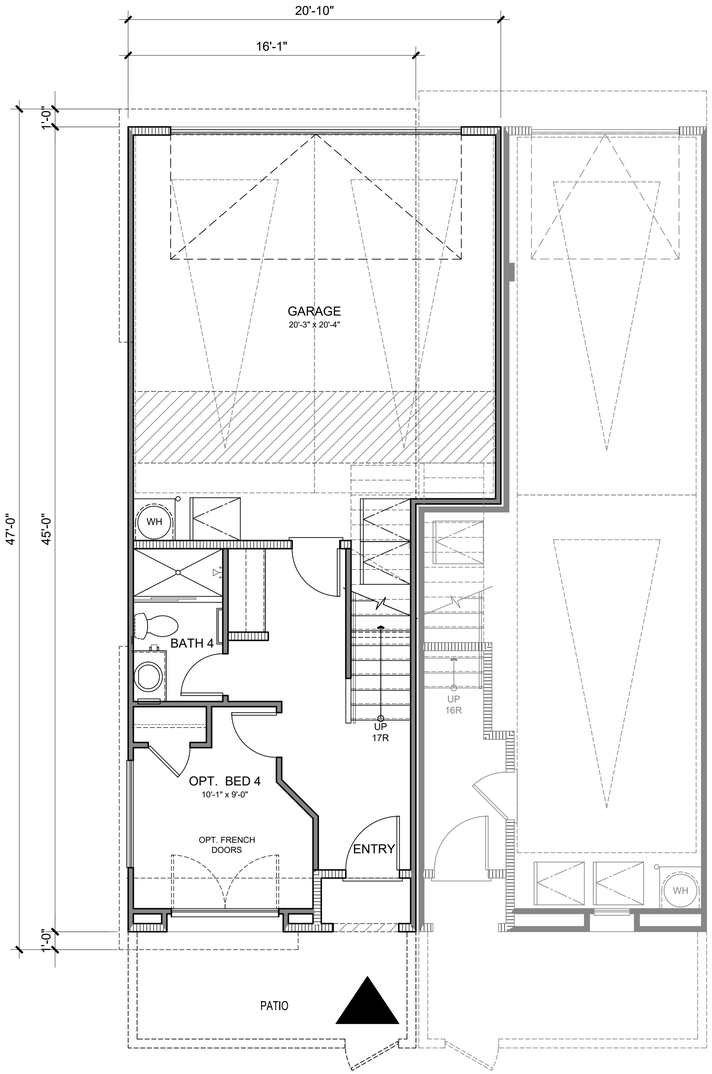
SECOND FLOOR



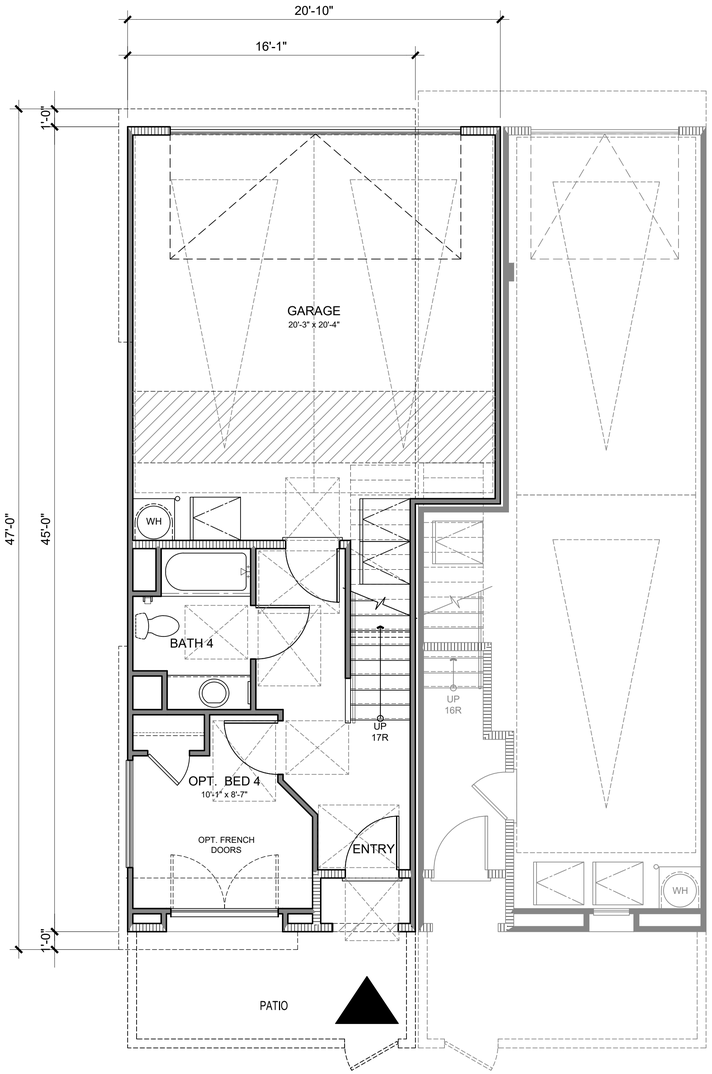
FIRST FLOOR

3 BEDS/ 3 BATHS

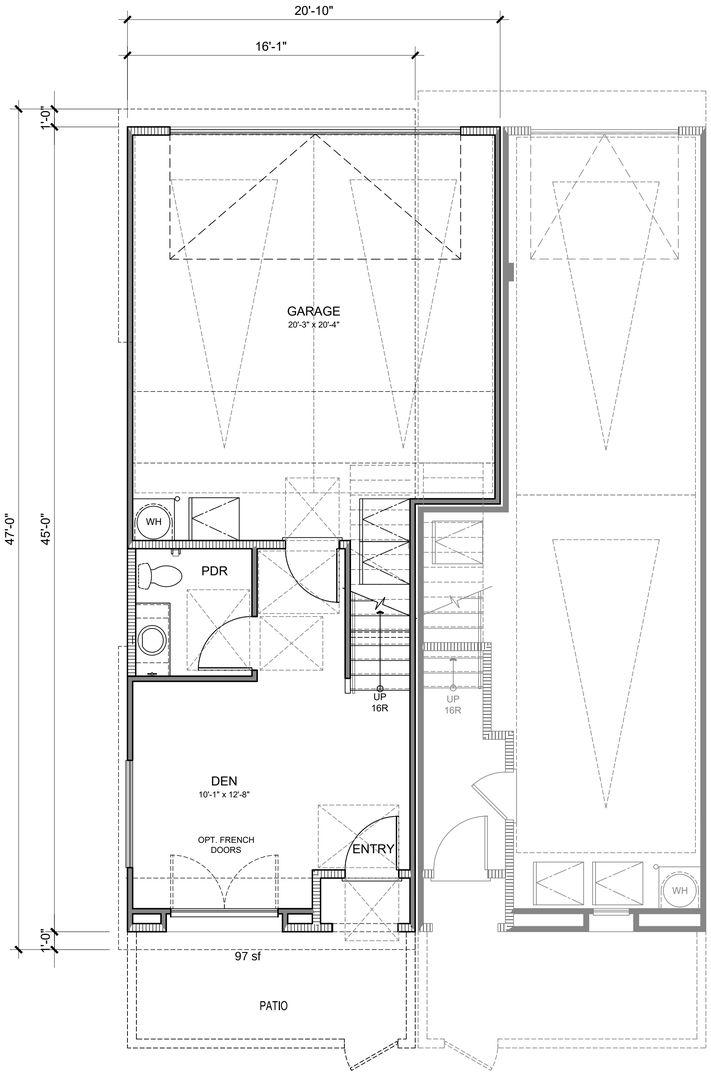
NET SF	
1ST FLOOR	324 SQ. FT.
2ND FLOOR	626 SQ. FT.
3RD FLOOR	681 SQ. FT.
TOTAL LIVING	1631 SQ. FT.
GARAGE	472 SQ. FT.
DECK	77 SQ. FT.



FIRST FLOOR - OPT BED



FIRST FLOOR ACCESSIBLE -
OPT BED W/ ACC BATH



FIRST FLOOR - ACCESSIBLE



LEGEND

1. Project Entry with Accent Planting
2. Seating Area with Accent Landscape
3. Event Lawn with Shade Trees
4. Shade Structure with BBQ
5. Pedestrian Paseo
6. Shade Trees and Screening Landscape
7. Access Gate to Future Park
8. Mailboxes
9. Transformers

City Ventures

BELL B - OVERALL LANDSCAPE PLAN

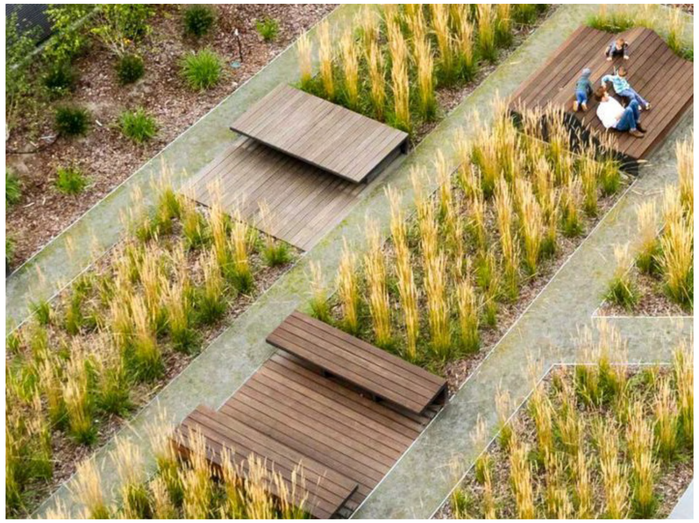
BELL, CA

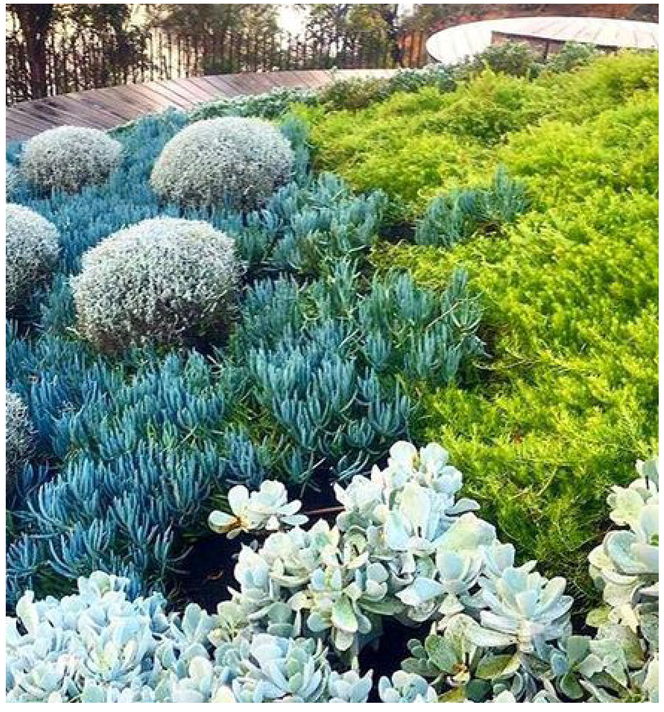
Scale: 1" = 20'-0"

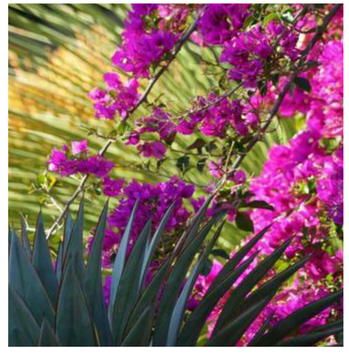
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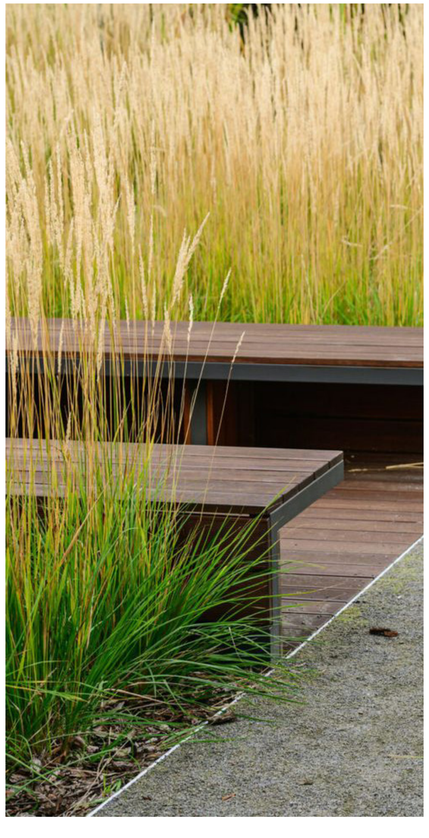
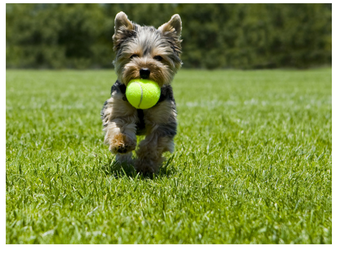
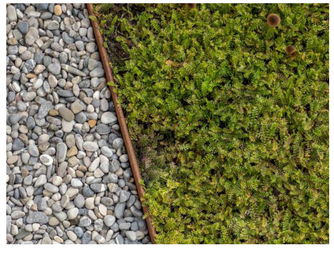
L-1

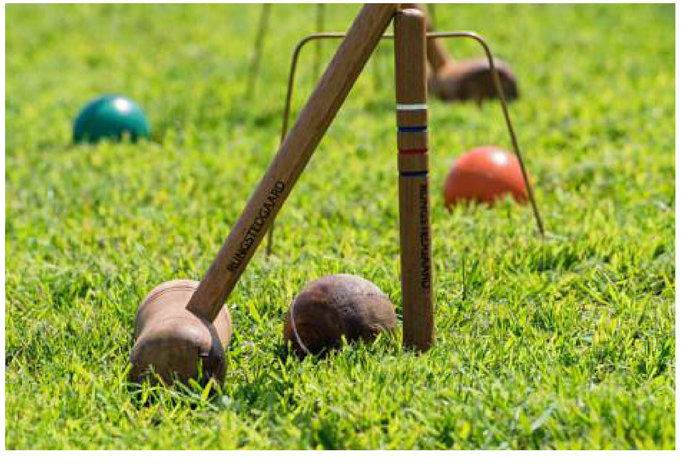
C2 Collaborative






City Ventures

BELL B - CONCEPTUAL IMAGE BOARD

BELL, CA

C2 Collaborative



LIGHTING SCHEDULE:

KEY	DESCRIPTION
	Existing Street Light to remain and be protected in place
	S1 Street Light
	S2 Pathway Light
	S3 Tree Uplight

City Ventures

BELL B - CONCEPTUAL EXTERIOR SITE LIGHTING PLAN

BELL, CA

0 4' 8' 16'
Scale: 1" = 20'-0"

05.20.25

L-3

C2 Collaborative

SOLID STATE AREA LIGHTING

CIRCULUX SERIES-LED

S P E C I F I C A T I O N S

PROJECT NAME:

PROJECT TYPE:

LUMINAIRE
One piece high impact polycarbonate lens provided with durable corrosion resistant cast aluminum fitter base. Heavy gauge formed aluminum reflector. Top is hinged for access. Base has 3" I.D. opening for tenon mounting. All hardware is Stainless Steel.

LED POWER ARRAY™
Three-dimensional array of individual LED Tubes fastened to a retaining plate. Each LED Tube consists of circuit board populated with a multiple of LED's and is mechanically fastened to a radial aluminum heat sink. An acrylic Lens and end cap protects the LED Tube's internal components.

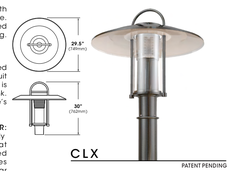
VERTICAL POWER ARRAY™ WITH GLASS REFRACTOR: LED Tubes are aligned vertically and arranged radially to produce an even raw light distribution that simulates standard light sources. Array is secured within a 6" Prismatic Glass Refractor which provides the optical control. Used in conjunction with a clear smooth globe.

VERTICAL POWER ARRAY™: LED Tubes are aligned vertically and arranged radially to produce an even raw light distribution that simulates standard light sources. Produces a minimal glare, symmetric diffuse light distribution. Used in conjunction with an opal smooth diffusing globe.

LED EMITTERS
High Output LED's are driven at 350mA for nominal 1 Watt output each. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

LED DRIVER
UL and CUL recognized High Power Factor, Constant Current LED drivers operate on input voltages from 120-277VAC, 50/60hz. Consult Factory for 347-480VAC. Driver is mechanically fastened to a retaining bracket. Main power quick disconnect provided. Driver has a minimum 4KV of internal surge protection. 10KV & 20KV Surge Protector optional. Dimming and High-Low Driver options available.

FINISH
Polyester powder coat incorporates four step iron phosphate process to pretreat metal surface for maximum adhesion. Top coat is baked at 400°F for maximum hardness and exterior durability.



CLX

PATENT PENDING

U.S. Architectural Lighting
660 West Avenue O, Palmdale, CA 93551
Phone (661) 233-2600 Fax (661) 233-2601
www.usalig.com

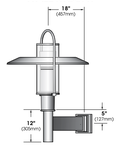
U.S. ARCHITECTURAL LIGHTING

2014149

CIRCULUX SERIES - LED

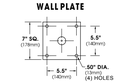
S P E C I F I C A T I O N S

WALL MOUNT



EXTRUDED ALUMINUM ARM BRACKET AND CAST ALUMINUM WALL BRACKET ASSEMBLY PROVIDED WITH BUILT IN GASKETED WIRE ACCESS FOR FIXTURE/SUPPLY WIRE CONNECTION.

WALL PLATE



LED POWER ARRAY™ MODULES



CLX-LED E.P.A.= 1.28

GLASS REFRACTOR w/ VERTICAL ARRAY
Available in:
6 Array 36 LED Max.

VERTICAL ARRAY
Available in:
6 Array 48 LED Max.
8 Array 64 LED Max.



CLXA-LED E.P.A.= 1.44

GLASS REFRACTOR w/ VERTICAL ARRAY
Available in:
6 Array 36 LED Max.

VERTICAL ARRAY
Available in:
6 Array 48 LED Max.
8 Array 64 LED Max.



GRV - Glass Refractor w/ Vertical Array
Base mount



VPA - Vertical Array
Base mount

(Specifications subject to change without prior notice.)

PATENT PENDING

S P E C / O R D E R I N G I N F O R M A T I O N

LUMINAIRE	OPTICS	# of LED's	COLOR	VOLTAGE	MOUNTING	FINISH	OPTIONS

LUMINAIRE
- ☐ CLX-LED
- ☐ CLXA-LED

OPTICS

GLASS REFRACTOR (CLEAR SMOOTH LENS)
- ☐ GRV - III
- ☐ GRV - V

VERTICAL POWER ARRAY (OPAL SMOOTH LENS)
- ☐ VPA - 51W

LED

No. LEDs
- ☐ 36LED (41 Watts)
- ☐ 64LED (72 Watts)
- ☐ 48LED (55 Watts)
- ☐ 36LED (41 Watts)

Wattages are Max Input Watts.

COLOR
- ☐ NW (4000K)* *STANDARD
- ☐ CW (5000K)
- ☐ WW (3000K)

OTHER LED COLORS AVAILABLE, CONSULT FACTORY.

VOLTAGE
- ☐ 120
- ☐ 208
- ☐ 240
- ☐ 277
- ☐ 347
- ☐ 480

MOUNTING

ARM MOUNT
- ☐ 1
- ☐ 2-180
- ☐ 2-90
- ☐ 3-90
- ☐ 3-120
- ☐ 4-90

WALL MOUNT
- ☐ WM

POST TOP
- ☐ PT

FINISH

STANDARD TEXTURED FINISH
- ☐ BLACK RAL-9005-T
- ☐ WHITE RAL-9003-T
- ☐ GREY RAL-7004-T
- ☐ DARK BRONZE RAL-8019-T
- ☐ GREEN RAL-6005-T

FOR SMOOTH FINISH REPLACE SUFFIX "T" WITH REPLACE "S" (EXAMPLE: SAL-4500-S)

SEE USALTG.COM FOR ADDITIONAL COLORS

OPTIONS

LENS OPTIONS:
- ☐ CLEAR SANDBLASTED POLYCARBONATE (DIMMING ONLY) ..... CSP
- ☐ CLEAR SANDBLASTED ACRYLIC ..... CSA
- ☐ CLEAR SMOOTH POLYCARBONATE ..... CP
- ☐ CLEAR SMOOTH ACRYLIC ..... CA
- ☐ OPAL SMOOTH POLYCARBONATE ..... WP
- ☐ OPAL SMOOTH ACRYLIC ..... WA
- ☐ HOUSE SIDE SHIELD ..... HS
- ☐ DIMMABLE DRIVER(S) (0-10V) ..... DIM
- ☐ HIGH-LOW DIMMING FOR HARDWIRED SWITCHING OR NON-INTEGRATED MOTION SENSOR ..... HLSW
- ☐ PHOTO CELL + VOLTAGE (EXAMPLE: PC120V) ..... PC+V
- ☐ 10KV SURGE PROTECTOR 10SP
- ☐ 20KV SURGE PROTECTOR (240V & 480V Only) 20SP

U.S. Architectural Lighting
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Phone (661) 233-2600 Fax (661) 233-2601
www.usalig.com

U.S. ARCHITECTURAL LIGHTING

LIGHTING SCHEDULE:

KEY	DESCRIPTION
	Existing Street Light to remain and be protected in place
	S1 Street Light
	S2 Pathway Light
	S3 Tree Uplight

S1 Street Light (or equal)

FXLuminaire

LED Accent Lights

PROJECT
CATALOG #
TYPE
NOTES

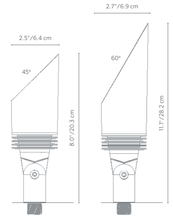


Optional Long Shroud

NP Up Light **DESIGNER** PLUS

Expertly engineered with 45° or 60° shroud options to illuminate a variety of spaces in 1, 3, 6, or 9 LED. An RGBW version is also available for use with Luxor**ZDC** systems.

Quick Facts
- Die-cast aluminum
- Two-layer marine-grade anodization and powder coat finish
- Cree® integrated LEDs
- ProAim™ adjustability
- Tamper-resistant features
- Color temperature filters
- Compatible with Luxor® technology
- Phase and PWM dimmable
- Input voltage: 10-15V



LANDSCAPE LIGHTING

NP Up Light SPECIFICATIONS

Output	1LED	3LED	6LED	9LED	ZDC
Total Lumens †	50	135	280	360	110
Input Voltage	10 to 15V	10 to 15V	10 to 15V	10 to 15V	11 to 15V
Input Power (W):	2.0	4.2	10.1	11.2	9.1
VA	2.4	4.5	13.5	13.5	11.0
Efficacy (Lumens/Watt)	25	32	27	32	21
Color Rendering Index (CRI)	67	68	80	68	82
Center Beam Candlepower*					
Spot (17-20)	232	464	1069	897	172
Dimming	PWM, Phase**	PWM, Phase**	PWM, Phase**	PWM, Phase**	--
RGBW Available	No	No	No	No	Yes
Luxor Compatibility					
Default	Zoning	Zoning	Zoning	Zoning	--
ZD Option	Zoning/Dimming	Zoning/Dimming	Zoning/Dimming	Zoning/Dimming	--
ZDC Option	--	--	--	--	Zoning/Dimming/ Color
Minimum Rated Life (L70)	50,000 Hrs	50,000 Hrs	50,000 Hrs	50,000 Hrs	50,000 Hrs

** Information not available for Flood or Wide Flood ** For optimal performance, use a trailing-edge, phase-cut dimmer.*
† Measured using the 3,900K CCT lens. Multipliers for other CCTs include 0.80 (2,700K), 0.65 (4,500K), and 0.65 (5,200K).

FX Luminaire
FX Luminaire is an industry-leading manufacturer of landscape and architectural lighting products with a focus on the advancement of LED technology and digital lighting control with zoning, dimming, and color adjustment capabilities. We offer a full spectrum of highly efficient lighting fixtures that can be utilized to create elegant, cutting-edge landscape lighting systems for commercial or residential applications. Our products are available exclusively via our extensive professional distributor network.

Materials
Die-cast aluminum A380 housing and shroud with stainless steel hardware. Die-cast zinc/ aluminum alloy knuckle.

Lamp
Integrated module with Cree LEDs. Gold-plated connectors and conformal coated for maximum reliability and corrosion resistance. Proprietary on-board intelligent driver uses firmware-controlled temperature regulation, maximizing LED life. Field upgradeable and replaceable, the LEDs are rated to 50,000 hrs. Maximum drive current: 1 A.

Optics
Polycarbonate color temperature adjustment lenses included with fixture: 2,700K (preinstalled), 3,900K (no lens), 4,500K, and 5,200K. Interchangeable optics for 10°, 20°, 30°-32°, or 55-58° distributions ordered pre-assembled to fixture. Color temperature and beam angle lenses field serviceable. For additional color filters, spread lenses, hex baffles, etc., use MR-16 sized accessories (MR-16: 1.95"/49.5mm dia. x 1.1 mm thickness). Beam angle is calculated using LM-79 method for SSL luminaires.

Socket
Socket contains MoistureBlock™ technology, preventing moisture from wicking up into sealed areas of the fixture.

Wiring
18 AWG SPT-1W 105°C 300V 1.5 meter length, pre-stripped

Power
Input 10-15VAC/VDC 50/60Hz. Remote transformer required (specify separately).

Housing
Die-cast aluminum housing with capacity for 1LED, 3LED, 6LED, 9LED, or ZDC integrated LEDs.

Shroud
Die-cast aluminum shroud with 45° cutoff (standard) or 60° long shroud option.

Knuckle
Die-cast zinc/aluminum alloy knuckle with ½-14 NPSM threads. Compress and lock features prevent slip after installation. 9° increments adjustability over 220° of vertical adjustment.

Lens
Tempered glass lens with shock resistance and high tolerance for thermal expansion and stress.

Finish
Two-layer protection of sulfuric acid anodization and polyester TGIC powder coat, providing superior outdoor weathering in all conditions. Tested to ASTM standards.

Weight
1.9 lbs.

Hardware
¼-20 x ¾" stainless steel angle lock screw. Includes Super Slot spike.

International Compliance
Compliant per IEC 60598-1 and IEC 60598-2-7 when used with International Spike Kit ("EKITSPIKE") or alternate mount greater than or equal to IP65, or by selecting the "e" version.

Ambient Operating Temperature
0°F to 140°F

Control
Luxor**ZD** or Luxor**ZDC** utilizes Luxor® technology to zone light fixtures in up to 250 groups, dim each group in 1% increments between 0 and 100%, or change to one of 30,000 colors with RGBW LEDs. Select the ZD option for zoning/dimming or ZDC for zoning/dimming/color. Standard fixture is zoneable with Luxor**ZD** or Luxor**ZDC**.

Sustainability
Innovation meets conservation in the design and manufacturing of our products. Where we can, we use recycled materials while maintaining superior functionality. Our LED products provide high-quality light at optimal energy efficiency, lifespan, and durability.

Installation Requirements
Designed for installation in the upward direction only.

ISO
9001:2015 certified facility

Warranty
10-year limited warranty

Listings

Learn more Visit: fxl.com | 760.744.5240

S2 Pathway Light (or equal)

Bollard

PBL

Intelligent optical design
ES Type 3 and 5 distributions allow for excellent uniformity and optimal spacing
High performance optical system designed to achieve wide spacings and full cutoff performance

Emergency battery backup
Optional emergency battery back up is integral to the luminaire

Multiple height options
Available in 35", 42" or 60" to achieve desired performance or aesthetics

Rugged construction
Cast aluminum housing secured with flush, tamper-resistant stainless steel fasteners.
Optics are fully sealed and gasketed, rated IP66

Optional integral motion sensor
Integral to the luminaire
Offers energy savings and can enhance sense of security

Multiple finish options
Black, white, bronze, dark gray and medium gray textured finish options available, see p. 25

- Height options: 36", 42", 60"
- Lumen output: 500–4,200 lumens
- Efficacy: 72–100 LPW
- Color temperature: Amber, 2700K, 3000K, 4000K, 5000K
- Optical distributions: Type 3, 5
- Emergency: Optional emergency battery backup

Prior to ordering, consult specification sheets on philips.com/luminaires for the most current information, notes, and exclusions.

Weight:
36" – 16 lbs (7.5 kg)
42" – 18 lbs (8.2 kg)
60" – 22 lbs (9.9 kg)

S3 Tree Uplight (or equal)

City Ventures

BELL B - CONCEPTUAL EXTERIOR SITE LIGHT FIXTURE CUTSHEETS

BELL, CA

0 4' 8' 16'
Scale: 1" = 20'-0"

05.20.25

L-4

C2 Collaborative



PLANTING LEGEND

TREES:

Botanical name (Common Name)

SPECIMEN TREES
Jacaranda mimosifolia (Jacaranda)
Pistacia chinensis (Chinese Pistache)
Quercus agrifolia (Coast Live Oak)

STREET TREES
Chitalpa tashkentensis (Chitalpa)
Lagerstroemia indica (Crape Myrtle)
Platanus acerifolia (London Plane Tree)

SHADE TREES
Handroanthus heptaphyllus (Pink Trumpet Tree)
Laurus nobilis (Sweet Bay)
Prunus caroliniana (Carolina Cherry Laurel)

PATIO TREES
Cercis occidentalis (Western Redbud)
Lagerstroemia indica (Crape Myrtle)
Laurus nobilis (Sweet Bay)

Botanical name (Common Name)

VERTICAL SHRUBS
Prunus caroliniana 'Bright n Tight'
Rhaphiolepis i. 'Majestic Beauty'

SCREENING SHRUBS
Ligustrum japonicum texanum (Waxleaf Privet)
Rhaphiolepis umbellata (Evergreen Indian Hawthorn)
Rhaphiolepis i. 'Majestic Beauty' (Majestic Beauty)
Rhus ovata (Sugar Bush)

ACCENT SHRUBS
Agave spp. (Agave)
Aloe vera (Aloe Vera)
Hesperaloe parviflora 'Perpa' (Brakelights Red Yucca)

FLOWERING SHRUBS
Agapanthus africanus (African Lily)
Dietes bicolor (Fortnight Lily)
Hesperaloe parviflora 'Perpa' (Brakelights Red Yucca)
Lavandula stoechas 'Silver Anouk' (Silver Anouk Spanish Lav)
Rhaphiolepis umbellata (Evergreen Indian Hawthorn)
Tecomaria capensis (Cape Honeysuckle)
Westringia fruiticosa (Coastal Rosemary)

ACCENT GROUNDCOVERS
Lantana montevidensis 'Alba' (White Trailing Lantana)
Phlox subulata (Moss Phlox)
Thymus serphyllum (Creeping Thyme)

BORDER GROUNDCOVERS
Carissa macrocarpa (Natal Plum)
Lantana montevidensis 'Alba' (White Trailing Lantana)
Lomandra confertifolia 'Pom Pom' (Shorty Mat Rush)
Rosmarinus officinalis 'Huntington Carpet' (HC Rosemary)
Trachelospermum jasminoides (Star Jasmine)
Senecio serpens (Blue Chalksticks)

TURFGRASS
Cynodon dactylon spp. (Hybrid Bermuda)

SCREENING VINES
Bougainvillea spp. (Bougainvillea)
Trachelospermum jasminoides (Star Jasmine)

City Ventures

BELL B - CONCEPTUAL PLANTING PLAN

BELL, CA

0 4' 8' 16'
Scale: 1" = 20'-0"

05.20.25

L-5

C2 Collaborative

TREE SCHEDULE: QTY+/- 79

BOTANICAL NAME	COMMON NAME	SIZE
Cercis occidentalis	Western Redbud	24" box min
Chitalpa tashkentensis	Chitalpa	24" box min
Handroanthus heptaphyllus	Pink Trumpet Tree	24" box min
Jacaranda mimosifolia	Jacaranda	24" box min
Lagerstroemia indica	Crape Myrtle	24" box min
Laurus nobilis	Sweet Bay	24" box min
Pistacia chinensis	Chinese Pistache	24" box min
Platanus acerifolia	London Plane Tree	24" box min
Prunus caroliniana	Carolina cherry laurel	24" box min
Quercus agrifolia	California Live Oak	24" box min.

SHRUB SCHEDULE: QTY+/- 723

BOTANICAL NAME	COMMON NAME	SIZE
Agapanthus africanus	African lily	5 gal
Agave spp.	NCN	5 gal
Aloe spp.	NCN	5 gal
Cistus	Rockrose	5 gal
Dietes bicolor	Fortnight Lily	5 gal
Hesperaloe parviflora 'Perpa'	Brakelights Red Yucca	5 gal
Lavandula stoechas 'Silver Anouk'	Silver Anouk Spanish Lavendar	5 gal
Ligustrum japonicum texanum	Waxleaf Privets	5 gal
Prunus caroliniana	Bright n Tight	5 gal
Rhaphiolepis indica "Clara"	Clara Indian hawthorn	5 gal
Rhaphiolepis umbellata	Evergreen Indian Hawthorn	5 gal
Rhaphiolepis "Majestic Beauty"	Majestic Beauty	5 gal
Rhus ovata	Sugar Bush	5 gal
Tecomaria capensis	Cape Honeysuckle	5 gal
Westringia fruiticosa	Coastal Rosemary	5 gal

GROUNDCOVER/VINE SCHEDULE: QTY+/- 937

BOTANICAL NAME	COMMON NAME	SIZE
Bougainvillea spp.	Bougainvillea	1 gal/15 gal
Carissa macrocarpa	Natal Plum	1 gal
Convolvulus mauritanicus	Ground Morning Glory	1 gal
Geranium incanum	Carpet Geranium	1 gal
Lantana montevidensis 'Alba'	White Trailing Lantana	1 gal
Thymus serphyllum	Creeping Thyme	Flats/1 gal
Senecio serpens	Blue Chalksticks	Flats/1 gal

Note:
1. Plant selection and landscape/irrigation design should comply with the Water Efficient Landscape requirements and ordinances.
2. California native/drought-tolerant plants shall be used to the maximum extent feasible to minimize the need for irrigation. Where irrigation is necessary, then the system shall be designed and installed to prevent overspray or irrigation runoff during normal operations and during a break in the line.



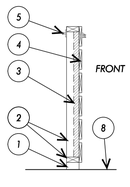
PRIVATE PATIO FENCE/GATE

LEGEND

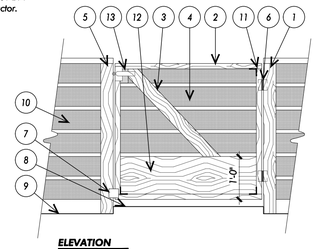
1. Adjacent 4x4 post per separate patio fence detail.
2. 2x4 gate frame.
3. 2x4 cross brace.
4. 1x6 board.
5. Gate latch - Oval contemporary lever from 360yardware.com or 4¼" door thickness.
6. Gate hinge (2 total) - black.
7. Gate stop.
8. Finish surface.
9. Finish grade.
10. Adjacent patio fence per separate detail.
11. Metal corner bracket (4).
12. 1x12 board - ADA kickplate, smooth side out.
13. Wood blocking to accommodate ADA latch if needed. Size per Contractor.

NOTES

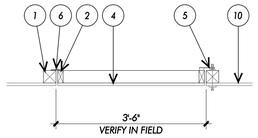
A. Refer to Construction Schedule for all colors, types, finishes, and manufacturer requirements.
B. Contractor to provide shop drawings to Landscape Architect for approval prior to construction.
C. Countersink, plug and/or putty all screws, bolts and nails.
D. Gate to only occur at accessible units. Refer to precise grading plans for locations.



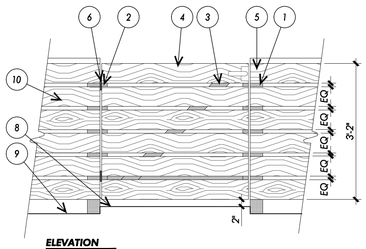
SECTION



ELEVATION
REAR



PLAN VIEW SECTION



ELEVATION
FRONT

Sealskin SW 7675

SW 7048
URBANE BRONZE

DECORATIVE GRAVEL

LEGEND

1. Gravel paving.
2. Fabric mesh separator.
3. Header.
4. Finish grade.
5. Compacted sub-grade.

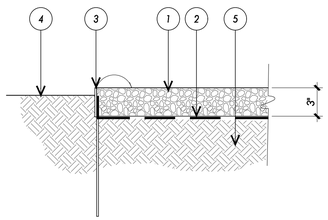
NOTES

A. Refer to Construction Schedule for all colors, types, finishes, and manufacturer requirements.

COLOR SPEC



P-9 Chamois Beige Pea Gravel, 3/8" size.
Available from Southwest Boulder and Stone



DECORATIVE CONCRETE PAVING

LEGEND

1. Concrete paving.
2. 1/2" radius.
3. Refer to Paving Schedule for thickness.
4. Finish grade.
5. 90% compacted subgrade.

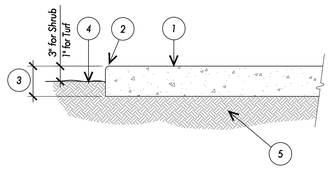
NOTES

A. Refer to Paving Schedule for additional paving information.

COLOR SPEC



P-5 Davis Color Pebble 641 Broom finish
P-6 Davis Color Pebble 641 Topcast #5



VICTOR STANLEY® *Create a timeless moment.®*





BK-4

Tubular Steel Bike Rack.

STANDARD

All fabricated metal components are steel shotblasted, etched, phosphatized, preheated and electrostatically powder-coated with TGIC polyester powder coatings.

RETURN TO STANDARD VIEW

MATERIAL

Recycled Solid Steel Bar
Tubular Steel

CAPACITY

7 Bikes

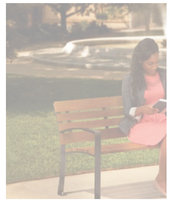
COLORS

Standard

BIKE RACK

VICTOR STANLEY® *Create a timeless moment.®*





EVA

Equal parts style, comfort and sustainability, our new Eva bench is the latest engineering achievement in the Reverie Collection. Like other products in the line, Eva embodies attention to high quality design, craftsmanship and relaxation. Its slim profile and integral armrests make for sleek design. In addition, its exceptionally high recycled steel content is sourced from domestic electric furnace mills. In fact, approximately 98% of the raw material of our A36 steel bar is post-consumer or post-industrial, making green even greener. It's just one more way Victor Stanley helps you create timeless moments.

2, 4, 6 or 8 ft (.61, 1.2, 1.8 or 2.4 m) length. 8 ft (2.4 m) length includes center arm/leg.

*Covered by one or more of the following: US Patent D710,625 S; D710,139 S.

STANDARD

All fabricated metal components are steel shotblasted, etched, phosphatized, preheated and electrostatically powder-coated with TGIC polyester powder coatings.

RETURN TO STANDARD VIEW

LENGTH

2 ft (.61 m)
4 ft (1.2 m)
6 ft (1.8 m)
8 ft (2.4 m)

COLORS

Standard

BENCH



Includes Pedestal

All Aluminum Construction

SALSBURY INDUSTRIES
People Committed to Quality Since 1936®

MAIL BOX

VESTING TENTATIVE TRACT MAP NO. 84699

FOR CONDOMINIUM PURPOSES

IN THE CITY OF BELL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF BELL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THAT CERTAIN PARCEL OF LAND SITUATED IN THE CITY OF BELL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF PARCEL 1 OF PARCEL MAP NO. 71191 RECORDED IN BOOK 370, PAGES 13 THROUGH 15, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF FLORENCE AVENUE AND WALKER AVENUE;

THENCE ALONG THE CENTERLINE OF WALKER AVENUE NORTH 07°27'27" EAST 277.65 FEET TO THE SOUTHERLY LINE OF LOT 21, BLOCK 3 OF L.A. WALKER'S BERRY AND ALFALFA TRACT RECORDED IN BOOK 5, PAGE 101 OF MAPS, SAID LINE ALSO BEING THE NORTH LINE OF PARCEL MAP LOT SPLIT 3-74 RECORDED IN BOOK 55, PAGE 27, BOTH RECORDS OF SAID COUNTY;

THENCE SOUTH 82°39'43" EAST 32.00 FEET TO THE EAST LINE OF WALKER AVENUE AND THE TRUE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID SOUTHERLY LINE OF SAID LOT 21 SOUTH 82°39'43" EAST 339.57 FEET TO THE WEST LINE OF TRACT NO. 10075 RECORDED IN BOOK 186, PAGES 33 THROUGH 35, INCLUSIVE, RECORDS OF SAID COUNTY;

THENCE ALONG SAID WEST LINE SOUTH 07°27'17" WEST 57.38 FEET TO THE NORTHERLY LINE OF LOTS 15, 16, AND 17 OF BLOCK 3 OF SAID TRACT NO. 10075;

THENCE ALONG SAID NORTH LINE SOUTH 82°41'53" EAST 175.16 FEET TO THE WEST LINE OF CHANSLOR AVENUE;

THENCE ALONG SAID WEST LINE SOUTH 06°39'08" WEST 170.04 FEET TO THE NORTH LINE OF FLORENCE AVENUE;

THENCE ALONG SAID NORTH LINE NORTH 82°41'56" WEST 332.65 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 260.00 FEET, A RADIAL LINE OF SAID CURVE FROM SAID POINT BEARS NORTH 14°43'34" EAST;

THENCE ALONG SAID CURVE AND NORTH LINE OF FLORENCE AVENUE WESTERLY 27.98 FEET THROUGH A CENTRAL ANGLE OF 06°09'56" TO A POINT OF REVERSE CURVATURE WITH A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 175.00 FEET, A RADIAL LINE OF SAID CURVE FROM SAID POINT BEARS SOUTH 20°53'30" WEST;

THENCE ALONG SAID CURVE AND NORTH LINE OF FLORENCE AVENUE WESTERLY 41.51 FEET THROUGH A CENTRAL ANGLE OF 13°35'26";

THENCE CONTINUING ALONG SAID NORTH LINE NORTH 82°41'56" WEST 99.80 FEET;

THENCE ALONG THE NORTH EAST LINE OF SAID FLORENCE AVENUE NORTH 37°37'14" WEST 14.16 FEET;

THENCE ALONG THE EAST LINE OF SAID FLORENCE AVENUE NORTH 07°27'27" EAST 136.70 FEET;

THENCE ALONG THE EAST LINE OF SAID FLORENCE AVENUE NORTH 00°20'43" WEST 44.20 FEET;

THENCE ALONG THE EAST LINE OF SAID FLORENCE AVENUE NORTH 07°27'27" EAST 27.10 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF SAID PROPERTY, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEEDS OF RECORD.

APN: 6327-034-906

VESTED OWNER:

BELL COMMUNITY REDEVELOPMENT AGENCY, A PUBLIC BODY, CORPORATE AND POLITIC, BELL COMMUNITY REDEVELOPMENT AGENCY, A PUBLIC BODY CORPORATE AND POLITIC 1, BELL REDEVELOPMENT AGENCY, A PUBLIC BODY, CORPORATE AND POLITIC, BELL COMMUNITY REDEVELOPMENT AGENCY AND CITY OF BELL, A MUNICIPAL CORPORATION

SITE ADDRESS:

5241 FLORENCE AVENUE
BELL, CA 90201

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING N68°22'17.1"E BETWEEN CALIFORNIA SPATIAL REFERENCE CENTER, CSRC, CONTINUOUSLY OPERATING REFERENCE STATIONS, CORS, "BGIS" AND "MHMS"

DATUM STATEMENT:

ALL COORDINATES SHOWN HEREON ARE GRID VALUES BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, CCS83, ZONE V,(2017.5 EPOCH), IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCES CODE SECTION 8801-8819. ALL DISTANCES SHOWN HEREON ARE GROUND VALUES IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED. A COMBINATION SCALE FACTOR OF 0.9999858211 WAS USED FOR THIS PROJECT AT NORTHING 1811118.831 , EASTING 6509165.472. TO OBTAIN GRID DISTANCES, MULTIPLY GROUND DISTANCES BY THE COMBINATION SCALE FACTOR

	NORTHING	EASTING:
BGIS	1810453.624	6513246.679
MHMS	1800292.428	6487619.778

BENCHMARK STATEMENT:

LOS ANGELES COUNTY BENCHMARK NO. PY1714
ELEV: 143.533 (NAVD88)
DESCRIBED AS: LEAD AND BRASS NAIL 1 FOOT EASTERLY OFFSET OF SOUTHWESTERLY CORNER OF BRIDGE OVER LA RIVER ON FLORENCE AVE

FLOOD NOTE:

THE SUBJECT PROPERTY FALLS WITHIN "ZONE X, AREA WITH REDUCED FLOOD RISK DUE TO LEVEE" PER FEMA MAP NO. 06037C1810F, A PRINTED PANEL, EFFECTIVE SEPTEMBER 26, 2008

LAND USE SUMMARY:

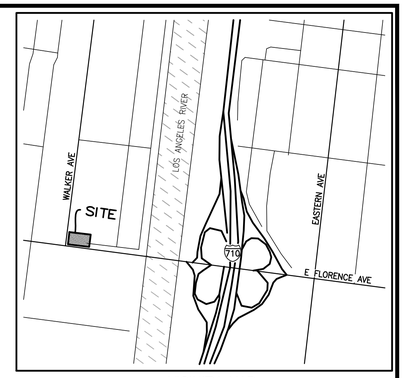
GROSS AREA: 2.402 AC
NET AREA: 2.385 AC
TOTAL PROPOSED LOTS: 1
TOTAL PROPOSED CONDOMINIUM UNITS: 54

NOTE:

1) PURSUANT TO SUBDIVISION MAP ACT SECTION 66456.1(a), MULTIPLE FINAL MAPS MAY BE FILED ON THIS TENTATIVE MAP.



	DELTA (Δ)	RADIUS	LENGTH
L1	Δ=13°35'26"	R=175.00'	L=41.51
L2	Δ=06°09'56"	R=260.00'	L=27.98



VICINITY MAP
N.T.S.

EXISTING EASEMENTS:

\# DENOTES PLOTTED ITEM.

12 AN EASEMENT FOR IRRIGATION AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED NOVEMBER 01, 1858 IN BOOK 4 OF DEEDS, PAGE 264.
INDETERMINATE FROM RECORD

13 AN EASEMENT FOR PIPE LINES, POLE LINES AND CONDUITS AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1938 AS INSTRUMENT NO. 336-G OF TORRENS RECORDS.
INDETERMINATE FROM RECORD

14 AN EASEMENT FOR PUBLIC STREET, ROAD OR HIGHWAY AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED APRIL 7, 1947 AS BOOK 24432, PAGE 225 OF OFFICIAL RECORDS. **[TO BE ABANDONED]**

15 AN EASEMENT FOR PUBLIC ROAD, HIGHWAY AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED APRIL 11, 1947 AS INSTRUMENT NO. NK10917 OF TORRENS RECORDS.
INDETERMINATE FROM RECORD **[TO BE ABANDONED]**

19 AN EASEMENT FOR PUBLIC STREET, ROAD OR HIGHWAY AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JULY 27, 1949 AS INSTRUMENT NO. 14709-K OF TORRENS RECORDS. **[TO BE ABANDONED]**

20 AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED DECEMBER 20, 1951 AS INSTRUMENT NO. 2027 AND BOOK 37891, PAGE 361, BOTH OF OFFICIAL RECORDS. **[TO BE ABANDONED]**

22 A SUBSURFACE OIL AND GAS LEASE, EXECUTED BY TENA STERN, A WIDOW AS LESSOR AND STANDARD OIL COMPANY OF CALIFORNIA, A CORPORATION AS LESSEE, RECORDED FEBRUARY 27, 1967 AS INSTRUMENT NO. 1432 OF OFFICIAL RECORDS, AFFECTING THE LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF, WITHOUT THE RIGHT OF SURFACE ENTRY. DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

28 AN EASEMENT FOR PUBLIC SERVICE AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED MAY 17, 2010 AS INSTRUMENT NO. 20100670049 OF OFFICIAL RECORDS. **[TO REMAIN]**

30 THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "DEED RESTRICTION" RECORDED AUGUST 06, 2020 AS INSTRUMENT NO. 20200905698 OF OFFICIAL RECORDS.
BLANKET IN NATURE

PROPOSED EASEMENTS:

A INDICATES AN EASEMENT FOR INGRESS AND EGRESS FOR EMERGENCY AND PUBLIC SECURITY VEHICLE PURPOSES DEDICATED TO THE CITY OF BELL.

B INDICATES AN EASEMENT FOR PUBLIC STREET AND PUBLIC UTILITY PURPOSES DEDICATED TO THE CITY OF BELL

CIVIL ENGINEER:

C&V CONSULTING, INC.
9830 IRVINE CENTER DRIVE
IRVINE, CA 92618
PHONE: (949) 445-1833

SUBDIVIDER:

CITY VENTURES HOMEBUILDING, LLC
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7515

SHEET INDEX:

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SHEET 1	VESTING TENTATIVE TRACT MAP
SHEET 2	PRELIMINARY SECTIONS
SHEET 3	PRELIMINARY SITE PLAN
SHEET 4	PRELIMINARY GRADING PLAN
SHEET 5	PRELIMINARY UTILITY PLAN
SHEET 6	PRELIMINARY FIRE ACCESS & HYDRANT LOCATION PLAN

LEGEND:

——— ℄ ———	CENTERLINE
———	SUBDIVISION BOUNDARY/ EX. R/W
- - - - - -	EASEMENT
— — — —	EX. LOT LINE
———	PROP. R/W

UTILITY PURVEYORS & SERVICES:

WATER:
GOLDEN STATE WATER COMPANY
T: (800) 900-4033

SEWER
LOS ANGELES COUNTY SEWER MAINTENANCE DISTRICT
T: (714) 647-5690

ELECTRIC:
SOUTHERN CALIFORNIA EDISON
T: (800) 655-4555

GAS:
THE SOUTHERN CALIFORNIA GAS COMPANY
T: (877) 438-0092

TELEPHONE:
AT&T
T: (800) 240-4258

CABLE TV:
DIRECTV
T: (855) 463-7359

SCHOOL DISTRICT:
LOS ANGELES UNIFIED SCHOOL DISTRICT
T: (562) 926-5566

FIRE PROTECTION:
LOS ANGELES COUNTY FIRE DEPARTMENT
T: (323) 560-1571

WASTE:
CONSOLIDATED DISPOSAL SERVICES
T: (888) 299-4898

ENGINEER'S STATEMENT:

THIS VESTING TENTATIVE MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION ON JANUARY 9, 2025.

DANE P. MCDOUGALL, R.C.E. 80705

SURVEYOR'S STATEMENT:

THE SURVEY ON WHICH THIS VESTING TENTATIVE MAP IS BASED WAS DONE BY ME, OR UNDER MY DIRECTION. FIELDWORK WAS COMPLETED ON MARCH 07, 2024.

DANE P. MCDOUGALL, L.S. 9297

PROFESSIONAL LAND SURVEYOR DANE P. MCDOUGALL L.S. 9297 STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER DANE P. MCDOUGALL C 80705 CIVIL STATE OF CALIFORNIA

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LAND PLANNING & SURVEYING
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PREPARED FOR:

City Ventures
CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

CITY OF BELL
DEPARTMENT OF PLANNING

PROJECT NO. CVEN-179

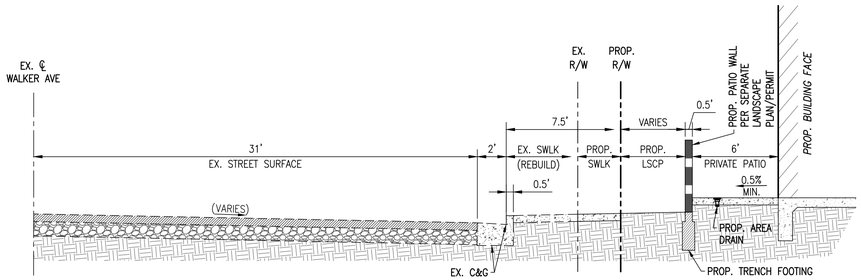
VESTING TENTATIVE TRACT MAP NO. 84699
VESTING TENTATIVE TRACT MAP

5241 FLORENCE AVENUE
BELL, CALIFORNIA 90201

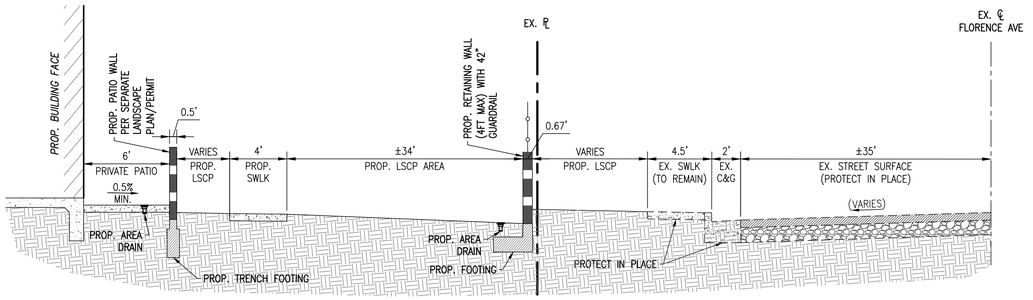
SHEET 1 OF 6

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DATE: 5/8/2025

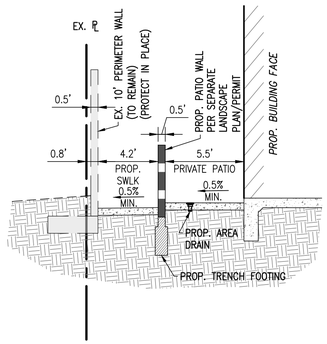
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BY: JOE JOHNSON



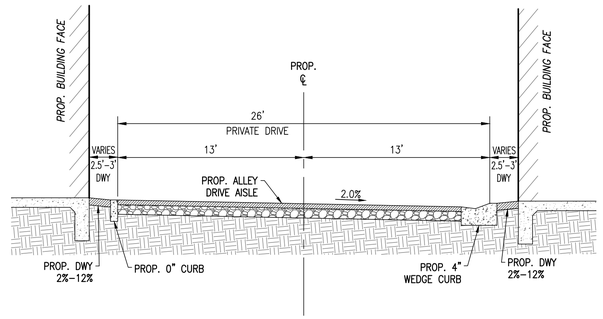
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N.T.S.



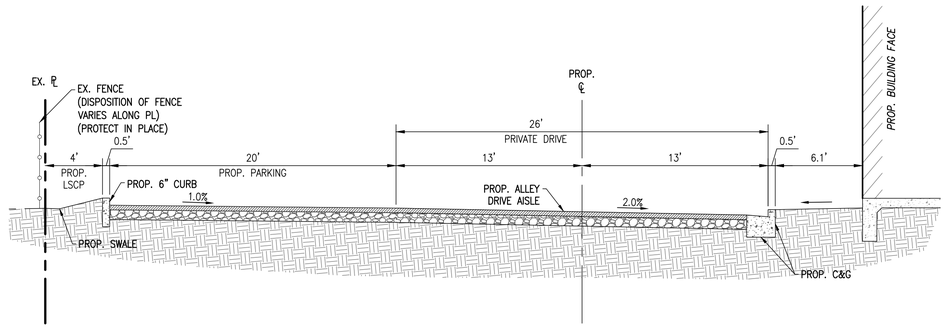
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EXISTING FLORENCE AVE
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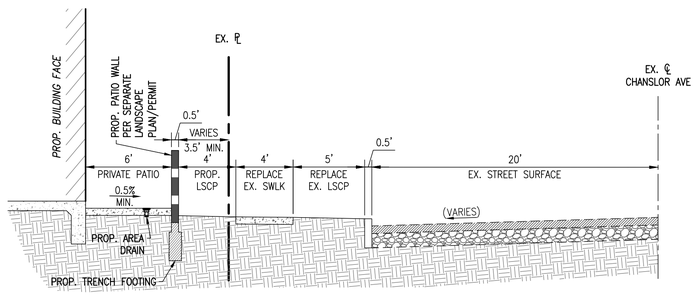
SECTION C–C
TYP. EXISTING N'LY
PERIMETER WALL
N.T.S.



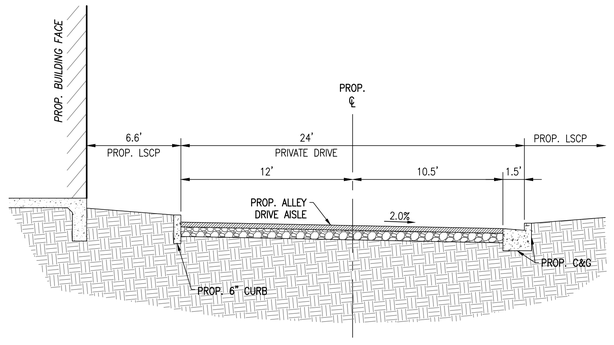
SECTION F–F
TYP. 26' DRIVE AISLE
N.T.S.



SECTION B–B
26' DRIVE AISLE W/ PARKING
N.T.S.



SECTION D–D
EXISTING CHANSLOR AVE
N.T.S.



SECTION G–G
PROP. SECONDARY ENTRANCE
N.T.S.

PREPARED BY:

REGISTERED PROFESSIONAL ENGINEER
DANIE P. MCDOUGALL
C 80705
CIVIL
STATE OF CALIFORNIA

C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING
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IRVINE, CALIFORNIA 92618
(949) 916-3800
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PREPARED FOR:

CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

CITY OF BELL
DEPARTMENT OF PLANNING

VESTING TENTATIVE TRACT MAP NO. 84699
PRELIMINARY SECTIONS

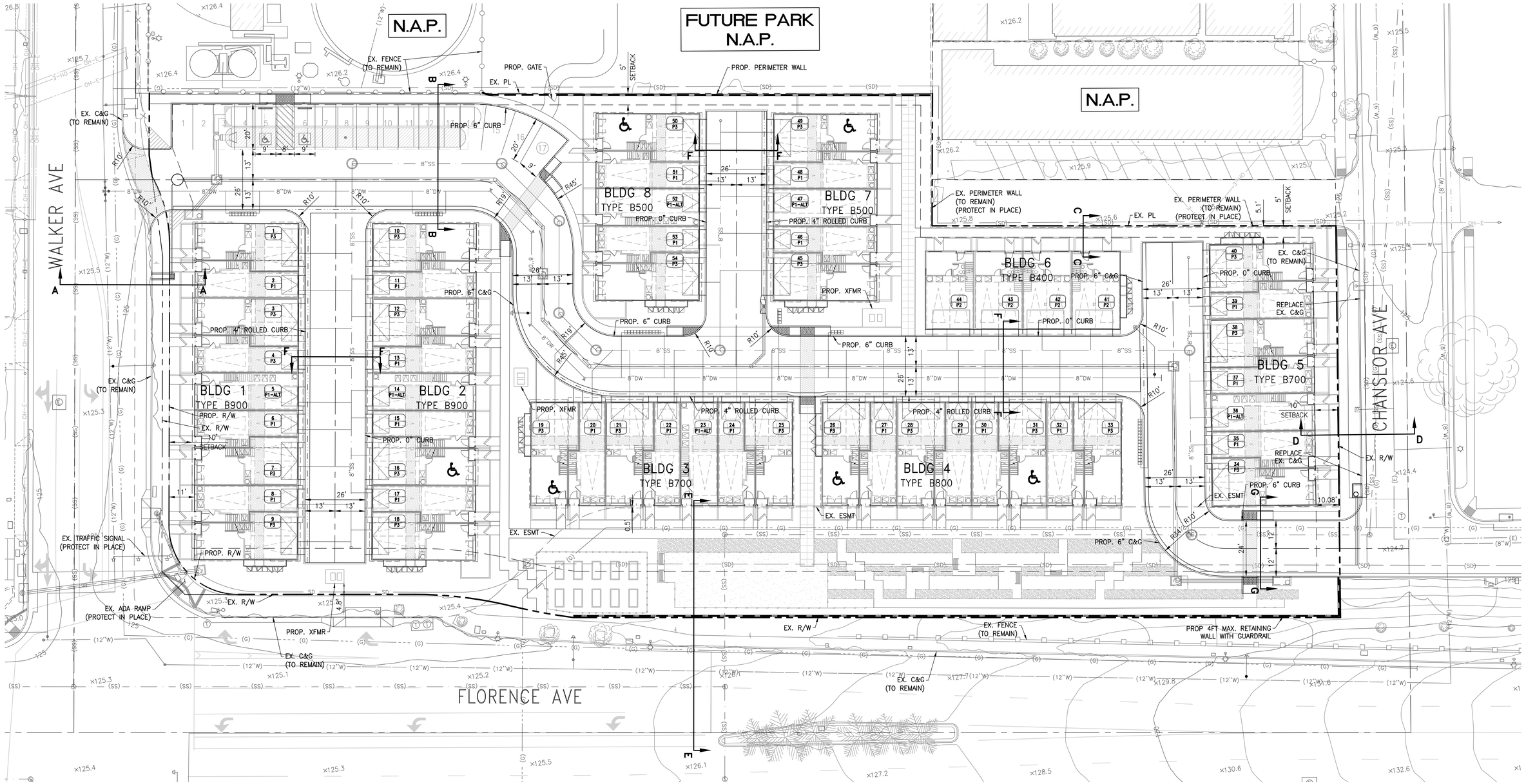
5241 FLORENCE AVENUE
BELL, CALIFORNIA 90201

PROJECT NO.
CVEN-179

SHEET
2
OF
6

PLAN SET: PSD2
DATE: 5/9/2025

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BY: JOE JOHNSON

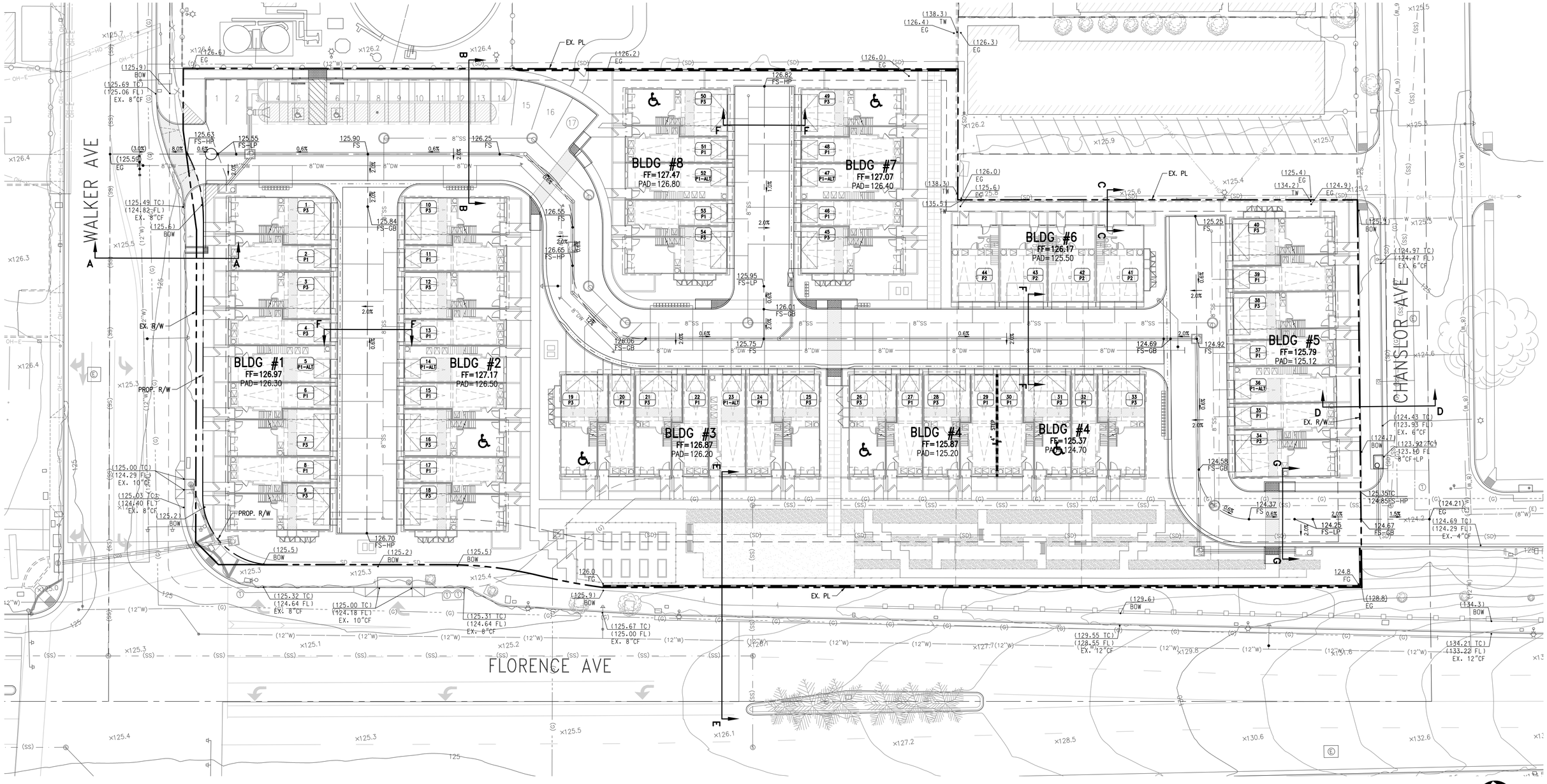


1" = 20'

0 10 20 40

PREPARED BY:	PREPARED FOR:		
C&V CONSULTING, INC. CIVIL ENGINEERING LAND PLANNING & SURVEYING 9830 IRVINE CENTER DRIVE IRVINE, CALIFORNIA 92618 (949) 916-3800 INFO@CVC-INC.NET WWW.CVC-INC.NET	City Ventures CITY VENTURES HOMEBUILDING, LLC 121 MICHELSON DRIVE, SUITE 150 IRVINE, CA 92612 (949) 258-7540	**CITY OF BELL** DEPARTMENT OF PLANNING **VESTING TENTATIVE TRACT MAP NO. 84699** **PRELIMINARY SITE PLAN** 5241 FLORENCE AVENUE BELL, CALIFORNIA 90201	PROJECT NO. CVEN-179 SHEET 3 OF 6

PLAN SET: P202
DATE: 5/8/2025
P:\CVEN-179\CIVIL\SHEETS\VTM-PP-S3-SP.DWG
BY: JOE JOHNSON



1" = 20'

0 10 20 40

PREPARED BY:	PREPARED FOR:		
REGISTERED PROFESSIONAL ENGINEER · DANIEL P. MCDOUGALL · C 80705 · CIVIL · STATE OF CALIFORNIA	C&V CONSULTING, INC. CIVIL ENGINEERING LAND PLANNING & SURVEYING	9830 IRVINE CENTER DRIVE IRVINE, CALIFORNIA 92618 (949) 916-3800 INFO@CVC-INC.NET WWW.CVC-INC.NET	City Ventures CITY VENTURES HOMEBUILDING, LLC 121 MICHELSON DRIVE, SUITE 150 IRVINE, CA 92612 (949) 258-7540

CITY OF BELL
DEPARTMENT OF PLANNING

VESTING TENTATIVE TRACT MAP NO. 84699
PRELIMINARY GRADING PLAN

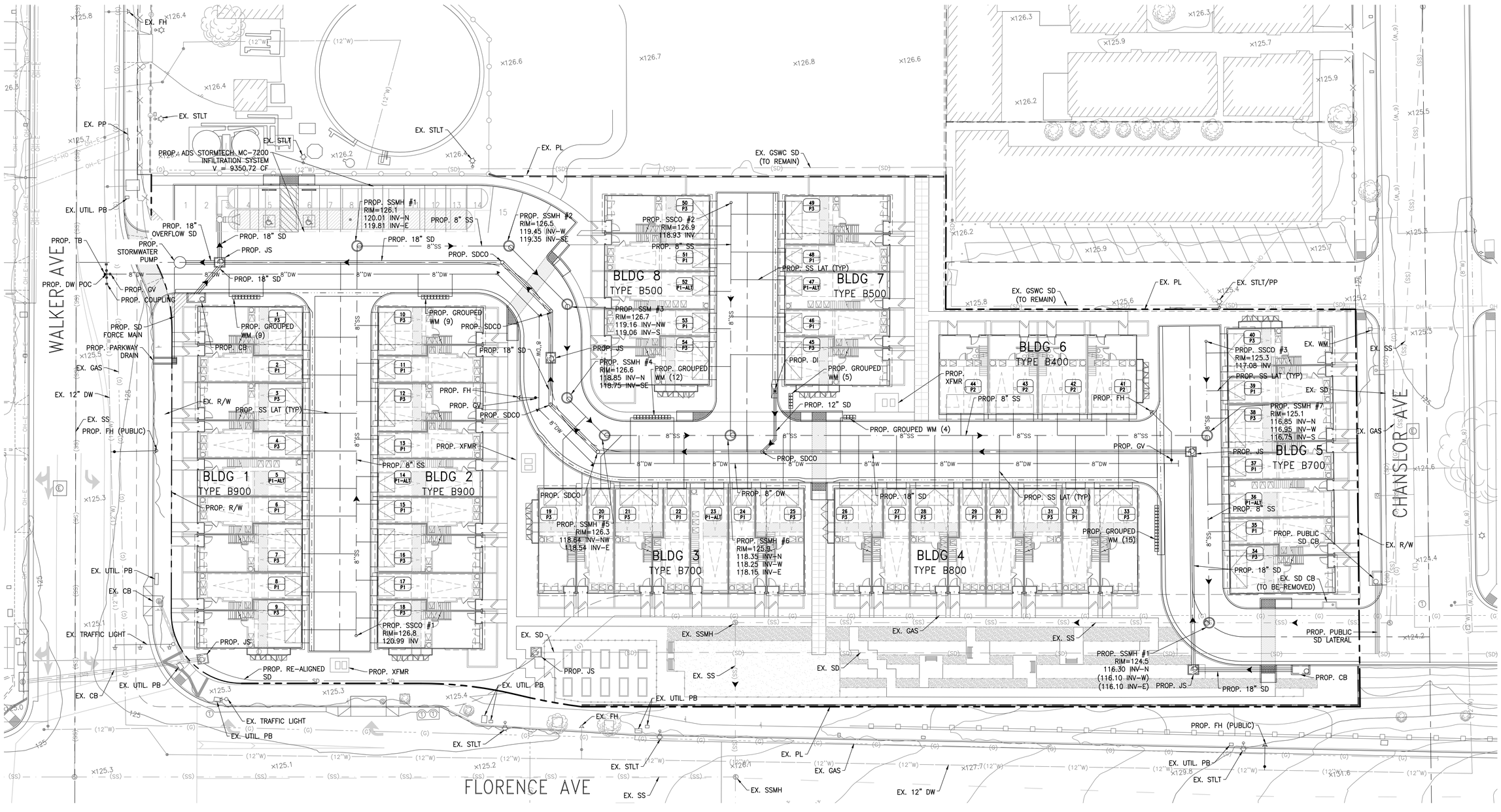
5241 FLORENCE AVENUE
BELL, CALIFORNIA 90201

PROJECT NO. CVEN-179

SHEET 4 OF 6

PLAN SET: PDP
DATE: 5/8/2025

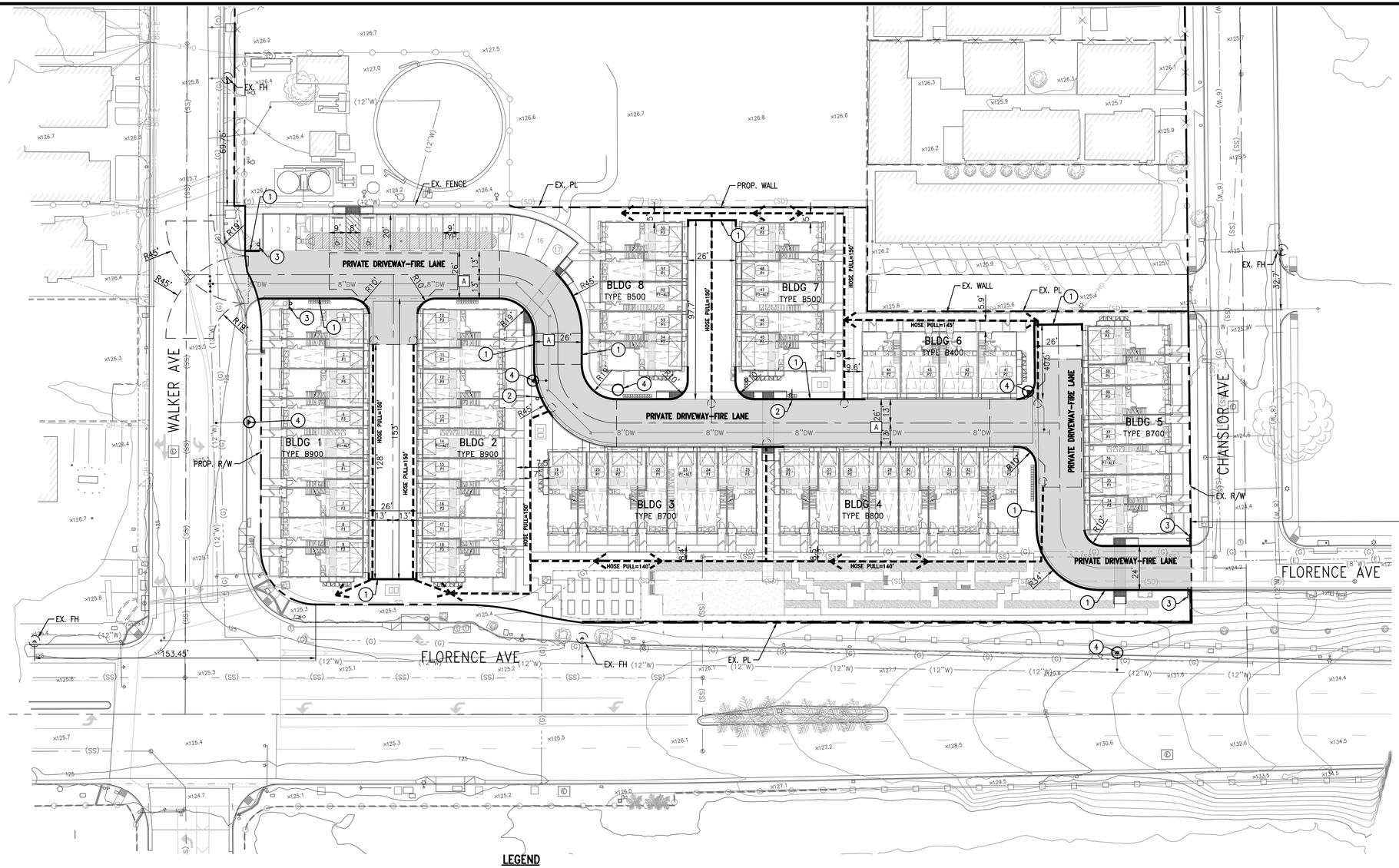
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BY: JOE JOHNSON



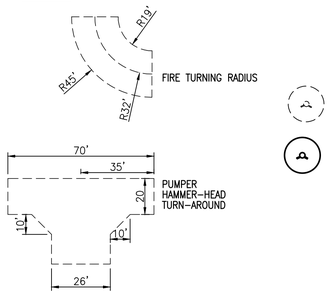
1" = 20'

0 10 20 40

PREPARED BY:	PREPARED FOR:		
REGISTERED PROFESSIONAL ENGINEER DANE P. McDOUGALL C 80705 CIVIL STATE OF CALIFORNIA C&V CONSULTING, INC. CIVIL ENGINEERING LAND PLANNING & SURVEYING 9830 IRVINE CENTER DRIVE IRVINE, CALIFORNIA 92618 (949) 916-3800 INFO@CVC-INC.NET WWW.CVC-INC.NET	City Ventures CITY VENTURES HOMEBUILDING, LLC 121 MICHELSON DRIVE, SUITE 150 IRVINE, CA 92612 (949) 258-7540	**CITY OF BELL** DEPARTMENT OF PLANNING **VESTING TENTATIVE TRACT MAP NO. 84699** **PRELIMINARY UTILITY PLAN** 5241 FLORENCE AVENUE BELL, CALIFORNIA 90201	PROJECT NO. CVEN-179 SHEET 5 OF 6 PLAN SET: PDSD DATE: 5/8/2025 P:\CVEN-179\DWG\VESTING\VTM-PP-SS-UTL.DWG BY: JOE JOHNSON



LEGEND



	PROPOSED SIGN
	PROPOSED FIRE TRUCK ACCESS
EXISTING FIRE HYDRANT	HOSE PULL
	EX. PROPERTY LINE
PROPOSED FIRE HYDRANT	EX. RIGHT OF WAY

ABBREVIATIONS

FH	FIRE HYDRANT
PROP.	PROPOSED
EX.	EXISTING
PL	PROPERTY LINE
R/W	RIGHT OF WAY
TYP.	TYPICAL

PROPOSED EASEMENTS:

[A] INDICATES AN EASEMENT FOR INGRESS AND EGRESS FOR EMERGENCY AND PUBLIC SECURITY VEHICLE PURPOSES DEDICATED TO THE CITY OF CERRITOS

CONSTRUCTION NOTES:

1. FIRE LANE IDENTIFICATION–RED CURBS PER DETAIL 1 HEREON.
2. INSTALL "FIRE LANE" SIGN PER DETAIL 2 HEREON.
3. INSTALL "FIRE LANE" SIGN BEGIN OR END PER DETAIL 3 HEREON.
4. PROPOSED PUBLIC FIRE HYDRANT LOCATION

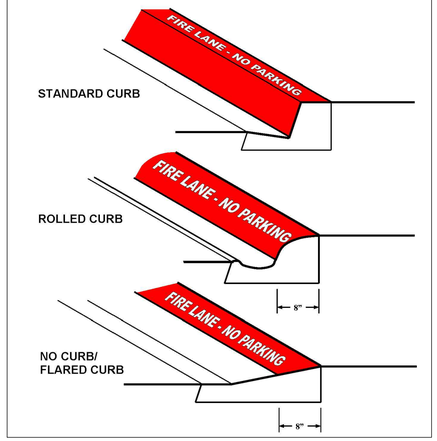
BUILDING AREAS:

BLDG TYPE 400 = 6,668 SF
BLDG TYPE 500 = 7,876 SF
BLDG TYPE 700 = 11,084 SF
BLDG TYPE 800 = 12,832 SF
BLDG TYPE 900 = 14,292 SF

1" = 30'

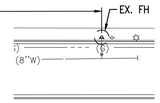
0 15 30 60

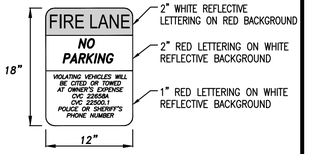
Fire Lane Identification – Red Curbs



1. CURBS SHALL BE PAINTED RED
2. "FIRE LANE – NO PARKING" SHALL BE PAINTED ON TOP OF CURB IN 3" WHITE LETTERING AT A SPACING OF 30' ON CENTER OR PORTION THEREOF.

(1) **RED CURB PAVEMENT MARKING**
NOT TO SCALE

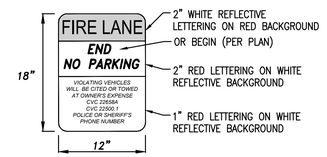




ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL.

(2) **NO PARKING SIGN**
NOT TO SCALE



ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL.

(3) **BEGIN & END NO PARKING SIGN OR BEGIN (PER PLAN)**
NOT TO SCALE

PREPARED BY:

REGISTERED PROFESSIONAL ENGINEER DANE P. McDOUGALL C 80705 CIVIL STATE OF CALIFORNIA

C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING

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PREPARED FOR:

City Ventures

CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

CITY OF BELL
DEPARTMENT OF PLANNING

PROJECT NO. CVEN-179

VESTING TENTATIVE TRACT MAP NO. 84699
PRELIMINARY FIRE ACCESS & HYDRANT LOCATION PLAN
5241 FLORENCE AVENUE
BELL, CALIFORNIA 90201

SHEET 6 OF 6

PLAN SET: PDSP
DATE: 5/8/2025

P:\CVEN-179\DWG\SHEETS\VTM\VTM-PFC-SE-FLORE
BY: JOE RIVADEN

ATTACHMENT 5

Bell 1
Traffic Impact Analysis

City of Bell, California

June 24, 2025

Prepared by:

TJW ENGINEERING, INC.
9841 Irvine Center Drive, Suite 200
Irvine, CA 92618
949.878.3509 | www.tjwengineering.com

June 24, 2025

TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

Mr. Nick Patterson
CITY VENTURES
3121 Michelson Drive, Suite 150
Irvine, CA 92612

Subject: Traffic Impact Analysis – Bell 1, City of Bell, CA

Dear Mr. Patterson:

TJW ENGINEERING, INC. (TJW) is pleased to present you with this traffic impact analysis for the proposed project located at 5241 East Florence Avenue in the City of Bell, California. The development includes the construction of 40 multi-family dwelling units and 14 affordable housing dwelling units.

This traffic study has been prepared to meet the traffic study requirements for the County of Los Angeles and assesses the forecast traffic operations associated with the proposed project and its impact on the local street network. This report is being submitted to you for review and forwarding to the City of Bell.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

Thomas Wheat, PE, TE
President
Registered Civil Engineer *#69467*
Registered Traffic Engineer *#2565*





David Chew, PTP
Transportation Planner

Tiffany Chang, EIT
Assistant Transportation Planner

Bell 1
Traffic Impact Analysis

City of Bell, California

June 24, 2025

Prepared for:

Mr. Nick Patterson
CITY VENTURES
3121 Michelson Drive, Suite 150
Irvine, CA 92612

Prepared by:

Thomas Wheat, PE, TE
David Chew, PTP
Tiffany Chang, EIT

TJW ENGINEERING, INC.
9841 Irvine Center Drive, Suite 200
Irvine, CA 92618
949.878.3509 | www.tjwengineering.com

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Appendix C: Existing Traffic Counts
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1.0 EXECUTIVE SUMMARY

This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the proposed project located at 5241 East Florence Avenue in the City of Bell, California. The purpose of this TIA is to evaluate potential circulation system deficiencies that may result from the development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the City of Bell via a scoping agreement (See **Appendix B**) and follows the *Los Angeles County Public Works Transportation Impact Analysis Guidelines* (July 2020) and the *City of Bell 2030 Comprehensive General Plan* (May 2018).

The proposed project includes the construction of 40 units multi-family dwelling units and 14 affordable housing dwelling units. Site access will be provided via two (2) proposed driveways. One full access driveway will be along Walker Avenue and one full access will be on Chanslor Avenue.

The project site is currently zoned for C-3R – Mixed Use and has a General Plan land use of Commercial Residential. There are no plans to request any changes. The project site is currently vacant.

The proposed project is anticipated to be built and generating trips in 2027. The proposed project is projected to generate 337 daily trips which includes 23 AM peak hour trips and 26 PM peak hour trips.

Four (4) intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis:

1. Walker Avenue / Florence Avenue
2. Crafton Avenue / Florence Avenue
3. Chanslor Avenue / River Drive - Project Driveway 1
4. Walker Avenue / Project Driveway 2

The study intersections are analyzed for the following study scenarios:

- Existing Traffic Conditions
- Opening Year Traffic Conditions
- Opening Year Plus Project Traffic Conditions.

1.1 SUMMARY OF LEVEL OF SERVICE ANALYSIS RESULTS

Table ES-1 summarizes the results of the intersection level of service analysis based on the County of Los Angeles thresholds of significance for analyzing transportation deficiencies.

Table ES-1

Summary of Transportation Deficiencies at Study Intersections

Intersection			Study Scenario		
			Existing	Opening Year	Opening Year + Project
1	Walker Avenue	Florence Avenue	No Deficiencies	No Deficiencies	No Deficiencies
2	Crafton Avenue	Florence Avenue	No Deficiencies	No Deficiencies	No Deficiencies
3	Chanslor Avenue	River Drive - Project Driveway 1	-	No Deficiencies	No Deficiencies
4	Walker Avenue	Project Driveway 2	-	-	No Deficiencies

Existing Traffic Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *Existing* traffic conditions.

Opening Year Traffic Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *Opening Year* traffic conditions.

Opening Year Plus Project Traffic Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *Opening Year Plus Project* traffic conditions.

2.0 INTRODUCTION

This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the proposed project located at 5241 East Florence Avenue in the City of Bell, California. The purpose of this TIA is to evaluate potential circulation system deficiencies that may result from the development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the City of Bell via a scoping agreement (See **Appendix B**) and follows the *Los Angeles County Public Works Transportation Impact Analysis Guidelines* (July 2020).

2.1 PROJECT DESCRIPTION

The proposed project includes the construction of 40 units multi-family dwelling units and 14 affordable housing dwelling units. Site access will be provided via two (2) proposed driveways. One full access driveway will be along Walker Avenue and one full access will be on Chanslor Avenue.

The project site is currently zoned for C-3R – Mixed Use and has a General Plan land use of Commercial Residential. There are no plans to request any changes. The project site is currently vacant.

Exhibit 1 displays a map with the proposed project location. **Exhibit 2** shows the project site plan.

2.2 STUDY AREA

Four (4) intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis:

1. Walker Avenue / Florence Avenue
2. Crafton Avenue / Florence Avenue
3. Chanslor Avenue / River Drive - Project Driveway 1
4. Walker Avenue / Project Driveway 2

Each study intersection is located within the City of Bell. **Exhibit 3** displays a map with the location of each intersection.

The study intersections and roadway segments are analyzed for the following study scenarios:

- Existing Traffic Conditions
- Opening Year Traffic Conditions
- Opening Year Plus Project Traffic Conditions.

Traffic operations for the roadway segments are evaluated for a 24-hour time period. Traffic operations for the intersections are evaluated for the following time periods:

- Weekday AM Peak Hour occurring between 7:00 AM to 9:00 AM;
- Weekday PM Peak Hour occurring between 4:00 PM to 6:00 PM.

2.3 INTERSECTION ANALYSIS METHODOLOGY

Study area intersections are analyzed using the Intersection Capacity Utilization (ICU) methodology for signalized intersections and the Highway Capacity Manual (HCM) methodology for unsignalized project driveways as applicable.

Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range from LOS A (free flow with little congestion) to LOS F (severely congested conditions). The City of Irvine utilizes the peak hour Intersection Capacity Utilization (ICU) analysis methodology to calculate LOS at signalized intersections. ICU is usually expressed as a volume to capacity (V/C) ratio. The ICU methodology assumes that intersections are signalized and uses traffic volumes, number of lanes, saturated flow rates, signal timings, reference cycle lengths and lost time to determine the resulting V/C ratio. The resulting volume to capacity (V/C) ratio is converted to a Level of Service (LOS).

A capacity of 1700 vehicles per hour per lane and a lost time of 0.05 is used in the ICU. **Table 1** describes the general characteristics of traffic flow for each LOS of signalized intersections, plus accompanying V/C ratios.

Table 1
ICU – LOS & V/C Ranges – Signalized Intersections

Level of Service	Description	Volume to Capacity (V/C) Ratio
A	Traffic volumes are low, and speed is not restricted by other vehicles. All signal cycles clear with no vehicles waiting through more than one cycle.	0.00 - 0.60
B	Traffic volumes begin to be affected by other traffic. Between one and ten percent of signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61 – 0.70
C	Operating speeds and maneuverability are closely controlled by other traffic. Between 11 and30 percent of signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.71 – 0.80
D	Traffic operates at tolerable operating speeds, but with restricted maneuverability.	0.81 – 0.90
E	Traffic experiences restricted speeds, vehicles frequently must wait through two or more cycles at signalized intersection, and any additional traffic will result in the breakdown of the traffic carrying ability of the roadway network.	0.91 – 1.00
F	Long queues of traffic form, traffic operations characterized by unstable flow, stoppages of long duration, and speeds dropping towards zero. Traffic volumes	> 1.01

Level of Service	Description	Volume to Capacity (V/C) Ratio
	serviced are less than the volume serviced at LOS E due to the breakdown of the traffic carrying ability of the system at LOS F.	

Source: City of Bell 2030 Comprehensive General Plan (May 2018).

For unsignalized intersections, the *City Guidelines* require operations to be analyzed utilizing the *Highway Capacity Manual (HCM) 7th Edition* (Transportation Research Board, 2022) methodology. The *HCM* bases unsignalized intersection operations on the weighted average control delay expressed in seconds per vehicle. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. At a two-way or side-street stop-controlled intersection, LOS is calculated for each stop-controlled minor street movement, for the left-turn movement(s) from the major street, and for the intersection as a whole. For approaches consisting of a single lane, the delay is calculated as the average of all movements in that lane. For all-way stop-controlled intersections, LOS is computed for the intersection as a whole.

Table 2 identifies each unsignalized intersection LOS category with their corresponding general characteristics of traffic flow, plus their accompanying delay ranges.

Table 2

HCM – LOS & Delay Ranges – Unsignalized Intersections

Level of Service	Description	Delay (in seconds)
A	Little or no delays.	0 – 10.00
B	Short traffic delays.	10.01 – 15.00
C	Average traffic delays.	15.01 – 25.00
D	Long traffic delays. Multiple vehicles in queue.	25.01 – 35.00
E	Very long delays. Demand approaching capacity of intersection	35.01 – 50.00
F	Very constrained flow with extreme delays and intersection capacity exceeded.	> 50.01

Source: Transportation Research Board, *Highway Capacity Manual*, HCM 7th Edition (Washington D.C., 2022).

This analysis utilizes *PTV Vistro*, Version 2025, analysis software for all signalized and unsignalized intersections. Vistro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis specified in Chapter 16 of the HCM. The level of service and capacity analysis performed within Vistro takes the optimization and coordination of signalized intersections within a network into consideration.

2.4 COUNTY OF LOS ANGELES PERFORMANCE CRITERIA

The *City Guidelines* have established LOS "D" as a target LOS standard, and LOS "E" as a threshold standard. When the addition of project traffic causes a signalized or unsignalized intersection to degrade from LOS "D"

or better to LOS “E” or “F”, potential improvements shall be identified to restore operations. For an unsignalized two-way stop controlled intersection, a traffic signal warrant would be required.



Legend:

Project Site

Exhibit 1: Project Location

Bell 1 Traffic Impact Analysis

CVR-25-007

Not to Scale

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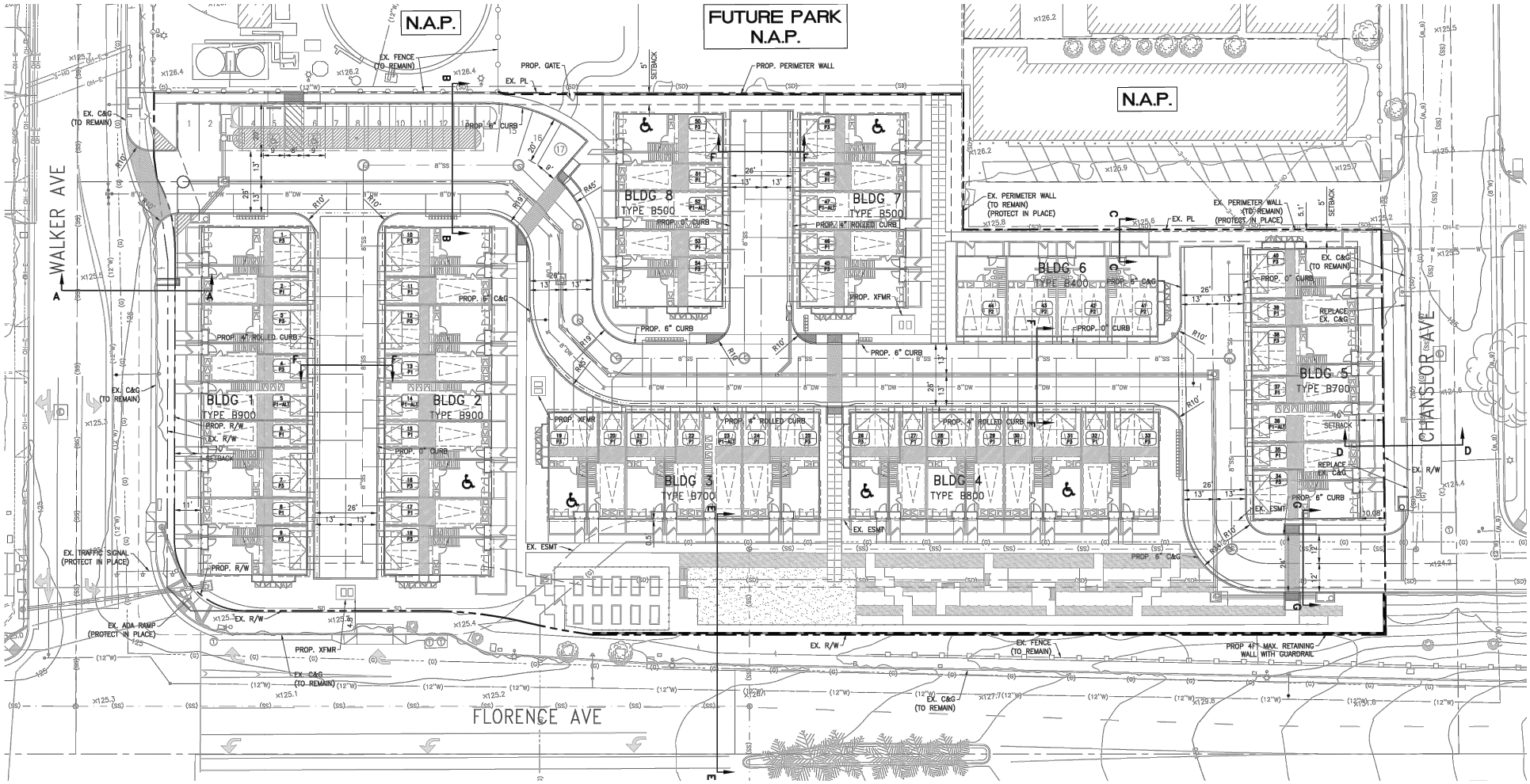


Exhibit 2: Proposed Project Site Plan

Bell 1 Traffic Impact Analysis

CVR-25-007

Not to Scale

TJW ENGINEERING, INC.



Legend:

Project Site

(#) Study Intersection Location

Exhibit 3: Project Study Area

Bell 1 Traffic Impact Analysis

CVR-25-007

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3.0 EXISTING CONDITIONS

3.1 EXISTING CIRCULATION NETWORK/STUDY AREA CONDITIONS

The *Existing* characteristics of the roadways in the vicinity of the proposed project site are described in **Table 3.** The City of Bell roadway classification descriptions are contained in **Appendix B**.

Table 3:
Roadway Characteristics within Study Area

Roadway	Classification[1]	Jurisdiction	Direction	Existing Travel Lanes	Median Type[3]	Speed Limit (mph)	On-Street Parking
Florence Avenue	Major Arterial	Bell	East-West	4	RM / PM	35	No
Walker Avenue	Collector Street	Bell	North-South	2	NM	25	Yes
Crafton Avenue	Local Street	Bell	North-South	2	NM	25	Yes
Chanslor Avenue	Local Street	Bell	North-South	2	NM	25	Yes

1: Source: City of Lancaster Master Plan of Complete Streets (October 2017).
2: TWLTL = Two-Way Left-Turn Lane; RM= Raised Median; NM = No Median.

Exhibit 4 shows the *Existing* study area lane geometry and intersection controls.

3.2 EXISTING PUBLIC TRANSIT SERVICES

The City of Bell is served by the Los Angeles County Metropolitan Transportation Authority, or MTA, which provides bus transit service throughout the City of Bell and its neighboring cities. MTA bus route 111 has stops in the direct vicinity of the proposed project. The map and schedule of MTA Route 111 are provided in **Appendix B**.

3.3 PEDESTRIANS AND BICYCLES

There are no existing on-street bicycling facilities in the City of Bell. Within the project vicinity, pedestrian sidewalks exist along Walker Avenue and Florence Avenue. Additionally, there are pedestrian sidewalks along all roadways listed in **Table 3**.

3.4 EXISTING TRAFFIC VOLUMES

To determine the *Existing* operation of the study intersections, AM and PM peak period traffic volumes were collected on Thursday, June 12, 2025. Detailed traffic count data is provided in **Appendix C**. Existing AM and PM peak hour volumes at the study intersections are shown in **Exhibit 5**.

3.5 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

The intersection analysis of the AM and PM peak hours for *Existing* traffic conditions is shown in **Table 4.** Calculations are based on the existing geometrics at the study area intersections as shown previously in **Exhibit 4**. HCM analysis sheets are provided in **Appendix D**.

Table 4:
Intersection Analysis – Existing Conditions

Intersection			Control Type[1]	Peak Hour	Existing Conditions	
					V/C[3]	LOS
1	Walker Avenue	Florence Avenue	Signal	AM	0.625	B
				PM	0.655	B
2	Crafton Avenue	Florence Avenue	Signal	AM	0.582	B
				PM	0.660	B
Intersection			Control Type[1]	Peak Hour	Delay[2]	LOS
3	Walker Avenue	River Drive- Project Driveway 1	TWSC	AM	8.54	A
				PM	8.55	A

1: TWSC = Two-Way Stop-Control, AWSC = All-Way Stop-Control
2: For intersections with one- or-two-way stop-control, the delay and LOS for the worst individual movement is shown.
3: For signalized intersection, ICU methodology is utilized to determine the resulting V/C ratio

As shown in **Table 4**, the study intersections are currently operating at an acceptable LOS during the AM and PM peak hours for *Existing* traffic conditions.



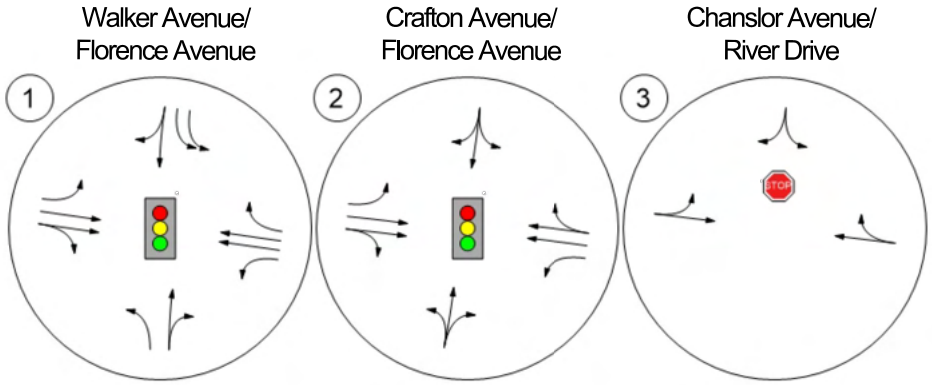
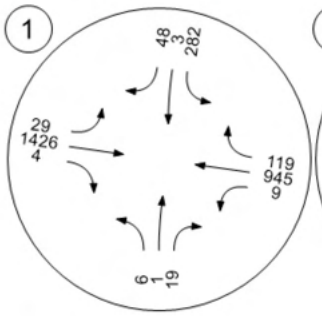


Exhibit 4: Existing Lane Geometry and Intersection Controls

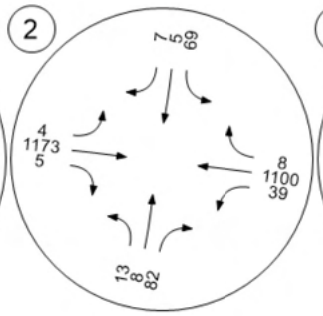


AM Peak Hour Volumes

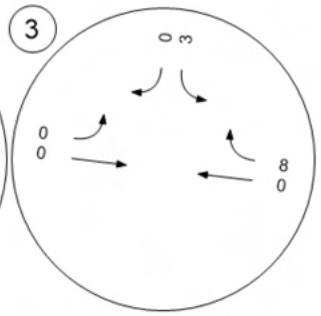
Walker Avenue/ Florence Avenue



Crafton Avenue/ Florence Avenue

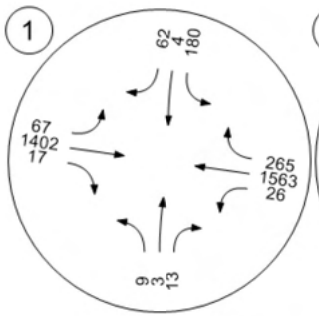


Chanslor Avenue/ River Drive

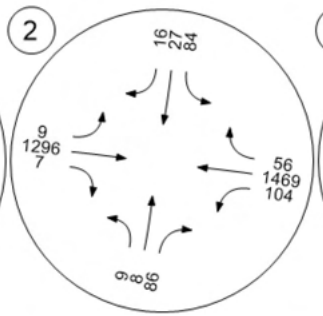


PM Peak Hour Volumes

Walker Avenue/ Florence Avenue



Crafton Avenue/ Florence Avenue



Chanslor Avenue/ River Drive

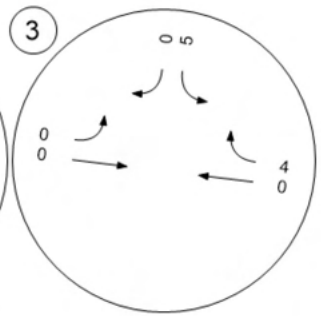


Exhibit 5: Existing AM and PM Peak Hour Volumes

4.0 PROPOSED PROJECT

4.1 PROJECT DESCRIPTION

The proposed project includes the construction of 40 units multi-family dwelling units and 14 affordable housing dwelling units. Site access will be provided via two (2) proposed driveways. One full access driveway will be along Walker Avenue and one full access will be on Chanslor Avenue.

The project site is currently zoned for C-3R – Mixed Use and has a General Plan land use of Commercial Residential. There are no plans to request any changes. The project site is currently vacant.

Exhibit 2 previously showed the proposed project site plan.

4.2 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic, both inbound and outbound, produced by a development. Determining trip generation for a proposed project is based on projecting the amount of traffic that the specific land uses being proposed will produce. Industry standard *Institute of Transportation Engineers (ITE) Trip Generation Manual* (11th Edition, 2021) trip generation rates were used to determine trip generation of for the proposed project land uses.

Table 5 summarizes the projected AM peak hour, PM peak hour and daily trip generation of the proposed project. The proposed project is projected to generate 337 daily trips which includes 23 AM peak hour trips and 26 PM peak hour trips.

Table 5:
Proposed Project Trip Generation

Proposed Land Use[1]	ITE Code	Qty	Unit[2]	Daily		AM Peak Hour					PM Peak Hour				
				Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
								In	Out	Total			In	Out	Total
Multifamily Housing (Low-Rise), Not Close to Rail)	220	40	DU	6.74	270	0.4	24:76	4	12	16	0.51	63:37	13	7	20
Affordable Housing	223	14	DU	4.81	67	0.5	29:71	2	5	7	0.46	59:41	4	2	6
Net Total					**337**			**6**	**17**	**23**			**17**	**9**	**26**

1: Trip generation and pass-by rates are from the ITE Trip Generation Manual (11th Edition, 2021).
2: DU = Dwelling Units

4.3 PROJECT TRIP DISTRIBUTION

Projecting trip distribution involves the process of identifying probable destinations and traffic routes that will be utilized by the proposed project's traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the probable routes onto which project generated trips to and from the project site would distribute as well as the percentage of the trips through each route.

Exhibit 6 shows the project proposed trip distribution.



Legend:

▨	Project Site
#	Study Intersection Location
(XX%)	Percent Trip Distribution

Exhibit 6: Trip Distribution Exhibit

Bell 1 Traffic Impact Analysis

CVR-25-007

Not to Scale

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5.0 OPENING YEAR TRAFFIC CONDITIONS

The *Opening Year* traffic conditions analysis is intended to identify traffic conditions in the near-term including traffic generated by cumulative projects in the area.

5.1 ROADWAY IMPROVEMENTS

During opening year, the lane configurations and traffic controls assumed to be in place for *Opening Year* traffic conditions scenario are the same as shown in **Exhibit 4**.

5.2 CUMULATIVE PROJECTS TRAFFIC

City Guidelines require that other reasonably foreseeable development projects which are either approved or are currently being processed in the study area also be included as part of a cumulative analysis scenario. A list of cumulative projects was developed for this analysis through consultation with City of Bell staff, and obtainment of current development status reports**.** A summary of the cumulative projects including their land uses and trip generation are shown in **Table 6**. A map showing the locations of the approved cumulative projects is shown in **Exhibit 7**.

Table 6:
Cumulative Projects List and Trip Generation

	Project	Land Use[1]	ITE Code	Qty	Unit[2]	Daily		AM Peak Hour					PM Peak Hour				
						Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
										In	Out	Total			In	Out	Total
1	6914 Walker Avenue	Single-Family Detached Housing	210	5	DU	9.43	47	0.7	26:74	1	3	4	0.94	63:37	3	2	5

1: Trip Generation Rates are from the ITE Trip Generation Manual (11th Edition, 2021).
2: DU = Dwelling Units.

5.3 OPENING YEAR TRAFFIC VOLUMES

Opening Year traffic volumes are volumes projected to the anticipated opening year of the project plus the addition of the volumes generated by the nearby cumulative projects. An annual growth rate of 2% is applied to *Existing* traffic volumes to determine volumes at the anticipated opening year, 2027, of the proposed project. Then the volumes of the cumulative projects are added.

Opening Year Volumes = (Existing (2025) Counts * 1.02^2) + Cumulative Projects.

Exhibit 8 shows *Opening Year* AM and PM peak hour volumes at the study intersections.

5.4 OPENING YEAR INTERSECTION LEVEL OF SERVICE ANALYSIS

The *Opening Year* traffic conditions AM and PM peak hour intersection analysis is shown in **Table 7**. HCM analysis sheets are provided in **Appendix D.**

Table 7:
Intersection Analysis – Opening Year Conditions

Intersection			Control Type[1]	Peak Hour	Existing Conditions	
					V/C[3]	LOS
1	Walker Avenue	Florence Avenue	Signal	AM	0.666	B
				PM	0.681	B
2	Crafton Avenue	Florence Avenue	Signal	AM	0.632	B
				PM	0.711	B
Intersection			Control Type[1]	Peak Hour	Delay[2]	LOS
3	Walker Avenue	River Drive- Project Driveway 1	TWSC	AM	8.54	A
				PM	8.55	A

1: TWSC = Two-Way Stop-Control AWSC = All-Way Stop-Control
2: For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.
3: For signalized intersection, ICU methodology is utilized to determine the resulting V/C ratio

As shown in **Table 7**, the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *Opening Year* traffic conditions.



Legend:

Project Site

(X) Approximate Cumulative Project Locations

Exhibit 7: Cumulative Project Location

Bell 1 Traffic Impact Analysis

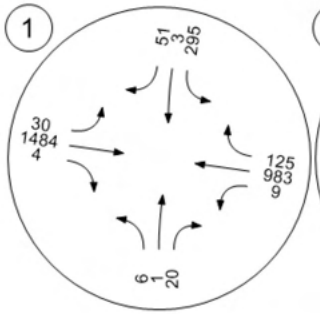
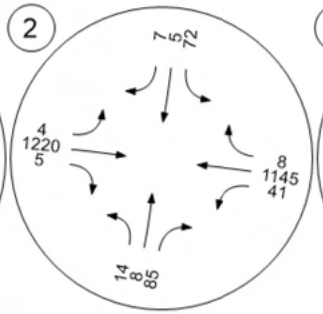
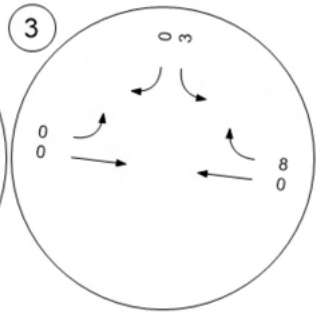
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CVR-25-007

Not to Scale



AM Peak Hour Volumes

Walker Avenue/ Florence Avenue	Crafton Avenue/ Florence Avenue	Chanslor Avenue/ River Drive
		

PM Peak Hour Volumes

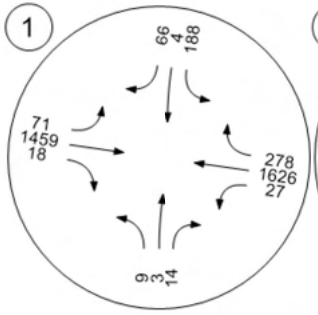
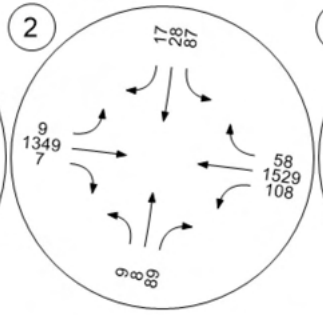
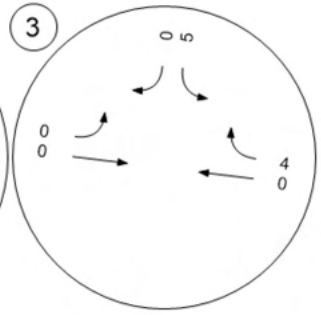
Walker Avenue/ Florence Avenue	Crafton Avenue/ Florence Avenue	Chanslor Avenue/ River Drive
		

Exhibit 8: Opening Year AM and PM Peak Hour Volumes

6.0 OPENING YEAR PLUS PROJECT TRAFFIC CONDITIONS

The *Opening Year Plus Project* traffic conditions analysis is intended to identify traffic conditions in the near-term including traffic generated by the proposed project and cumulative projects in the area.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the *Opening Year Plus Project* traffic conditions scenario are consistent with those previously shown in

6.2 OPENING YEAR PLUS PROJECT TRAFFIC VOLUMES

Opening Year Plus Project traffic volumes are volumes projected to the anticipated opening year of the project plus the addition of the volumes generated by the proposed project and the nearby cumulative projects. An annual growth rate of 2% is applied to *Existing* traffic volumes to determine volumes at the anticipated opening year, 2027, of the proposed project. Then the volumes of the proposed project and cumulative projects are added.

Opening Year Plus Project Volumes = (Existing (2025) Counts * 1.02^2) + Project + Cumulative Projects.

Exhibit 9 shows *Opening Year Plus Project* AM and PM peak hour volumes at the study intersections.

6.3 OPENING YEAR PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

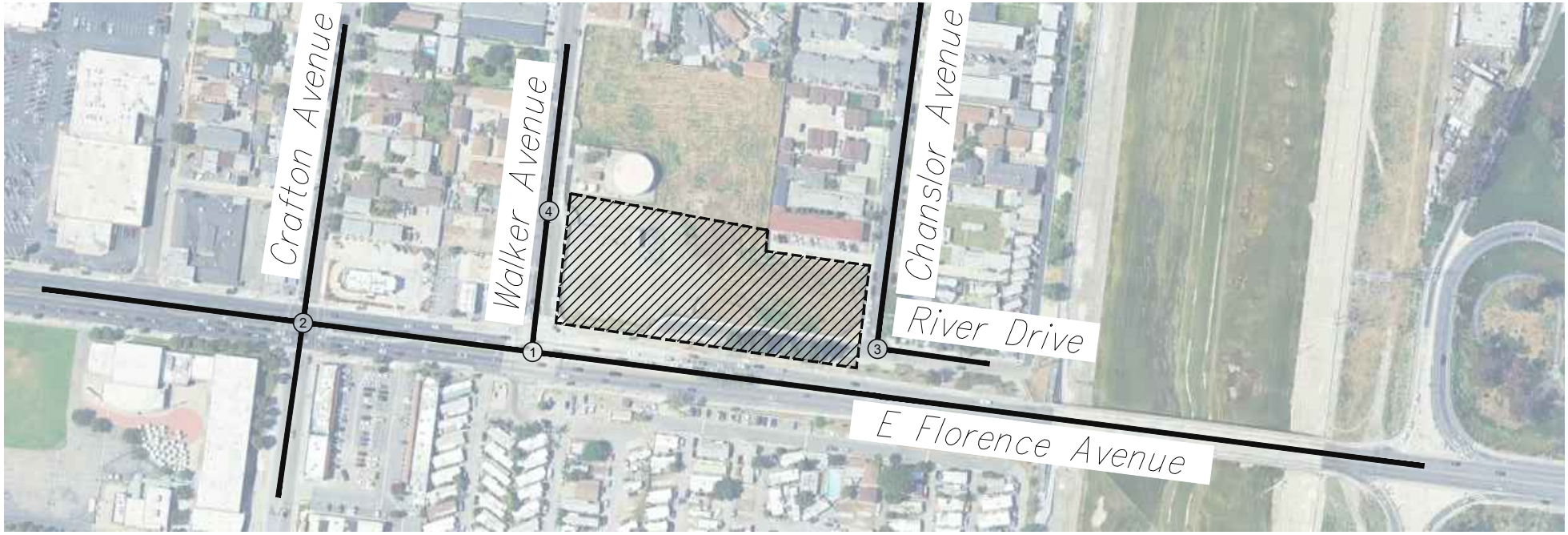
The *Opening Year Plus Project* traffic conditions AM and PM peak hour intersection analysis is shown in **Table 8**. HCM analysis sheets are provided in **Appendix D.**

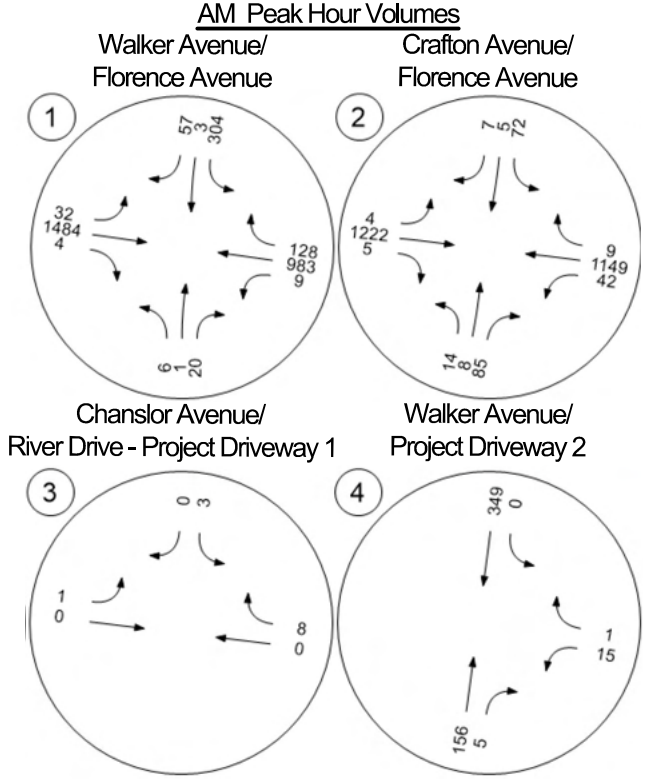
Table 8:
Intersection Analysis – Opening Year Plus Project Conditions

Intersection			Control Type[1]	Peak Hour	Opening Year		Opening Year + Project	
					V/C[3]	LOS	V/C[3]	LOS
1	Walker Avenue	Florence Avenue	Signal	AM	0.666	B	0.669	B
				PM	0.681	B	0.687	B
2	Crafton Avenue	Florence Avenue	Signal	AM	0.632	B	0.633	B
				PM	0.711	B	0.713	C
Intersection			Control Type[1]	Peak Hour	Delay[2]	LOS	Delay[2]	LOS
3	Chanslor Avenue	River Drive - Project Driveway 1	TWSC	AM	8.54	A	8.55	A
				PM	8.55	A	8.52	A
4	Walker Avenue	Project Driveway 2	TWSC	AM	-	-	11.84	B
				PM	-	-	13.08	B

1: TWSC = Two-Way Stop-Control AWSC = All-Way Stop-Control
2: For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.
3: For signalized intersection, ICU methodology is utilized to determine the resulting V/C ratio

As shown in **Table 8**, the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours *Opening Year Plus Project* conditions.





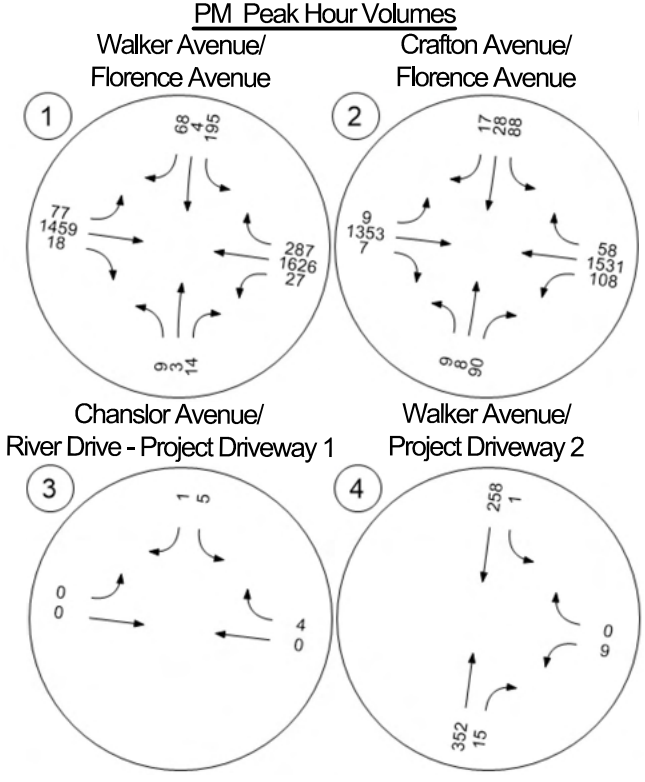


Exhibit 9: Opening Year Plus Project AM and PM Peak Hour Volumes

APPENDIX

Appendix A: Glossary of Terminology
Appendix B: Scoping Agreement
Appendix C: Existing Traffic Counts
Appendix D: HCM Analysis Sheets

APPENDIX A

GLOSSARY OF TERMINOLOGY

Glossary of Terminology

ACRONYMS:

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
LOS	Level of Service
TSF	Thousand Square Feet
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC – *The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.*

CAPACITY – T*he maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.*

CYCLE LENGTH – *The time period in seconds required for a traffic signal to complete one full cycle of indications.*

DAILY CAPACITY – *A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.*

DELAY – *The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.*

DENSITY – *The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.*

DESIGN SPEED – *A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.*

DIRECTIONAL SPLIT – *The percent of traffic in the peak direction at any point in time.*

FREE FLOW – *Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.*

HEADWAY – *Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.*

LEVEL OF SERVICE – *A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.*

PASSENGER CAR EQUIVALENT (PCE) – *A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.*

PEAK HOUR – *The 60 consecutive minutes with the highest number of vehicles.*

QUEUE LENGTH – *The length of vehicle queue, typically expressed in feet, waiting at a service area such as a Traffic signal, stop sign, or access gate.*

SIGHT DISTANCE – *The continuous length of roadway visible to a driver or roadway user.*

SIGNAL CYCLE – *The time period in seconds required for one complete sequence of signal indications.*

SIGNAL PHASE – *The part of the signal cycle allocated to one or more traffic movements.*

STARTING DELAY – *The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through an intersection.*

TRAFFIC-ACTUATED SIGNAL – *A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.*

TRIP – *The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.*

TRIP GENERATION RATE – *The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.*

VEHICLE MILES OF TRAVEL – *A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.*

APPENDIX B

SCOPING AGREEMENT AND CITY DOCUMENTS

Scoping Agreement for Traffic Impact Analysis

This form acknowledges the requirements for the traffic impact analysis of the following project. The analysis will follow the local jurisdiction's traffic impact analysis guidelines.

Project Name:	Bell 1
Project Address:	5241 East Florence Avenue in the City of Bell
Project Description:	40 units multi-family dwelling units and 14 units affordable housing

	Consultant	Developer
Name:	TJW Engineering	City Ventures
Address:	9841 Irvine Center Drive, Suite 200	3121 Michelson Drive, Suite 150
	Irvine, CA	Irvine, CA 92612
Telephone:	949-878-3509	
Email:	Tiffany@tjwengineering.com	

Trip Generation Source: ITE Trip Generation Manual, 11th Edition (2021)

Current GP Land Use:	Gen. Commercial Residential	Proposed Land Use:	Gen. Commercial/Residential
Current Zoning:	C-3R (MIXED USE)	Proposed Zoning:	C-3R (MIXED USE)

Is the project screened from LOS analysis? [ ] Yes [X] No

Justification:	Full Traffic Impact Study is required for this project.

Is the project screened from VMT analysis? [X] Yes [ ] No

Justification:	The proposed project is screened out as it is in a Transit Priority Area (TPA) and will be exempt from a VMT Analysis.

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				6	17	23
PM Trips				17	9	26
Daily						337

Internal Trip Capture: ☐ Yes ☒ No _____ % Trip Discount

Pass-By Allowance: ☐ Yes ☒ No _____ % Trip Discount

Trip Distribution: See attached exhibit

Project Build-out Year: 2027 Annual Ambient Growth Rate: 2 %

Study Intersections:

1. Walker Ave / Florence Ave
2. Crafton Ave / Florence Ave
3. Chanslor Ave / Florence Ave (proposed)
4. Chanslor Avenue / Project Driveway 1
5. Walker Ave / Project Driveway 2
6. _____
7. _____
8. _____
9. _____
10. _____

Study Roadway Segments:

1. _____
2. _____
3. _____
4. _____

Analysis Scenarios:

1. *Existing Traffic Conditions (Existing)*
2. *Opening Year Traffic Conditions (Existing + Ambient + Cumulative)*
3. *Opening Year with Project Traffic Conditions (Existing + Ambient + Cumulative + Project)*
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

Other Jurisdiction Analyzed? ☐ Yes ☒ No Name of Jurisdiction: _____

Date of Traffic Counts: New counts to be collected. Date TBA.

Additional Items to be Addressed:	

Additional Notes:	

Signatures:

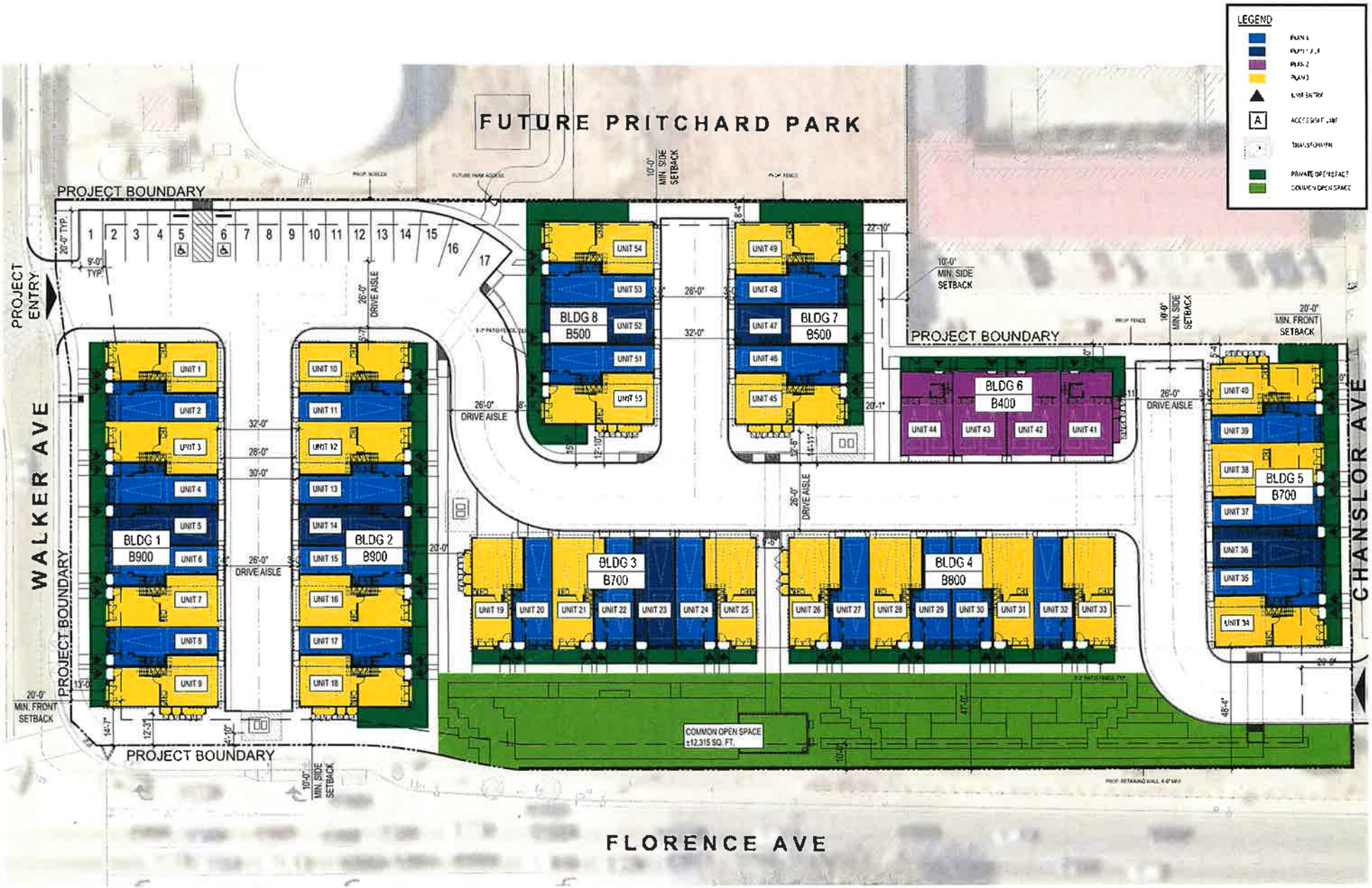
Consultant's Representative	City (Approved By)
Tiffany Chang	Rey Alfonso
Print Name	Print Name
06/05/2025	6/10/25
Date	Date

Table 1
Project Trip Generation

Proposed Land Use[1]	ITE Code	Qty	Unit[2]	Daily		AM Peak Hour					PM Peak Hour				
				Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
								In	Out	Total			In	Out	Total
Multifamily Housing (Low-Rise), Not Close to Rail	220(1)	40	DU	6.74	270	0.4	24:76	4	12	16	0.51	63:37	13	7	20
Affordable Housing	223	14	DU	4.81	67	0.5	29:71	2	5	7	0.46	59:41	4	2	6

Results	Daily	Volume	AM Peak Hour	In	Out	Total	PM Peak Hour	In	Out	Total
Net Total		**337**		**6**	**17**	**23**		**17**	**9**	**26**

1: Trip generation and pass-by rates are from the ITE Trip Generation Manual (11th Edition, 2021).
2: DU = Dwelling Unit



ktgy

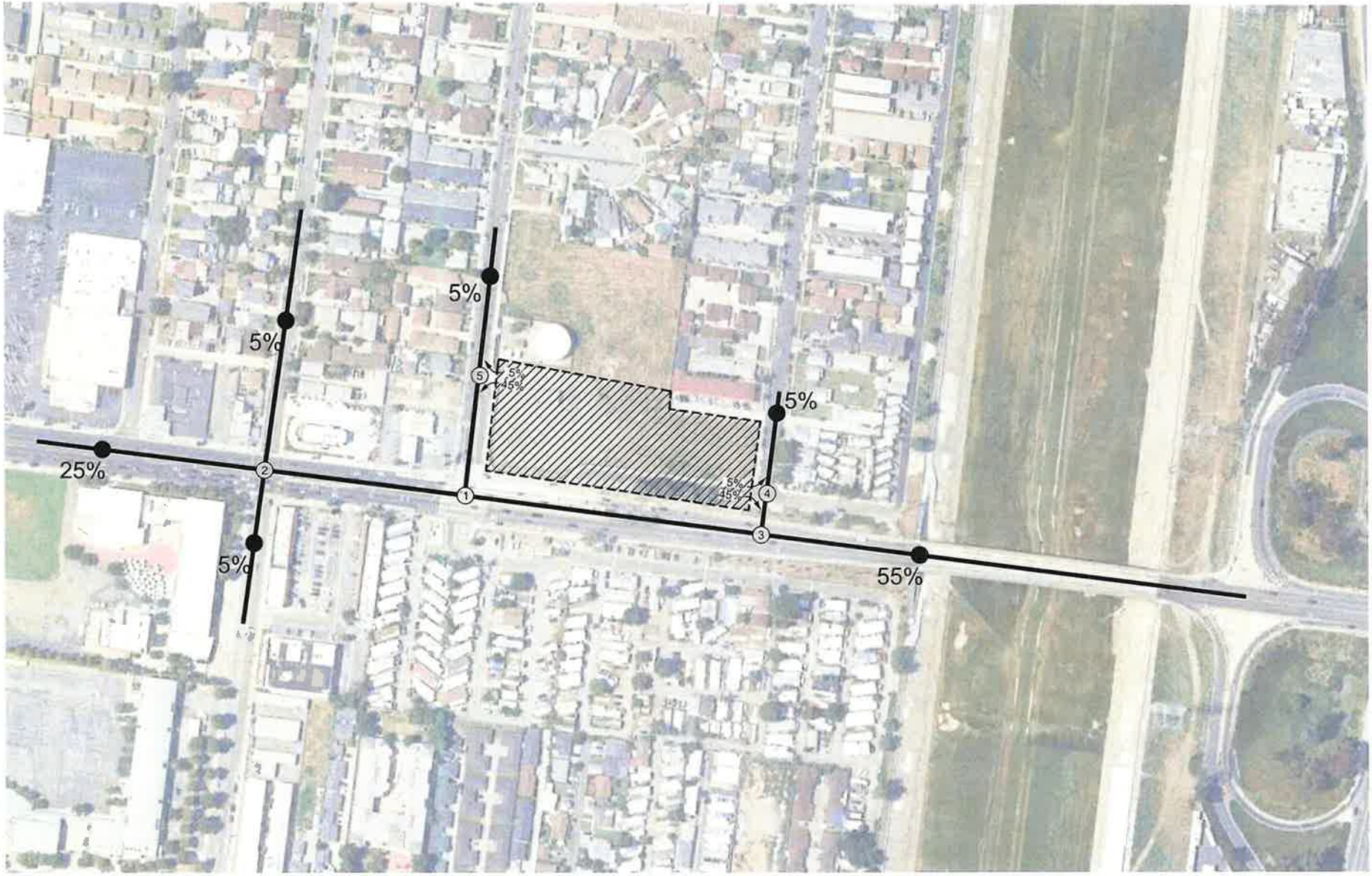
CITY VENTURES

Florence and Walker
Bell, CA

Schematic Design
SA/2021

SITE PLAN

A1.00



Legend:

- Project Site
- (#) Study Intersection Location
- (XX%) Percent Trip Distribution

Trip Distribution Exhibit

Bell 1 Traffic Impact Analysis

CVR-25-007

Not to Scale

Monday through Friday

Effective Dec 10 2023

111

Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

LAX 1 LAX City Bus Center	INGLEWOOD 2 Inglewood Transit Center	HYDE PARK 3 Florence & Crenshaw	LOS ANGELES 4 Florence & Broadway	HUNTINGTON PARK 5 Florence & Pacific	BELL 6 Florence & Atlantic	BELL GARDENS 7 Florence & Garfield	NORWALK 8 Norwalk Station
—	—	C2:40A	2:50A	A3:04A	—	—	—
—	—	C3:40	3:50	A4:04	—	—	—
4:06A	4:18A	4:25	4:36	4:50	4:59A	5:07A	5:24A
4:25	4:39	4:46	4:57	5:11	5:20	5:28	5:45
—	4:55	5:02	5:14	5:28	5:37	5:45	6:02
4:55	5:09	5:16	5:28	5:43	5:52	6:00	6:18
—	5:23	5:30	5:43	5:58	6:07	6:15	6:33
5:20	5:34	5:41	5:54	6:09	6:18	6:26	6:45
—	5:44	5:51	6:04	6:19	6:28	6:35	—
5:40	5:54	6:01	6:14	6:29	6:39	6:47	7:08
—	6:02	6:10	6:23	6:39	6:49	6:56	—
5:58	6:12	6:20	6:33	6:49	6:59	7:08	7:30
—	6:21	6:29	6:43	6:59	7:09	7:16	—
6:17	6:31	6:39	6:53	7:09	7:19	7:28	7:50
6:26	6:40	6:48	7:02	7:19	7:29	7:37	—
—	6:49	6:57	7:12	7:29	7:40	7:49	8:11
6:42	6:56	7:05	7:21	7:39	7:50	7:58	—
—	7:06	7:15	7:31	7:49	8:00	8:09	8:31
7:02	7:16	7:25	7:41	7:59	8:10	8:18	—
—	7:26	7:35	7:51	8:09	8:20	8:29	8:51
7:21	7:36	7:45	8:01	8:19	8:30	8:38	—
—	7:46	7:55	8:11	8:29	8:40	8:49	9:10
7:40	7:55	8:04	8:20	8:39	8:50	8:58	—
—	8:06	8:15	8:31	8:50	9:01	9:10	9:31
8:00	8:15	8:24	8:40	8:59	9:10	9:18	—
—	8:26	8:35	8:51	9:10	9:21	9:30	9:51
8:20	8:35	8:44	9:00	9:19	9:30	9:38	—
—	8:45	8:54	9:10	9:29	9:40	9:49	10:10
8:40	8:55	9:04	9:20	9:39	9:50	9:58	—
—	9:05	9:14	9:30	9:49	10:00	10:09	10:30
9:00	9:15	9:24	9:40	9:59	10:11	10:19	—
—	9:24	9:33	9:49	10:09	10:21	10:30	10:51
9:18	9:33	9:42	9:58	10:19	10:31	10:39	—
—	9:43	9:52	10:08	10:29	10:42	10:52	11:13
9:37	9:52	10:01	10:17	10:39	10:52	11:00	—
—	10:01	10:11	10:27	10:49	11:02	11:12	11:33
9:55	10:11	10:21	10:37	10:59	11:12	11:20	—
—	10:20	10:30	10:47	11:09	11:22	11:32	11:53
10:14	10:30	10:40	10:57	11:19	11:32	11:40	—
—	10:40	10:50	11:07	11:29	11:42	11:52	12:13P
10:34	10:50	11:00	11:17	11:39	11:52	11:59	—
—	11:00	11:10	11:27	11:49	12:02P	12:12P	12:33
10:54	11:10	11:20	11:37	11:59	12:13	12:21	—
—	11:19	11:29	11:47	12:09P	12:23	12:33	12:54
11:13	11:29	11:39	11:57	12:19	12:33	12:41	—
—	11:38	11:48	12:06P	12:29	12:43	12:53	1:14
11:30	11:46	11:56	12:15	12:39	12:53	1:01	—
—	11:55	12:06P	12:25	12:49	1:03	1:13	1:35
11:49	12:05P	12:16	12:35	12:59	1:13	1:21	—
—	12:15	12:26	12:45	1:09	1:23	1:33	1:56
12:09P	12:25	12:36	12:55	1:19	1:33	1:41	—
—	12:35	12:46	1:05	1:29	1:43	1:53	2:16
12:28	12:44	12:55	1:15	1:39	1:53	2:01	—
—	12:54	1:05	1:25	1:49	2:03	2:13	2:36
12:47	1:04	1:15	1:35	1:59	2:13	2:21	—
—	1:14	1:25	1:45	2:09	2:23	2:33	2:56
1:07	1:24	1:35	1:55	2:19	2:33	2:41	—
—	1:34	1:45	2:05	2:29	2:43	2:53	3:16
1:27	1:44	1:55	2:15	2:39	2:53	3:01	—
—	1:54	2:05	2:25	2:49	3:03	3:14	3:37
1:47	2:04	2:15	2:35	2:59	3:12	3:21	—
—	2:13	2:24	2:44	3:09	3:22	3:33	3:56
2:06	2:23	2:34	2:54	3:19	3:32	3:41	—
—	2:31	2:43	3:03	3:29	3:42	3:53	4:16
2:23	2:40	2:52	3:13	3:39	3:52	4:01	—
—	2:50	3:02	3:23	3:49	4:02	4:13	4:37
2:43	3:00	3:12	3:33	3:59	4:12	4:21	—
—	3:10	3:22	3:43	4:09	4:22	4:33	4:57
3:03	3:20	3:32	3:53	4:19	4:32	4:41	—
—	3:31	3:43	4:04	4:29	4:42	4:53	5:17
3:25	3:42	3:54	4:14	4:39	4:52	5:01	—
—	3:52	4:04	4:24	4:49	5:02	5:13	5:37
3:44	4:02	4:14	4:34	4:59	5:12	5:21	—
—	4:12	4:24	4:44	5:09	5:22	5:33	5:57
4:03	4:22	4:34	4:54	5:19	5:32	5:41	—
—	4:32	4:44	5:04	5:29	5:42	5:53	6:16
4:24	4:43	4:55	5:15	5:39	5:52	6:01	—
—	4:53	5:05	5:25	5:49	6:02	6:13	6:35
4:46	5:05	5:17	5:36	5:59	6:12	6:23	—
—	5:16	5:28	5:46	6:09	6:22	6:33	—
5:10	5:27	5:38	5:56	6:19	6:32	6:42	7:03
—	5:37	5:48	6:06	6:29	6:41	6:51	—
5:32	5:48	5:59	6:17	6:39	6:51	7:01	7:22
—	5:59	6:10	6:28	6:49	7:01	7:10	—
5:53	6:09	6:20	6:38	6:59	7:11	7:20	7:40
—	6:20	6:31	6:48	7:09	7:21	7:30	—
6:18	6:34	6:45	7:02	7:22	7:34	7:43	—
6:39	6:55	7:06	7:23	7:42	7:54	8:03	8:22
7:14	7:30	7:40	7:55	8:12	8:23	8:31	8:49
7:46	8:02	8:12	8:27	8:44	8:54	9:02	9:20
8:28	8:44	8:53	9:08	9:24	9:33	9:41	9:58
9:09	9:25	9:33	9:48	A10:04	10:13	10:20	10:36
9:52	10:07	10:15	10:29	A10:44	10:52	10:59	11:15
10:37	10:51	10:58	11:10	A11:24	11:32	11:39	11:55
11:20	11:33	11:40	11:51	A12:04A	12:11A	12:17A	—
12:21A	12:34A	12:41A	12:52A	A1:04	1:11	1:18	—
—	1:33	1:40	1:50	A2:04	—	—	—

Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

NORWALK 8 Norwalk Station	BELL GARDENS 7 Florence & Garfield	BELL 6 Florence & Atlantic	HUNTINGTON PARK 5 Florence & Pacific	LOS ANGELES 4 Florence & Broadway	HYDE PARK 3 Florence & Crenshaw	INGLEWOOD 2 Inglewood Transit Center	LAX 1 LAX City Bus Center
—	—	—	3:17A	3:30A	3:40A	3:47A	3:57A
—	3:33A	3:41A	3:50	4:02	4:12	4:19	4:29
—	—	—	4:17	4:30	4:41	4:48	4:58
—	4:20	4:28	4:38	4:51	5:02	5:10	5:20
—	4:41	4:49	4:59	5:12	5:24	5:32	5:43
4:44A	5:02	5:10	5:20	5:34	5:47	5:55	6:07
—	5:17	5:25	5:35	5:50	6:03	6:12	6:25
5:09	5:27	5:36	5:47	6:02	6:16	6:25	—
—	5:37	5:46	5:57	6:12	6:26	6:36	6:49
—	5:47	5:56	6:07	6:22	6:37	6:48	—
5:36	5:56	6:06	6:17	6:32	6:48	6:59	7:13
—	6:06	6:16	6:27	6:44	7:00	7:11	—
—	6:15	6:25	6:37	6:54	7:11	7:22	7:36
6:05	6:25	6:35	6:47	7:04	7:21	7:32	—
—	6:34	6:45	6:57	7:15	7:32	7:44	7:58
6:22	6:43	6:54	7:06	7:25	7:42	7:54	—
—	6:53	7:04	7:17	7:36	7:53	8:05	8:18
6:39	7:01	7:13	7:26	7:45	8:02	8:14	—
—	7:12	7:24	7:37	7:56	8:13	8:25	8:38
6:57	7:22	7:34	7:47	8:06	8:23	8:35	—
—	7:32	7:44	7:57	8:16	8:33	8:45	8:58
7:17	7:42	7:54	8:07	8:26	8:42	8:54	—
—	7:52	8:04	8:17	8:36	8:52	9:04	9:17
7:36	8:02	8:14	8:27	8:46	9:02	9:13	—
—	8:12	8:24	8:37	8:56	9:12	9:23	9:36
7:56	8:22	8:34	8:47	9:06	9:22	9:33	—
—	8:32	8:44	8:57	9:16	9:32	9:43	9:56
8:16	8:42	8:54	9:07	9:26	9:42	9:53	—
—	8:53	9:04	9:17	9:36	9:52	10:03	10:16
8:39	9:03	9:14	9:27	9:46	10:02	10:13	—
—	9:13	9:24	9:37	9:56	10:12	10:23	10:36
8:58	9:22	9:33	9:47	10:07	10:23	10:34	—
—	9:32	9:43	9:57	10:17	10:33	10:44	10:57
9:18	9:42	9:53	10:07	10:27	10:43	10:54	—
—	9:52	10:03	10:17	10:37	10:53	11:04	11:17
9:38	10:02	10:13	10:27	10:47	11:03	11:14	—
—	10:12	10:23	10:37	10:57	11:13	11:24	11:37
9:57	10:21	10:32	10:47	11:07	11:23	11:34	—
10:07	10:31	10:43	10:58	11:19	11:35	11:46	11:59
—	10:41	10:53	11:08	11:29	11:45	11:56	—
10:27	10:51	11:03	11:18	11:40	11:56	12:07P	12:20P
—	11:01	11:13	11:28	11:50	12:06P	12:17	—
10:46	11:10	11:22	11:37	11:59	12:15	12:26	12:39
—	11:19	11:31	11:47	12:09P	12:25	12:36	—
11:05	11:29	11:41	11:57	12:19	12:35	12:46	12:59
—	11:39	11:51	12:07P	12:29	12:45	12:56	—
11:25	11:49	12:01P	12:17	12:39	12:55	1:06	1:19
—	11:58	12:11	12:27	12:50	1:06	1:17	—
11:44	12:08P	12:21	12:37	1:00	1:16	1:27	1:40
—	12:18	12:31	12:47	1:10	1:26	1:37	—
12:04P	12:28	12:41	12:57	1:20	1:36	1:47	2:00
—	12:38	12:51	1:07	1:30	1:46	1:57	—
12:24	12:48	1:01	1:17	1:40	1:56	2:07	2:21
—	12:58	1:11	1:27	1:50	2:06	2:17	—
12:44	1:08	1:21	1:37	2:00	2:16	2:27	2:41
—	1:18	1:31	1:47	2:10	2:26	2:38	—
1:04	1:28	1:41	1:57	2:20	2:36	2:48	3:02
—	1:38	1:51	2:07	2:30	2:46	2:58	—
1:24	1:48	2:01	2:17	2:40	2:56	3:08	3:22
—	1:58	2:11	2:27	2:50	3:06	3:18	—
1:43	2:08	2:21	2:37	3:00	3:16	3:28	3:42
—	2:18	2:31	2:47	3:10	3:26	3:38	—
2:02	2:28	2:41	2:57	3:20	3:36	3:48	4:02
—	2:38	2:51	3:07	3:30	3:46	3:58	—
2:22	2:48	3:01	3:17	3:40	3:56	4:08	4:22
—	2:58	3:11	3:27	3:50	4:06	4:18	—
2:42	3:08	3:21	3:37	4:00	4:16	4:28	4:42
—	3:18	3:31	3:47	4:09	4:25	4:37	—
3:01	3:28	3:41	3:57	4:19	4:35	4:47	5:01
—	3:38	3:51	4:07	4:29	4:45	4:57	—
3:21	3:48	4:01	4:17	4:39	4:55	5:07	5:20
—	3:57	4:11	4:27	4:49	5:05	5:17	—
3:40	4:07	4:21	4:37	4:59	5:15	5:27	5:40
—	4:17	4:31	4:47	5:09	5:25	5:36	—
4:00	4:27	4:41	4:57	5:19	5:35	5:46	5:59
—	4:37	4:51	5:07	5:29	5:45	5:56	—
4:21	4:48	5:02	5:17	5:38	5:54	6:05	6:18
—	4:58	5:12	5:27	5:47	6:03	6:14	—
4:42	5:09	5:23	5:37	5:57	6:13	6:24	6:37
—	5:19	5:33	5:47	6:07	6:23	6:34	—
5:02	5:29	5:43	5:57	6:17	6:33	6:44	6:57
—	5:39	5:53	6:07	6:27	6:42	6:53	—
5:22	5:49	6:03	6:17	6:37	6:52	7:03	7:16
—	6:00	6:13	6:27	6:47	7:02	7:12	—
5:44	6:10	6:23	6:37	6:57	7:12	7:22	7:35
—	6:20	6:33	6:47	7:07	7:22	7:32	—
6:06	6:31	6:44	6:58	7:17	7:32	7:42	—
6:23	6:47	7:00	7:13	7:32	7:46	7:56	8:09
6:49	7:12	7:24	7:37	7:56	8:10	8:19	8:32
7:20	7:43	7:55	8:07	8:25	8:39	8:48	9:01
7:56	8:18	8:30	8:42	8:59	9:13	9:22	9:35
8:39	9:00	9:11	9:22	9:38	9:52	10:01	10:14
9:22	9:42	9:52	10:02	10:17	10:30	10:38	10:50
10:02	10:22	10:32	10:42	10:57	11:10	11:18	11:30
10:44	11:03	11:12	11:22	11:36	11:48	11:56	12:08A
11:31	11:49	11:57	12:06A	12:19A	12:30A	12:38A	12:49
—	12:33A	12:41A	12:50	1:02	1:12	1:20	—
12:42A	1:00	1:08	B1:17	1:29	D1:39	—	—
—	—	—	2:17	2:30	D2:40	—	—

Saturday

111

Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

LAX 1 LAX City Bus Center	INGLEWOOD 2 Inglewood Transit Center	HYDE PARK 3 Florence & Crenshaw	LOS ANGELES 4 Florence & Broadway	HUNTINGTON PARK 5 Florence & Pacific	BELL 6 Florence & Atlantic	BELL GARDENS 7 Florence & Garfield	NORWALK 8 Norwalk Station
—	—	C2:39A	2:50A	A3:04A	—	—	—
—	—	C3:39	3:50	A4:04	—	—	—
4:07A	4:19A	4:26	4:37	4:51	5:00A	5:07A	5:23A
4:40	4:52	4:59	5:11	5:25	5:34	5:41	5:58
5:08	5:21	5:28	5:41	5:56	6:05	6:12	6:29
5:32	5:46	5:53	6:06	6:22	6:31	6:38	—
—	6:05	6:12	6:25	6:42	6:51	6:59	7:18
6:10	6:24	6:31	6:45	7:02	7:11	7:19	7:38
—	6:43	6:51	7:05	7:22	7:31	7:39	—
6:49	7:03	7:11	7:25	7:42	7:52	8:00	8:20
—	7:22	7:30	7:45	8:02	8:12	8:20	—
7:25	7:40	7:48	8:03	8:22	8:32	8:41	9:01
7:45	8:00	8:08	8:23	8:42	8:53	9:01	—
8:02	8:17	8:25	8:41	9:00	9:12	9:21	9:41
8:18	8:33	8:41	8:57	9:17	9:29	9:38	9:58
—	8:47	8:55	9:12	9:32	9:44	9:52	—
8:45	9:01	9:09	9:26	9:47	9:59	10:08	10:28
8:58	9:14	9:22	9:40	10:02	10:14	10:22	—
—	9:29	9:37	9:55	10:17	10:29	10:38	10:59
9:28	9:44	9:52	10:10	10:32	10:44	10:52	—
—	9:57	10:06	10:24	10:47	10:59	11:08	11:29
9:56	10:12	10:21	10:39	11:02	11:15	11:23	—
—	10:25	10:34	10:53	11:17	11:30	11:39	12:01P
10:24	10:40	10:49	11:08	11:32	11:45	11:53	—
—	10:54	11:03	11:22	11:47	11:59	12:09P	12:31
10:53	11:09	11:18	11:37	12:02P	12:15P	12:23	—
—	11:22	11:32	11:52	12:17	12:30	12:39	1:01
11:21	11:37	11:47	12:07P	12:32	12:45	12:54	—
—	11:51	12:02P	12:22	12:47	1:00	1:09	1:31
11:50	12:06P	12:17	12:37	1:02	1:15	1:24	—
—	12:21	12:32	12:52	1:17	1:30	1:39	2:01
12:20P	12:36	12:47	1:07	1:32	1:45	1:54	—
—	12:52	1:03	1:23	1:47	2:00	2:09	2:31
12:51	1:07	1:18	1:38	2:02	2:15	2:24	—
—	1:22	1:33	1:53	2:17	2:30	2:39	3:01
1:21	1:37	1:48	2:08	2:32	2:45	2:54	—
—	1:52	2:03	2:23	2:47	3:00	3:09	3:30
1:51	2:08	2:19	2:39	3:02	3:14	3:23	—
—	2:24	2:35	2:55	3:17	3:29	3:38	3:59
2:23	2:40	2:51	3:10	3:32	3:44	3:53	—
—	2:55	3:06	3:25	3:47	3:59	4:08	4:29
2:54	3:11	3:22	3:40	4:02	4:14	4:23	—
—	3:25	3:37	3:55	4:17	4:29	4:38	4:59
3:23	3:40	3:52	4:10	4:32	4:44	4:53	—
—	3:56	4:08	4:26	4:47	4:59	5:08	5:29
3:54	4:11	4:23	4:41	5:02	5:14	5:23	—
—	4:26	4:38	4:56	5:17	5:29	5:38	5:58
4:25	4:41	4:53	5:11	5:32	5:44	5:53	—
—	4:57	5:09	5:27	5:48	6:00	6:09	6:29
4:57	5:13	5:25	5:43	6:04	6:16	6:25	—
5:19	5:35	5:47	6:05	6:26	6:37	6:46	7:05
5:44	6:00	6:11	6:28	6:48	6:59	7:08	7:26
6:09	6:25	6:36	6:53	7:12	7:23	7:32	—
6:42	6:58	7:08	7:25	7:42	7:53	8:01	8:19
7:15	7:30	7:40	7:55	8:12	8:23	8:31	8:49
7:47	8:02	8:12	8:27	8:44	8:54	9:02	9:20
8:29	8:44	8:53	9:08	9:24	9:34	9:42	9:59
9:10	9:25	9:33	9:48	A10:04	10:13	10:20	10:36
9:52	10:07	10:15	10:29	A10:44	10:52	10:59	11:15
10:37	10:51	10:58	11:10	A11:24	11:32	11:39	11:55
11:20	11:33	11:40	11:51	A12:04A	12:11A	12:17A	—
12:21A	12:34A	12:41A	12:52A	A1:04	1:11	1:18	—
—	1:33	1:40	1:50	A2:04	—	—	—

Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

NORWALK 8 Norwalk Station	BELL GARDENS 7 Florence & Garfield	BELL 6 Florence & Atlantic	HUNTINGTON PARK 5 Florence & Pacific	LOS ANGELES 4 Florence & Broadway	HYDE PARK 3 Florence & Crenshaw	INGLEWOOD 2 Inglewood Transit Center	LAX 1 LAX City Bus Center
—	—	—	3:17A	3:30A	3:40A	3:47A	3:57A
—	3:33A	3:41A	3:50	4:02	4:12	4:19	4:29
—	—	—	4:17	4:30	4:41	4:48	4:58
—	4:41	4:49	4:59	5:12	5:24	5:32	5:44
5:06A	5:23	5:31	5:41	5:56	6:09	6:17	6:29
5:37	5:56	6:05	6:15	6:30	6:44	6:52	7:04
—	6:16	6:25	6:35	6:51	7:05	7:13	7:25
6:15	6:35	6:44	6:55	7:11	7:25	7:33	7:45
—	6:51	7:01	7:12	7:28	7:42	7:51	8:03
6:48	7:08	7:18	7:29	7:47	8:01	8:10	8:22
—	7:24	7:34	7:46	8:04	8:18	8:27	8:39
7:21	7:41	7:51	8:03	8:21	8:35	8:45	8:57
—	7:58	8:08	8:20	8:38	8:53	9:03	—
7:52	8:14	8:24	8:37	8:55	9:10	9:20	9:32
8:07	8:29	8:40	8:53	9:12	9:27	9:37	—
—	8:44	8:55	9:08	9:28	9:43	9:53	10:06
8:37	8:59	9:10	9:23	9:43	9:58	10:08	—
8:50	9:13	9:24	9:38	9:58	10:14	10:24	10:37
—	9:27	9:39	9:53	10:14	10:30	10:40	—
9:18	9:41	9:53	10:08	10:29	10:45	10:55	11:08
9:33	9:56	10:08	10:23	10:44	11:00	11:10	11:23
—	10:11	10:23	10:38	11:00	11:16	11:26	—
10:03	10:26	10:38	10:53	11:16	11:32	11:42	11:55
—	10:41	10:53	11:08	11:31	11:47	11:57	—
10:33	10:56	11:08	11:23	11:46	12:02P	12:12P	12:25P
—	11:11	11:23	11:38	12:01P	12:17	12:27	—
11:01	11:24	11:37	11:53	12:16	12:32	12:43	12:56
—	11:39	11:52	12:08P	12:31	12:47	12:58	—
11:30	11:53	12:06P	12:23	12:46	1:02	1:13	1:26
—	12:08P	12:21	12:38	1:02	1:18	1:29	—
11:59	12:23	12:36	12:53	1:17	1:33	1:44	1:57
—	12:38	12:51	1:08	1:32	1:48	1:59	—
12:29P	12:53	1:06	1:23	1:47	2:03	2:14	2:27
—	1:08	1:21	1:38	2:02	2:18	2:29	—
12:59	1:23	1:36	1:53	2:17	2:33	2:44	2:57
—	1:38	1:51	2:08	2:32	2:48	2:59	—
1:29	1:53	2:06	2:23	2:47	3:03	3:14	3:27
—	2:09	2:22	2:38	3:02	3:18	3:29	—
2:00	2:24	2:37	2:53	3:17	3:33	3:44	3:57
—	2:39	2:52	3:08	3:31	3:47	3:58	—
2:30	2:54	3:07	3:23	3:46	4:02	4:13	4:26
—	3:09	3:22	3:38	4:01	4:17	4:28	—
3:00	3:24	3:37	3:53	4:15	4:31	4:42	4:55
—	3:39	3:52	4:08	4:30	D4:46	—	—
3:30	3:54	4:07	4:23	4:45	5:01	5:12	5:25
—	4:10	4:23	4:38	5:00	D5:16	—	—
4:02	4:25	4:38	4:53	5:15	5:31	5:42	5:55
—	4:40	4:53	5:08	5:30	D5:45	—	—
4:32	4:55	5:08	5:23	5:44	5:59	6:10	6:23
—	5:12	5:25	5:39	6:00	D6:15	—	—
5:06	5:29	5:41	5:55	6:16	6:31	6:42	6:55
—	5:45	5:57	6:11	6:32	D6:47	—	—
5:39	6:02	6:14	6:28	6:48	7:03	7:13	7:26
—	6:21	6:33	6:47	7:07	D7:22	—	—
6:25	6:47	6:59	7:12	7:32	7:46	7:56	8:09
6:50	7:12	7:24	7:37	7:56	8:10	8:19	8:32
7:21	7:43	7:55	8:07	8:25	8:39	8:48	9:01
7:57	8:18	8:30	8:42	8:59	9:13	9:22	9:35
8:39	9:00	9:11	9:22	9:38	9:52	10:01	10:14
9:22	9:42	9:52	10:02	10:17	10:30	10:38	10:50
10:02	10:22	10:32	10:42	10:57	11:10	11:18	11:30
10:44	11:03	11:12	11:22	11:36	11:48	11:56	12:08A
11:31	11:49	11:57	12:06A	12:19A	12:30A	12:38A	12:49
—	12:33A	12:41A	12:50	1:02	1:12	1:20	—
12:42A	1:00	1:08	B1:17	1:29	D1:39	—	—
—	—	—	2:17	2:30	D2:40	—	—

Need information?

Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

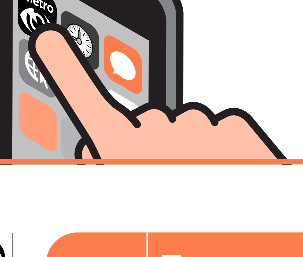
And for all you need to know,
visit *metro.net*.



Connect to Metro Security 24/7.

Call: 888.950.7233
Text: 213.788.2777
App: LA Metro Transit Watch

Call 911 for emergencies.



Metro



Subject to change without notice
Sujeto a cambios sin previo aviso

metro.net
323.GO.METRO

Wheelchair Hotline
800.621.7828

Travel Info
511

California Relay Service
711

Effective Dec 10 2023

111

Metro Local
Eastbound to Norwalk Station
Westbound to LAX City Bus Center
via Florence Av

Sunday & Holidays

Effective Dec 10 2023

111

Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

1 LAX	2 INGLEWOOD	3 HYDE PARK	4 LOS ANGELES	5 HUNTINGTON PARK	6 BELL	7 BELL GARDENS	8 NORWALK
LAX City Bus Center	Inglewood Transit Center	Florence & Crenshaw	Florence & Broadway	Florence & Pacific	Florence & Atlantic	Florence & Garfield	Norwalk Station
—	—	C2:39A	2:50A	A3:04A	—	—	—
—	—	C3:39	3:50	A4:04	—	—	—
4:07A	4:19A	4:26	4:37	4:51	5:00A	5:07A	5:23A
4:41	4:53	5:00	5:11	5:25	5:34	5:41	5:58
5:09	5:21	5:28	5:40	5:55	6:04	6:11	6:28
5:36	5:49	5:56	6:08	6:23	6:32	6:39	—
6:01	6:14	6:21	6:33	6:49	6:58	7:05	7:22
6:21	6:34	6:42	6:56	7:12	7:22	7:29	7:46
6:44	6:57	7:05	7:19	7:36	7:46	7:53	—
7:09	7:22	7:30	7:44	8:01	8:12	8:20	8:37
7:29	7:42	7:50	8:04	8:22	8:33	8:41	8:58
—	8:00	8:08	8:23	8:41	8:52	8:59	—
8:05	8:18	8:26	8:41	9:00	9:11	9:19	9:39
—	8:35	8:43	8:58	9:17	9:28	9:36	9:56
8:36	8:50	8:58	9:13	9:32	9:44	9:52	—
—	9:04	9:13	9:28	9:47	9:59	10:07	10:27
9:04	9:18	9:27	9:43	10:02	10:14	10:22	—
9:18	9:32	9:41	9:57	10:17	10:29	10:37	10:57
—	9:46	9:55	10:12	10:32	10:44	10:52	—
9:46	10:00	10:09	10:26	10:47	10:59	11:08	11:28
—	10:15	10:24	10:41	11:02	11:14	11:22	—
10:15	10:30	10:39	10:56	11:17	11:29	11:38	11:58
—	10:44	10:53	11:11	11:32	11:44	11:52	—
10:43	10:58	11:07	11:25	11:47	11:59	12:08P	12:29P
—	11:13	11:22	11:40	12:02P	12:14P	12:22	—
11:12	11:27	11:37	11:55	12:17	12:29	12:38	12:59
11:27	11:42	11:52	12:10P	12:32	12:44	12:52	—
—	11:57	12:07P	12:25	12:47	12:59	1:08	1:29
11:56	12:12P	12:22	12:40	1:02	1:14	1:22	—
—	12:27	12:37	12:55	1:17	1:29	1:38	1:59
12:26P	12:42	12:52	1:10	1:32	1:44	1:52	—
—	12:57	1:07	1:25	1:47	1:59	2:08	2:29
12:56	1:12	1:22	1:40	2:02	2:14	2:22	—
—	1:27	1:37	1:55	2:17	2:29	2:38	2:59
1:26	1:42	1:52	2:10	2:32	2:44	2:52	—
—	1:57	2:07	2:25	2:47	2:59	3:08	3:29
1:56	2:12	2:22	2:40	3:02	3:14	3:22	—
—	2:27	2:37	2:55	3:17	3:29	3:38	3:59
2:27	2:43	2:53	3:10	3:32	3:44	3:52	—
—	2:58	3:08	3:25	3:47	3:59	4:08	4:29
2:57	3:13	3:23	3:40	4:02	4:13	4:21	—
—	3:29	3:39	3:56	4:17	4:28	4:37	4:57
3:29	3:45	3:55	4:11	4:32	4:43	4:51	—
—	4:00	4:10	4:26	4:47	4:58	5:07	5:27
3:59	4:15	4:25	4:41	5:02	5:13	5:21	—
—	4:30	4:40	4:56	5:17	5:28	5:37	5:57
4:29	4:45	4:55	5:11	5:32	5:43	5:51	—
—	5:02	5:12	5:28	5:47	5:58	6:07	6:27
5:01	5:17	5:27	5:43	6:02	6:13	6:22	—
5:21	5:37	5:47	6:03	6:22	6:33	6:42	7:02
5:46	6:02	6:12	6:28	6:47	6:58	7:06	7:25
6:11	6:27	6:37	6:53	7:12	7:23	7:31	—
6:44	7:00	7:10	7:25	7:42	7:53	8:01	8:19
7:14	7:30	7:40	7:55	8:12	8:23	8:31	8:49
7:47	8:02	8:12	8:27	8:44	8:54	9:02	9:20
8:29	8:44	8:53	9:08	9:24	9:34	9:42	9:59
9:10	9:25	9:33	9:48	A10:04	10:13	10:20	10:36
9:52	10:07	10:15	10:29	A10:44	10:52	10:59	11:15
10:37	10:51	10:58	11:10	A11:24	11:32	11:39	11:55
11:20	11:33	11:40	11:51	A12:04A	12:11A	12:17A	—
12:21A	12:34A	12:41A	12:52A	A1:04	1:11	1:18	—
—	1:33	1:40	1:50	A2:04	—	—	—

Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

8 NORWALK	7 BELL GARDENS	6 BELL	5 HUNTINGTON PARK	4 LOS ANGELES	3 HYDE PARK	2 INGLEWOOD	1 LAX
Norwalk Station	Florence & Garfield	Florence & Atlantic	Florence & Pacific	Florence & Broadway	Florence & Crenshaw	Inglewood Transit Center	LAX City Bus Center
—	—	—	3:17A	3:30A	3:40A	3:47A	3:57A
—	3:35A	3:43A	3:52	4:04	4:14	4:21	4:31
—	—	—	4:17	4:30	4:41	4:48	4:58
—	4:41	4:49	4:59	5:12	5:23	5:30	5:41
5:06A	5:23	5:31	5:41	5:54	6:06	6:14	6:25
5:37	5:56	6:05	6:15	6:28	6:40	6:49	7:00
6:09	6:28	6:37	6:47	7:01	7:14	7:23	7:35
—	6:53	7:02	7:13	7:28	7:41	7:50	—
6:50	7:11	7:20	7:31	7:47	8:00	8:09	8:21
7:05	7:26	7:35	7:47	8:03	8:16	8:25	—
—	7:41	7:50	8:02	8:18	8:31	8:40	8:52
7:35	7:56	8:05	8:17	8:33	8:46	8:55	—
—	8:10	8:20	8:32	8:48	9:01	9:10	9:22
8:05	8:26	8:36	8:48	9:05	9:19	9:28	—
—	8:41	8:51	9:03	9:20	9:34	9:43	9:55
8:35	8:56	9:06	9:18	9:36	9:50	9:59	—
—	9:11	9:21	9:33	9:52	10:06	10:15	10:28
9:04	9:25	9:35	9:48	10:07	10:22	10:31	—
9:19	9:40	9:50	10:03	10:22	10:37	10:46	10:59
9:33	9:54	10:04	10:18	10:38	10:53	11:02	—
—	10:08	10:19	10:33	10:53	11:08	11:18	11:31
10:01	10:23	10:34	10:48	11:08	11:23	11:33	—
—	10:38	10:49	11:03	11:24	11:40	11:50	12:03P
10:30	10:52	11:03	11:18	11:39	11:55	12:05P	—
—	11:07	11:18	11:33	11:55	12:11P	12:21	12:34
10:59	11:21	11:32	11:48	12:10P	12:26	12:36	—
—	11:36	11:47	12:03P	12:25	12:41	12:51	1:04
11:29	11:51	12:02P	12:18	12:40	12:56	1:06	—
—	12:05P	12:17	12:33	12:55	1:11	1:21	1:34
11:58	12:20	12:32	12:48	1:10	1:26	1:36	—
—	12:35	12:47	1:03	1:25	1:41	1:51	2:04
12:28P	12:50	1:02	1:18	1:40	1:56	2:06	—
—	1:05	1:17	1:33	1:55	2:11	2:21	2:34
12:58	1:20	1:32	1:48	2:10	2:26	2:36	—
—	1:35	1:47	2:03	2:25	2:40	2:50	3:03
1:28	1:50	2:02	2:18	2:40	2:55	3:05	—
—	2:05	2:17	2:33	2:55	3:10	3:20	3:33
1:57	2:20	2:32	2:48	3:10	3:25	3:35	—
—	2:35	2:47	3:03	3:25	3:40	3:50	4:03
2:27	2:51	3:03	3:18	3:40	3:55	4:05	—
—	3:06	3:18	3:33	3:55	4:10	4:20	4:33
2:58	3:22	3:34	3:48	4:09	4:24	4:34	—
—	3:37	3:49	4:03	4:24	4:39	4:49	5:02
3:28	3:52	4:04	4:18	4:39	4:54	5:04	—
—	4:07	4:19	4:33	4:54	5:09	5:19	5:32
3:58	4:22	4:34	4:48	5:09	5:24	5:34	5:47
—	4:38	4:50	5:04	5:25	D5:40	—	—
4:31	4:54	5:06	5:20	5:41	5:56	6:06	6:19
—	5:10	5:22	5:36	5:57	D6:12	—	—
5:03	5:26	5:38	5:52	6:12	6:27	6:37	6:50
—	5:42	5:54	6:08	6:28	D6:43	—	—
5:37	5:59	6:11	6:25	6:44	6:59	7:09	7:22
—	6:22	6:34	6:47	7:06	D7:21	—	—
6:25	6:47	6:59	7:12	7:31	7:45	7:54	8:07
6:50	7:12	7:24	7:37	7:56	8:10	8:19	8:32
7:21	7:43	7:55	8:07	8:25	8:39	8:48	9:01
7:57	8:18	8:30	8:42	8:59	9:13	9:22	9:35
8:39	9:00	9:11	9:22	9:38	9:52	10:01	10:14
9:22	9:42	9:52	10:02	10:17	10:30	10:38	10:50
10:02	10:22	10:32	10:42	10:57	11:10	11:18	11:30
10:44	11:03	11:12	11:22	11:36	11:48	11:56	12:08A
11:31	11:49	11:57	12:06A	12:19A	12:30A	12:38A	12:49
—	12:33A	12:41A	12:50	1:02	1:12	1:20	—
12:42A	1:00	1:08	B1:17	1:29	D1:39	—	—
—	—	—	2:17	2:30	D2:40	—	—

Sunday & Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en efecto para año nuevo, día conmemorativo, cuatro de julio, día del trabajo, día de acción de gracias, y Navidad.

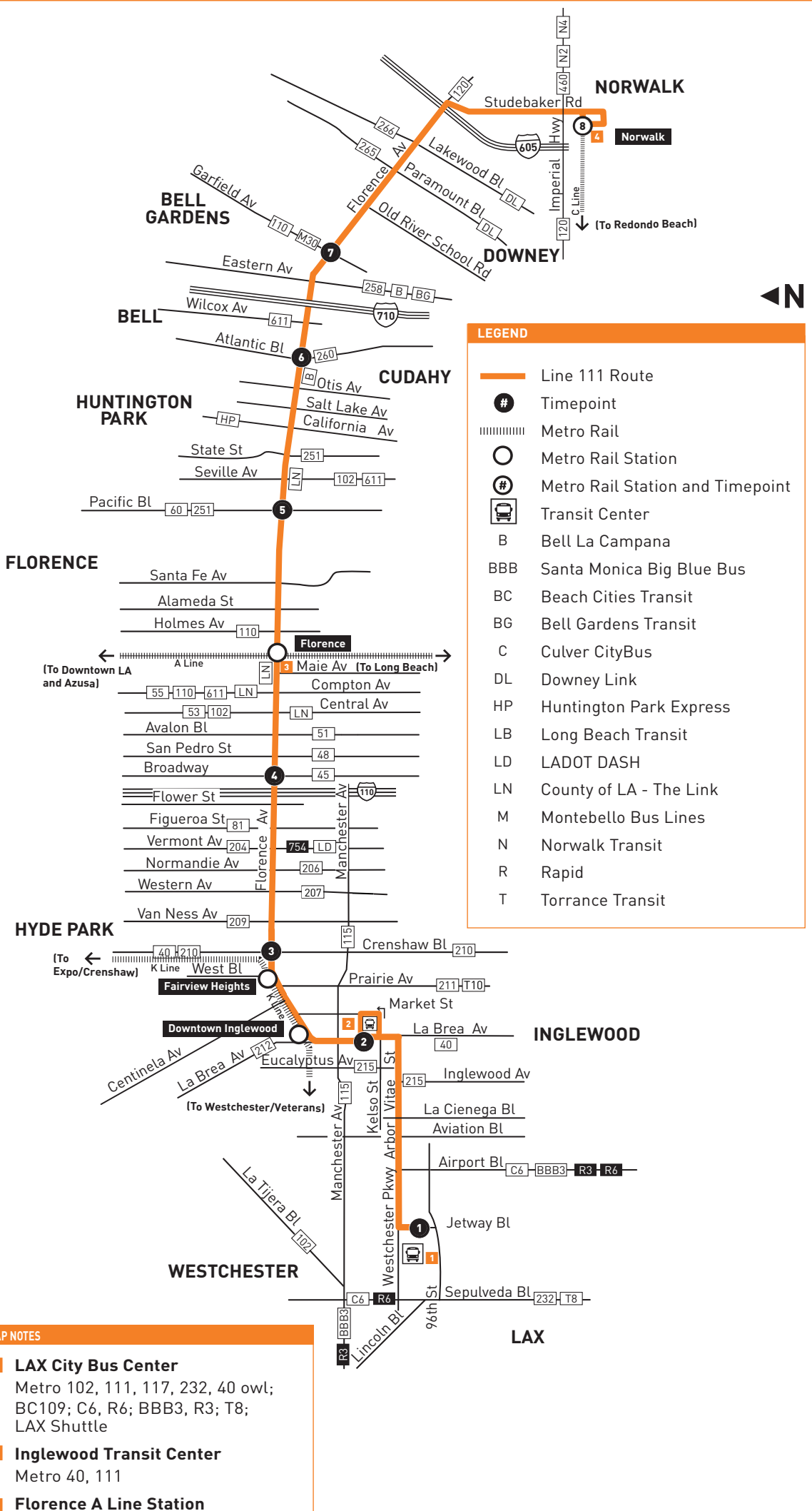
Special Notes

- **A** Connection with Line 251 northbound at Pacific & Florence. See Line 251 timetable for details.
- **B** Connection with Line 251 southbound at Pacific & Florence. See Line 251 timetable for details.
- **C** Originates at Downtown Inglewood K Line Station 4 minutes before time shown.
- **D** Terminates at Downtown Inglewood K Line Station 3 minutes after time shown.

Avisos especiales

- **A** *Conexión con Línea 251 rumbo al norte en Pacific y Florence. ve el horario de Línea 251 para detalles.*
- **B** *Conexión con Línea 251 rumbo al sur en Pacific y Florence. ve el horario de Línea 251 para detalles.*
- **C** *Se origina en la estación de la línea K del centro de Inglewood 4 minutos antes tiempo mostrado.*
- **D** *Termina en la estación de la línea K de Downtown Inglewood 3 minutos después tiempo mostrado.*

ROUTE MAP



LEGEND

	Line 111 Route
#	Timepoint
	Metro Rail
	Metro Rail Station
#	Metro Rail Station and Timepoint
	Transit Center
B	Bell La Campana
BBB	Santa Monica Big Blue Bus
BC	Beach Cities Transit
BG	Bell Gardens Transit
C	Culver CityBus
DL	Downey Link
HP	Huntington Park Express
LB	Long Beach Transit
LD	LADOT DASH
LN	County of LA - The Link
M	Montebello Bus Lines
N	Norwalk Transit
R	Rapid
T	Torrance Transit

MAP NOTES

1. **LAX City Bus Center**
   Metro 102, 111, 117, 232, 40 owl; BC109; C6, R6; BBB3, R3; T8; LAX Shuttle
2. **Inglewood Transit Center**
   Metro 40, 111
3. **Florence A Line Station**
   Metro 102, 110, 111, 611; LD Chesterfield Square; LN Florence - Firestone/ Walnut Park
4. **Norwalk C Line Station**
   Metro 111, 115, 120, 125, 460, 577; N2, N4, N5, N7; LB172, LB173

150952

Lose something?

Learn more about Metro's Lost & Found service.
Visit *metro.net/lostandfound* or call 323.937.8920.



APPENDIX C

EXISTING TRAFFIC COUNTS

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

City of Bell
N/S: Walker Avenue
E/W: Florence Avenue
Weather: Clear

File Name : 01_BEL_Walk_Flo AM
Site Code : 23625657
Start Date : 6/12/2025
Page No : 1

Groups Printed- Total Volume

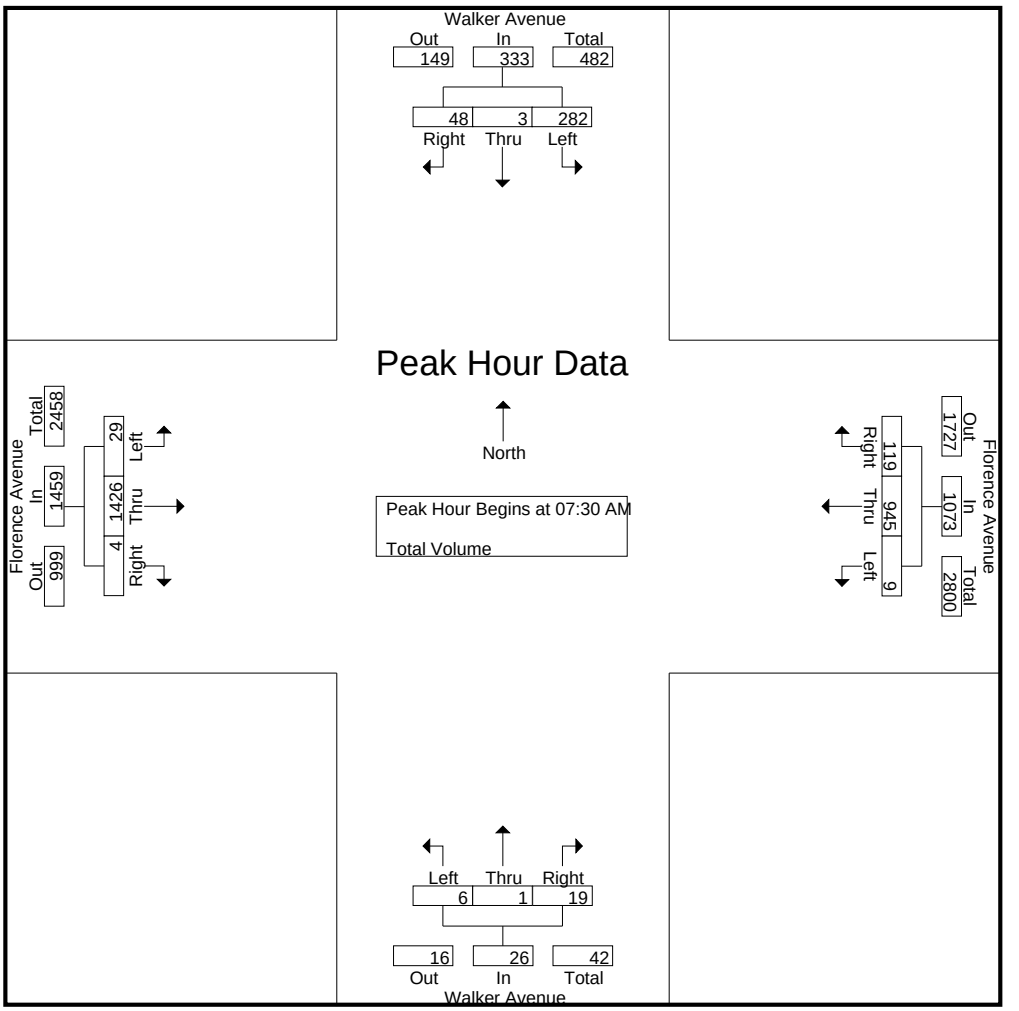
	Walker Avenue Southbound				Florence Avenue Westbound				Walker Avenue Northbound				Florence Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	51	0	5	56	3	201	29	233	5	0	5	10	6	434	0	440	739
07:15 AM	64	1	2	67	2	190	24	216	2	1	6	9	6	398	4	408	700
07:30 AM	83	0	12	95	0	213	22	235	1	0	5	6	10	414	1	425	761
07:45 AM	72	2	14	88	3	214	25	242	2	0	6	8	6	341	0	347	685
Total	270	3	33	306	8	818	100	926	10	1	22	33	28	1587	5	1620	2885
08:00 AM	72	0	10	82	4	221	30	255	2	1	3	6	10	325	1	336	679
08:15 AM	55	1	12	68	2	297	42	341	1	0	5	6	3	346	2	351	766
08:30 AM	54	0	12	66	2	258	26	286	3	1	4	8	8	306	0	314	674
08:45 AM	45	0	12	57	2	313	34	349	6	0	6	12	5	319	1	325	743
Total	226	1	46	273	10	1089	132	1231	12	2	18	32	26	1296	4	1326	2862
Grand Total	496	4	79	579	18	1907	232	2157	22	3	40	65	54	2883	9	2946	5747
Apprch %	85.7	0.7	13.6		0.8	88.4	10.8		33.8	4.6	61.5		1.8	97.9	0.3		
Total %	8.6	0.1	1.4	10.1	0.3	33.2	4	37.5	0.4	0.1	0.7	1.1	0.9	50.2	0.2	51.3	

	Walker Avenue Southbound				Florence Avenue Westbound				Walker Avenue Northbound				Florence 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	**83**	0	12	**95**	0	213	22	235	1	0	5	6	**10**	**414**	1	**425**	761
07:45 AM	72	**2**	**14**	88	3	214	25	242	**2**	0	**6**	**8**	6	341	0	347	685
08:00 AM	72	0	10	82	**4**	221	30	255	2	**1**	3	6	10	325	1	336	679
08:15 AM	55	1	12	68	2	**297**	**42**	**341**	1	0	5	6	3	346	**2**	351	**766**
Total Volume	282	3	48	333	9	945	119	1073	6	1	19	26	29	1426	4	1459	2891
% App. Total	84.7	0.9	14.4		0.8	88.1	11.1		23.1	3.8	73.1		2	97.7	0.3		
PHF	.849	.375	.857	.876	.563	.795	.708	.787	.750	.250	.792	.813	.725	.861	.500	.858	.944

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Site Code : 23625657
Start Date : 6/12/2025
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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				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	**83**	0	12	**95**	**4**	221	30	255	**5**	0	5	**10**	6	**434**	0	**440**
+15 mins.	72	**2**	**14**	88	2	297	**42**	341	2	**1**	**6**	9	6	398	**4**	408
+30 mins.	72	0	10	82	2	258	26	286	1	0	5	6	**10**	414	1	425
+45 mins.	55	1	12	68	2	**313**	34	**349**	2	0	6	8	6	341	0	347
Total Volume	282	3	48	333	10	1089	132	1231	10	1	22	33	28	1587	5	1620
% App. Total	84.7	0.9	14.4		0.8	88.5	10.7		30.3	3	66.7		1.7	98	0.3	
PHF	.849	.375	.857	.876	.625	.870	.786	.882	.500	.250	.917	.825	.700	.914	.313	.920

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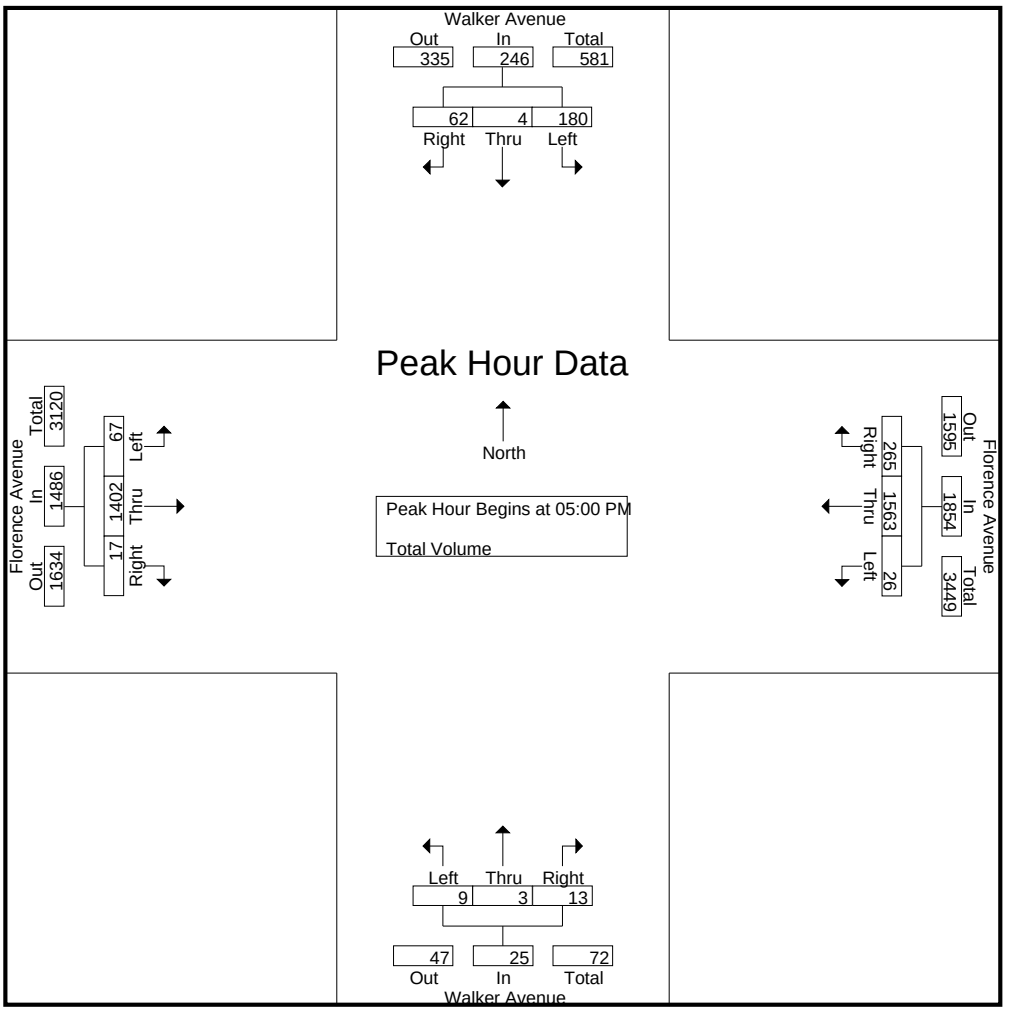
	Walker Avenue Southbound				Florence Avenue Westbound				Walker Avenue Northbound				Florence Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	45	3	9	57	6	371	52	429	2	0	2	4	12	343	6	361	851
04:15 PM	50	1	7	58	6	374	75	455	4	0	3	7	13	345	8	366	886
04:30 PM	48	5	18	71	3	370	65	438	1	0	2	3	14	371	1	386	898
04:45 PM	43	1	11	55	8	362	63	433	1	1	7	9	14	319	3	336	833
Total	186	10	45	241	23	1477	255	1755	8	1	14	23	53	1378	18	1449	3468
05:00 PM	52	1	17	70	4	372	68	444	2	0	2	4	16	370	4	390	908
05:15 PM	50	0	11	61	3	399	62	464	1	0	2	3	16	355	5	376	904
05:30 PM	40	1	18	59	7	394	67	468	4	2	6	12	18	343	1	362	901
05:45 PM	38	2	16	56	12	398	68	478	2	1	3	6	17	334	7	358	898
Total	180	4	62	246	26	1563	265	1854	9	3	13	25	67	1402	17	1486	3611
Grand Total	366	14	107	487	49	3040	520	3609	17	4	27	48	120	2780	35	2935	7079
Apprch %	75.2	2.9	22		1.4	84.2	14.4		35.4	8.3	56.2		4.1	94.7	1.2		
Total %	5.2	0.2	1.5	6.9	0.7	42.9	7.3	51	0.2	0.1	0.4	0.7	1.7	39.3	0.5	41.5	

	Walker Avenue Southbound				Florence Avenue Westbound				Walker Avenue Northbound				Florence 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**52**	1	17	**70**	4	372	**68**	444	2	0	2	4	16	**370**	4	**390**	**908**
05:15 PM	50	0	11	61	3	**399**	62	464	1	0	2	3	16	355	5	376	904
05:30 PM	40	1	**18**	59	7	394	67	468	**4**	**2**	**6**	**12**	**18**	343	1	362	901
05:45 PM	38	**2**	16	56	**12**	398	68	**478**	2	1	3	6	17	334	**7**	358	898
Total Volume	180	4	62	246	26	1563	265	1854	9	3	13	25	67	1402	17	1486	3611
% App. Total	73.2	1.6	25.2		1.4	84.3	14.3		36	12	52		4.5	94.3	1.1		
PHF	.865	.500	.861	.879	.542	.979	.974	.970	.563	.375	.542	.521	.931	.947	.607	.953	.994

Counts Unlimited, Inc.
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City of Bell
N/S: Walker Avenue
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File Name : 01_BEL_Walk_Flo PM
Site Code : 23625657
Start Date : 6/12/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:45 PM				04:30 PM			
+0 mins.	48	**5**	**18**	**71**	4	372	**68**	444	1	1	**7**	9	14	**371**	1	386
+15 mins.	43	1	11	55	3	**399**	62	464	2	0	2	4	14	319	3	336
+30 mins.	**52**	1	17	70	7	394	67	468	1	0	2	3	**16**	370	4	**390**
+45 mins.	50	0	11	61	**12**	398	68	**478**	**4**	**2**	6	**12**	16	355	**5**	376
Total Volume	193	7	57	257	26	1563	265	1854	8	3	17	28	60	1415	13	1488
% App. Total	75.1	2.7	22.2		1.4	84.3	14.3		28.6	10.7	60.7		4	95.1	0.9	
PHF	.928	.350	.792	.905	.542	.979	.974	.970	.500	.375	.607	.583	.938	.954	.650	.954

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City of Bell
N/S: Crafton Avenue
E/W: Florence Avenue
Weather: Clear

File Name : 02_BEL_Craf_Flo AM
Site Code : 23625657
Start Date : 6/12/2025
Page No : 1

Groups Printed- Total Volume

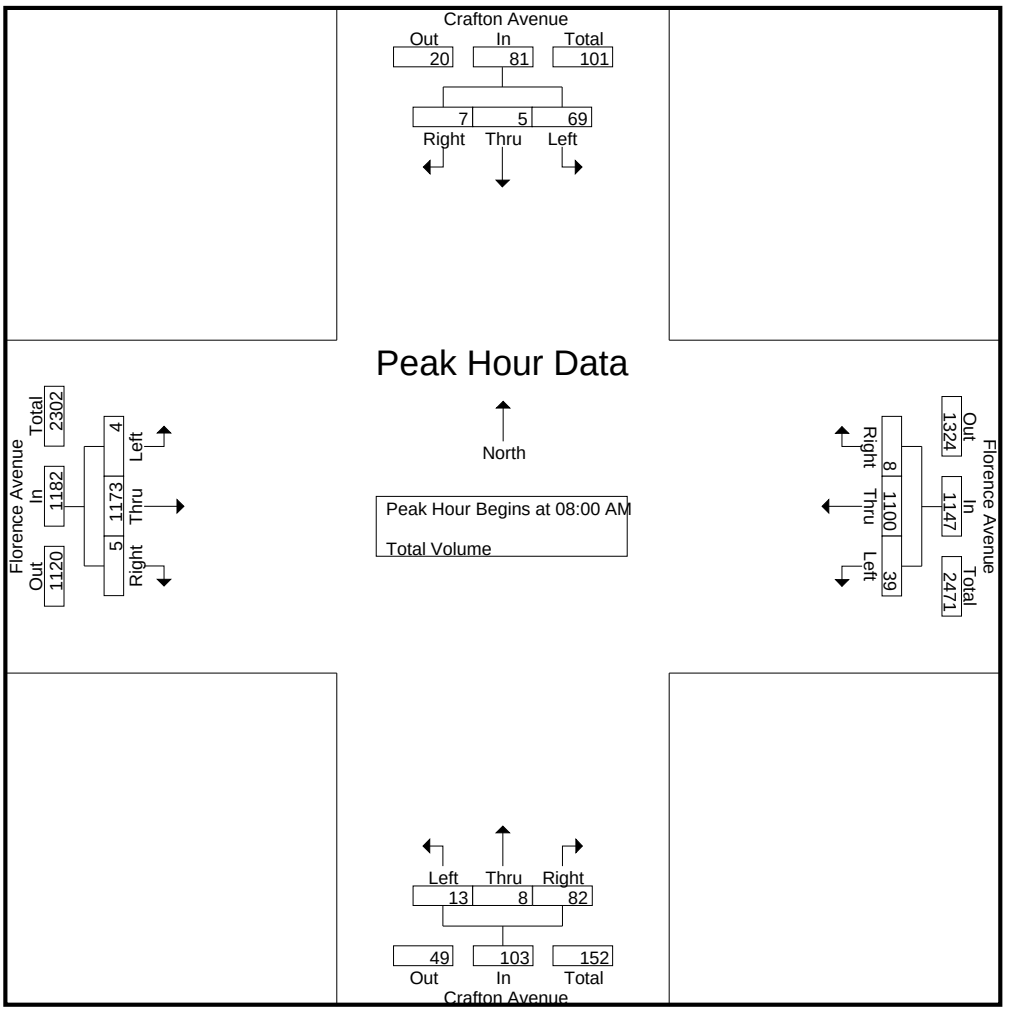
	Crafton Avenue Southbound				Florence Avenue Westbound				Crafton Avenue Northbound				Florence Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	0	0	16	5	186	5	196	3	0	29	32	0	378	0	378	622
07:15 AM	19	1	0	20	6	202	2	210	2	1	38	41	0	361	2	363	634
07:30 AM	32	0	0	32	4	219	3	226	0	0	35	35	0	346	0	346	639
07:45 AM	16	1	3	20	7	225	1	233	0	0	15	15	0	308	3	311	579
Total	83	2	3	88	22	832	11	865	5	1	117	123	0	1393	5	1398	2474
08:00 AM	18	1	2	21	11	223	1	235	4	2	30	36	0	292	0	292	584
08:15 AM	22	1	1	24	9	295	3	307	4	3	13	20	0	311	1	312	663
08:30 AM	17	3	3	23	11	260	3	274	2	1	21	24	2	280	0	282	603
08:45 AM	12	0	1	13	8	322	1	331	3	2	18	23	2	290	4	296	663
Total	69	5	7	81	39	1100	8	1147	13	8	82	103	4	1173	5	1182	2513
Grand Total	152	7	10	169	61	1932	19	2012	18	9	199	226	4	2566	10	2580	4987
Apprch %	89.9	4.1	5.9		3	96	0.9		8	4	88.1		0.2	99.5	0.4		
Total %	3	0.1	0.2	3.4	1.2	38.7	0.4	40.3	0.4	0.2	4	4.5	0.1	51.5	0.2	51.7	

	Crafton Avenue Southbound				Florence Avenue Westbound				Crafton Avenue Northbound				Florence 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 08:00 AM																	
08:00 AM	18	1	2	21	**11**	223	1	235	**4**	2	**30**	**36**	0	292	0	292	584
08:15 AM	**22**	1	1	**24**	9	295	**3**	307	4	**3**	13	20	0	**311**	1	**312**	**663**
08:30 AM	17	**3**	**3**	23	11	260	3	274	2	1	21	24	**2**	280	0	282	603
08:45 AM	12	0	1	13	8	**322**	1	**331**	3	2	18	23	2	290	**4**	296	663
Total Volume	69	5	7	81	39	1100	8	1147	13	8	82	103	4	1173	5	1182	2513
% App. Total	85.2	6.2	8.6		3.4	95.9	0.7		12.6	7.8	79.6		0.3	99.2	0.4		
PHF	.784	.417	.583	.844	.886	.854	.667	.866	.813	.667	.683	.715	.500	.943	.313	.947	.948

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File Name : 02_BEL_Craf_Flo AM
Site Code : 23625657
Start Date : 6/12/2025
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				08:00 AM				07:15 AM				07:00 AM			
+0 mins.	**32**	0	0	**32**	**11**	223	1	235	2	1	**38**	**41**	0	**378**	0	**378**
+15 mins.	16	**1**	**3**	20	9	295	**3**	307	0	0	35	35	0	361	2	363
+30 mins.	18	1	2	21	11	260	3	274	0	0	15	15	0	346	0	346
+45 mins.	22	1	1	24	8	**322**	1	**331**	**4**	**2**	30	36	0	308	**3**	311
Total Volume	88	3	6	97	39	1100	8	1147	6	3	118	127	0	1393	5	1398
% App. Total	90.7	3.1	6.2		3.4	95.9	0.7		4.7	2.4	92.9		0	99.6	0.4	
PHF	.688	.750	.500	.758	.886	.854	.667	.866	.375	.375	.776	.774	.000	.921	.417	.925

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Groups Printed- Total Volume

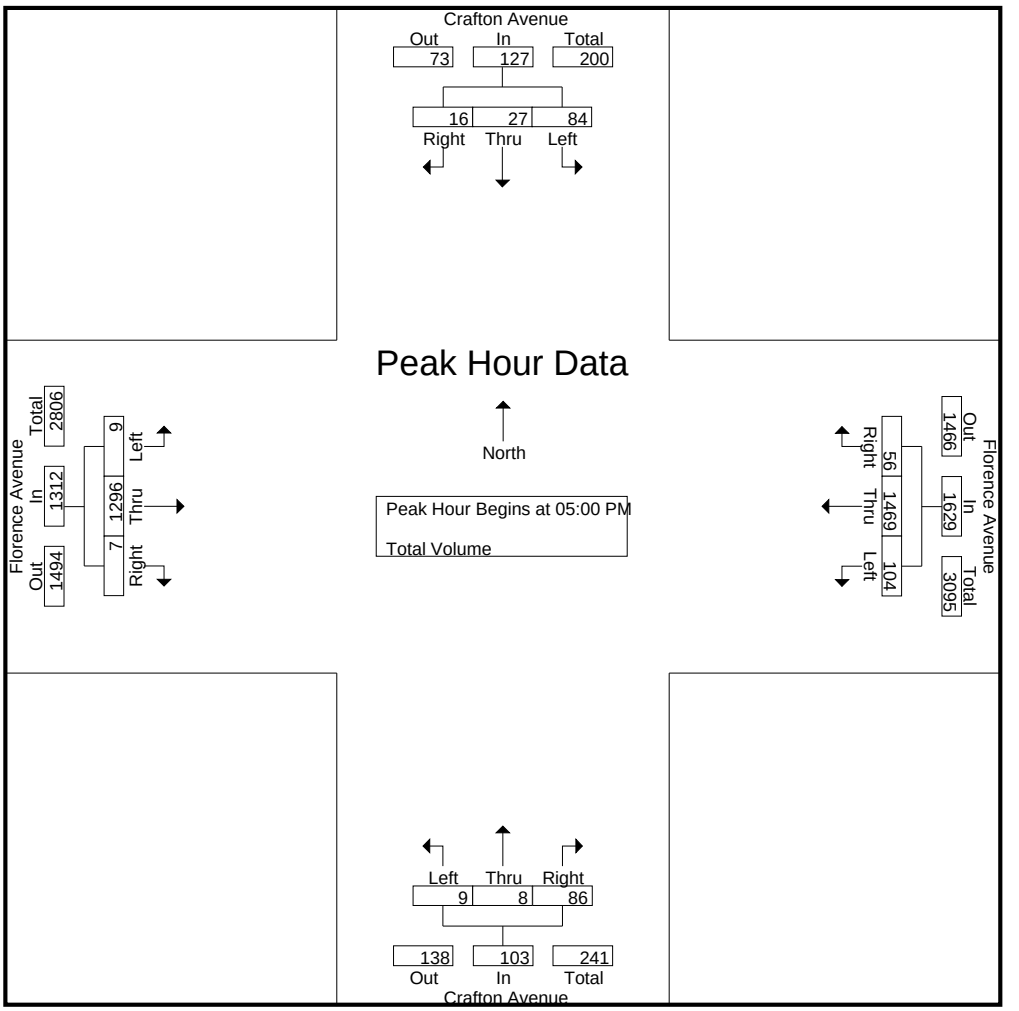
	Crafton Avenue Southbound				Florence Avenue Westbound				Crafton Avenue Northbound				Florence Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	1	4	23	19	348	7	374	4	2	20	26	4	324	2	330	753
04:15 PM	20	4	2	26	23	362	9	394	6	1	20	27	4	329	3	336	783
04:30 PM	26	8	2	36	23	345	13	381	7	0	27	34	2	326	1	329	780
04:45 PM	17	2	6	25	24	344	9	377	6	1	18	25	2	288	4	294	721
Total	81	15	14	110	89	1399	38	1526	23	4	85	112	12	1267	10	1289	3037
05:00 PM	24	4	3	31	24	353	12	389	1	2	29	32	1	334	1	336	788
05:15 PM	20	5	5	30	29	366	15	410	3	2	24	29	2	329	0	331	800
05:30 PM	17	10	4	31	24	381	9	414	0	3	20	23	4	325	3	332	800
05:45 PM	23	8	4	35	27	369	20	416	5	1	13	19	2	308	3	313	783
Total	84	27	16	127	104	1469	56	1629	9	8	86	103	9	1296	7	1312	3171
Grand Total	165	42	30	237	193	2868	94	3155	32	12	171	215	21	2563	17	2601	6208
Apprch %	69.6	17.7	12.7		6.1	90.9	3		14.9	5.6	79.5		0.8	98.5	0.7		
Total %	2.7	0.7	0.5	3.8	3.1	46.2	1.5	50.8	0.5	0.2	2.8	3.5	0.3	41.3	0.3	41.9	

	Crafton Avenue Southbound				Florence Avenue Westbound				Crafton Avenue Northbound				Florence 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**24**	4	3	31	24	353	12	389	1	2	**29**	**32**	1	**334**	1	**336**	788
05:15 PM	20	5	**5**	30	**29**	366	15	410	3	2	24	29	2	329	0	331	**800**
05:30 PM	17	**10**	4	31	24	**381**	9	414	0	**3**	20	23	**4**	325	**3**	332	800
05:45 PM	23	8	4	**35**	27	369	**20**	**416**	**5**	1	13	19	2	308	3	313	783
Total Volume	84	27	16	127	104	1469	56	1629	9	8	86	103	9	1296	7	1312	3171
% App. Total	66.1	21.3	12.6		6.4	90.2	3.4		8.7	7.8	83.5		0.7	98.8	0.5		
PHF	.875	.675	.800	.907	.897	.964	.700	.979	.450	.667	.741	.805	.563	.970	.583	.976	.991

Counts Unlimited, Inc.
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(951) 268-6268

City of Bell
N/S: Crafton Avenue
E/W: Florence Avenue
Weather: Clear

File Name : 02_BEL_Craf_Flo PM
Site Code : 23625657
Start Date : 6/12/2025



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	**24**	4	3	31	24	353	12	389	**7**	0	27	**34**	1	**334**	1	**336**
+15 mins.	20	5	**5**	30	**29**	366	15	410	6	1	18	25	2	329	0	331
+30 mins.	17	**10**	4	31	24	**381**	9	414	1	**2**	**29**	32	**4**	325	**3**	332
+45 mins.	23	8	4	**35**	27	369	**20**	**416**	3	2	24	29	2	308	3	313
Total Volume	84	27	16	127	104	1469	56	1629	17	5	98	120	9	1296	7	1312
% App. Total	66.1	21.3	12.6		6.4	90.2	3.4		14.2	4.2	81.7		0.7	98.8	0.5	
PHF	.875	.675	.800	.907	.897	.964	.700	.979	.607	.625	.845	.882	.563	.970	.583	.976

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City of Bell
N/S: Chanslor Avenue
E/W: River Drive
Weather: Clear

File Name : 03_BEL_Chan_Riv AM
Site Code : 23625657
Start Date : 6/12/2025

Groups Printed- Total Volume

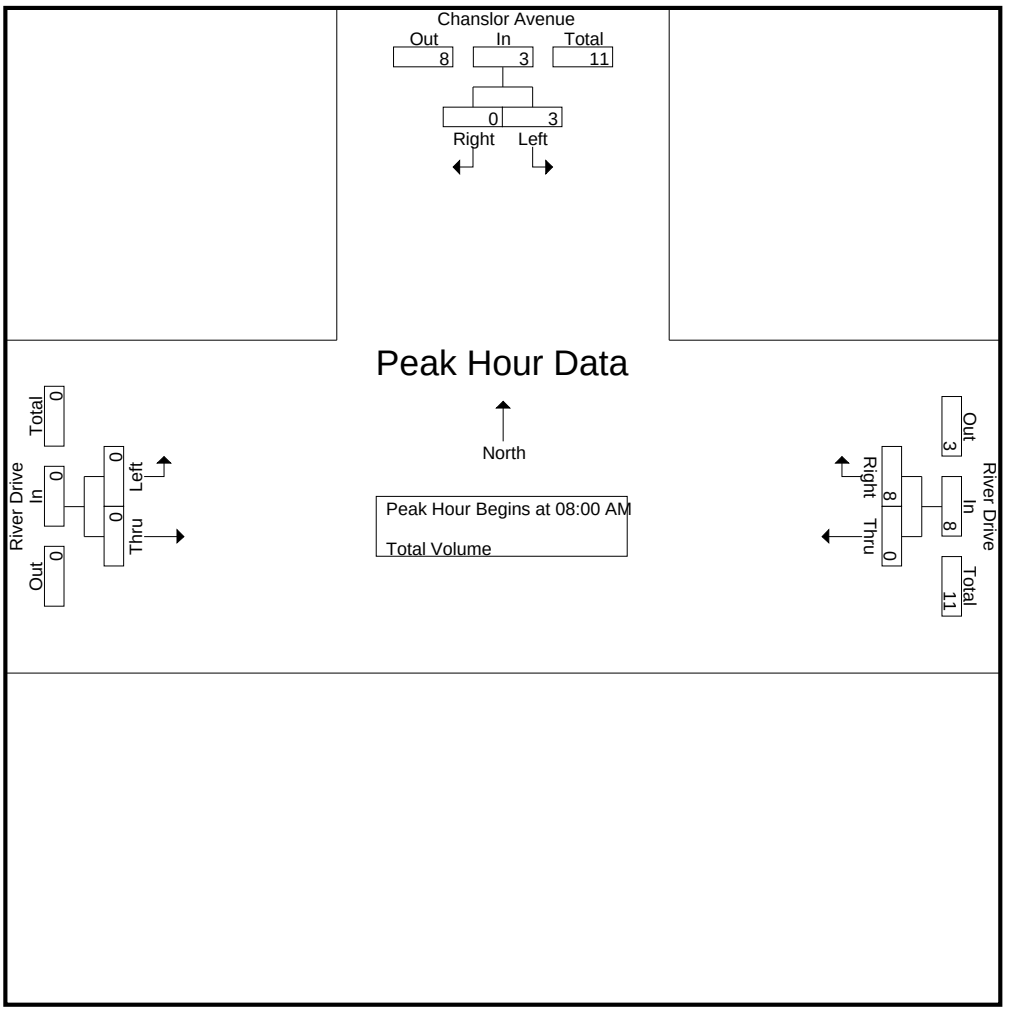
	Chanslor Avenue Southbound			River Drive Westbound			River Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	0	0	0	2
08:00 AM	0	0	0	0	4	4	0	0	0	4
08:15 AM	1	0	1	0	1	1	0	0	0	2
08:30 AM	2	0	2	0	1	1	0	0	0	3
08:45 AM	0	0	0	0	2	2	0	0	0	2
Total	3	0	3	0	8	8	0	0	0	11
Grand Total	4	0	4	0	9	9	0	0	0	13
Apprch %	100	0		0	100		0	0		
Total %	30.8	0	30.8	0	69.2	69.2	0	0	0	

	Chanslor Avenue Southbound			River Drive Westbound			River Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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 08:00 AM										
08:00 AM	0	0	0	0	**4**	**4**	0	0	0	**4**
08:15 AM	1	0	1	0	1	1	0	0	0	2
08:30 AM	**2**	0	**2**	0	1	1	0	0	0	3
08:45 AM	0	0	0	0	2	2	0	0	0	2
Total Volume	3	0	3	0	8	8	0	0	0	11
% App. Total	100	0		0	100		0	0		
PHF	.375	.000	.375	.000	.500	.500	.000	.000	.000	.688

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City of Bell
N/S: Chanslor Avenue
E/W: River Drive
Weather: Clear

File Name : 03_BEL_Chan_Riv AM
Site Code : 23625657
Start Date : 6/12/2025



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			08:00 AM			07:00 AM		
+0 mins.	0	0	0	0	**4**	**4**	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	1	0	1	0	1	1	0	0	0
+45 mins.	**2**	0	**2**	0	2	2	0	0	0
Total Volume	3	0	3	0	8	8	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.375	.000	.375	.000	.500	.500	.000	.000	.000

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City of Bell
N/S: Chanslor Avenue
E/W: River Drive
Weather: Clear

File Name : 03_BEL_Chan_Riv PM
Site Code : 23625657
Start Date : 6/12/2025
Page No : 1

Groups Printed- Total Volume

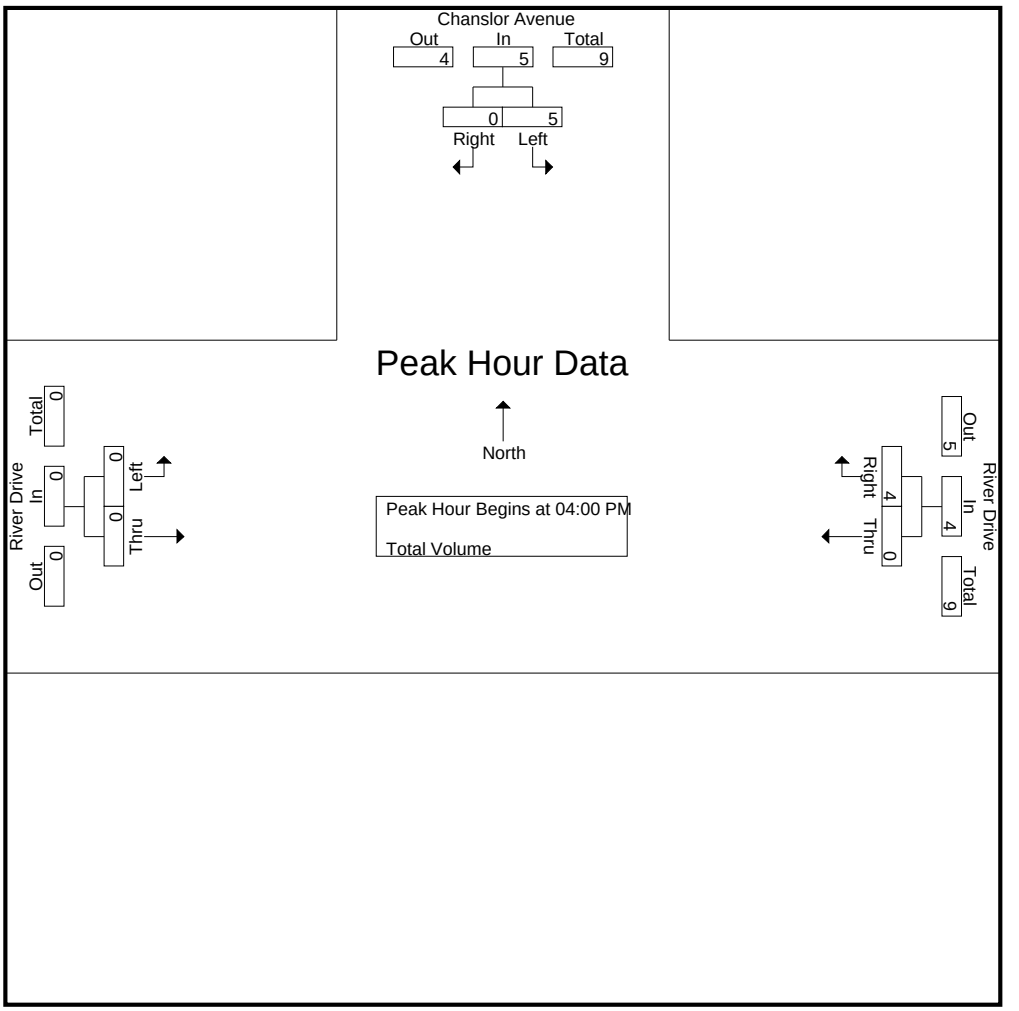
	Chanslor Avenue Southbound			River Drive Westbound			River Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	2	0	2	0	2	2	0	0	0	4
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	2	0	2	0	1	1	0	0	0	3
Total	5	0	5	0	4	4	0	0	0	9
05:00 PM	3	0	3	0	0	0	0	0	0	3
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	2	0	2	0	1	1	0	0	0	3
Total	6	0	6	0	2	2	0	0	0	8
Grand Total	11	0	11	0	6	6	0	0	0	17
Apprch %	100	0		0	100		0	0		
Total %	64.7	0	64.7	0	35.3	35.3	0	0	0	

	Chanslor Avenue Southbound			River Drive Westbound			River Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**2**	0	**2**	0	**2**	**2**	0	0	0	**4**
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	2	0	2	0	1	1	0	0	0	3
Total Volume	5	0	5	0	4	4	0	0	0	9
% App. Total	100	0		0	100		0	0		
PHF	.625	.000	.625	.000	.500	.500	.000	.000	.000	.563

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City of Bell
N/S: Chanslor Avenue
E/W: River Drive
Weather: Clear

File Name : 03_BEL_Chan_Riv PM
Site Code : 23625657
Start Date : 6/12/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:00 PM		
+0 mins.	1	0	1	0	**2**	**2**	0	0	0
+15 mins.	2	0	2	0	1	1	0	0	0
+30 mins.	**3**	0	**3**	0	0	0	0	0	0
+45 mins.	1	0	1	0	1	1	0	0	0
Total Volume	7	0	7	0	4	4	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.583	.000	.583	.000	.500	.500	.000	.000	.000

APPENDIX D

HCM ANALYSIS WORKSHEETS

EXISTING
TRAFFIC CONDITIONS

Bell 1

Vistro File: Z:\...\CVR25007 Vistro.vistro
Report File: Z:\...\E AM.pdf

Scenario 1 E AM
6/19/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walker Avenue / Florence Avenue	Signalized	ICU 1	EB Right	0.625	-	B
2	Crafton Avenue / Florence Avenue	Signalized	ICU 1	EB Thru	0.582	-	A
3	Chanslor Avenue / Project Driveway 1	Two-way stop	HCM 7th Edition	SB Left	0.004	8.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walker Avenue / Florence Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.625

Intersection Setup

Name	Walker Avenue			Walker Avenue			Florence Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Walker Avenue			Walker Avenue			Florence Avenue					
Base Volume Input [veh/h]	6	1	19	282	3	48	29	1426	4	9	945	119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	1	19	282	3	48	29	1426	4	9	945	119
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	5	75	1	13	8	378	1	2	250	32
Total Analysis Volume [veh/h]	6	1	20	299	3	51	31	1511	4	10	1001	126
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	130
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.09	0.03	0.03	0.02	0.47	0.47	0.01	0.31	0.08
Intersection LOS	B											
Intersection V/C	0.625											

Intersection Level Of Service Report
Intersection 2: Crafton Avenue / Florence Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

Intersection Setup

Name	Crafton Avenue			Crafton Avenue			Florence Avenue			Florence Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Crafton Avenue			Crafton Avenue			Florence Avenue			Florence Avenue		
Base Volume Input [veh/h]	13	8	82	69	5	7	4	1173	5	39	1100	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	8	82	69	5	7	4	1173	5	39	1100	8
Peak Hour Factor	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	22	18	1	2	1	309	1	10	290	2
Total Analysis Volume [veh/h]	14	8	86	73	5	7	4	1237	5	41	1160	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.05	0.05	0.05	0.00	0.39	0.39	0.03	0.37	0.37
Intersection LOS	A											
Intersection V/C	0.582											

Intersection Level Of Service Report
Intersection 3: Chanslor Avenue / Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Chanslor Avenue		Project Driveway 1		River Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Chanslor Avenue		Project Driveway 1		River Drive	
Base Volume Input [veh/h]	3	0	0	0	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	0	0	8
Peak Hour Factor	0.6880	0.6880	0.6880	0.6880	0.6880	0.6880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	3
Total Analysis Volume [veh/h]	4	0	0	0	0	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.54	8.34	7.22	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.30	0.30	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.54		3.61		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.14					
Intersection LOS	A					

Bell 1

Vistro File: Z:\...\CVR25007 Vistro.vistro
Report File: Z:\...\E PM.pdf

Scenario 2 E PM
6/19/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walker Avenue / Florence Avenue	Signalized	ICU 1	WB Thru	0.655	-	B
2	Crafton Avenue / Florence Avenue	Signalized	ICU 1	WB Right	0.660	-	B
3	Chanslor Avenue / Project Driveway 1	Two-way stop	HCM 7th Edition	SB Left	0.009	8.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walker Avenue / Florence Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name	Walker Avenue			Walker Avenue			Florence Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Walker Avenue			Walker Avenue			Florence Avenue					
Base Volume Input [veh/h]	9	3	13	180	4	62	67	1402	17	26	1563	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	3	13	180	4	62	67	1402	17	26	1563	265
Peak Hour Factor	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	3	45	1	16	17	353	4	7	393	67
Total Analysis Volume [veh/h]	9	3	13	181	4	62	67	1410	17	26	1572	267
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.06	0.04	0.04	0.04	0.45	0.45	0.02	0.49	0.17
Intersection LOS	B											
Intersection V/C	0.655											

Intersection Level Of Service Report
Intersection 2: Crafton Avenue / Florence Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name	Crafton Avenue			Crafton Avenue			Florence Avenue			Florence Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Crafton Avenue			Crafton Avenue			Florence Avenue			Florence Avenue		
Base Volume Input [veh/h]	9	8	86	84	27	16	9	1296	7	104	1469	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	8	86	84	27	16	9	1296	7	104	1469	56
Peak Hour Factor	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	22	21	7	4	2	327	2	26	371	14
Total Analysis Volume [veh/h]	9	8	87	85	27	16	9	1308	7	105	1482	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.05	0.08	0.08	0.01	0.41	0.41	0.07	0.48	0.48
Intersection LOS	B											
Intersection V/C	0.660											

Intersection Level Of Service Report
Intersection 3: Chanslor Avenue / Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Chanslor Avenue		Project Driveway 1		River Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Chanslor Avenue		Project Driveway 1		River Drive	
Base Volume Input [veh/h]	5	0	0	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	0	0	0	4
Peak Hour Factor	0.5630	0.5630	0.5630	0.5630	0.5630	0.5630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	0	0	0	2
Total Analysis Volume [veh/h]	9	0	0	0	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.55	8.35	7.21	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.66	0.66	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.55		3.61		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.81					
Intersection LOS	A					

OPENING YEAR
TRAFFIC CONDITIONS

Bell 1

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Scenario 3 EAC AM
6/19/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walker Avenue / Florence Avenue	Signalized	ICU 1	EB Right	0.666	-	B
2	Crafton Avenue / Florence Avenue	Signalized	ICU 1	EB Thru	0.632	-	B
3	Chanslor Avenue / Project Driveway 1	Two-way stop	HCM 7th Edition	SB Left	0.004	8.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walker Avenue / Florence Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Walker Avenue			Walker Avenue			Florence Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Walker Avenue			Walker Avenue			Florence Avenue					
Base Volume Input [veh/h]	6	1	19	282	3	48	29	1426	4	9	945	119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	2	0	1	0	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	1	20	295	3	51	30	1484	4	9	983	125
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	5	78	1	14	8	393	1	2	260	33
Total Analysis Volume [veh/h]	6	1	21	313	3	54	32	1572	4	10	1041	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.10	0.04	0.04	0.02	0.49	0.49	0.01	0.33	0.08
Intersection LOS	B											
Intersection V/C	0.666											

Intersection Level Of Service Report
Intersection 2: Crafton Avenue / Florence Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

Intersection Setup

Name	Crafton Avenue			Crafton Avenue			Florence Avenue			Florence Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Crafton Avenue			Crafton Avenue			Florence Avenue			Florence Avenue		
Base Volume Input [veh/h]	13	8	82	69	5	7	4	1173	5	39	1100	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	8	85	72	5	7	4	1220	5	41	1145	8
Peak Hour Factor	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	22	19	1	2	1	322	1	11	302	2
Total Analysis Volume [veh/h]	15	8	90	76	5	7	4	1287	5	43	1208	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.05	0.06	0.06	0.00	0.40	0.40	0.03	0.38	0.38
Intersection LOS	B											
Intersection V/C	0.632											

Intersection Level Of Service Report
Intersection 3: Chanslor Avenue / Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Chanslor Avenue		Project Driveway 1		River Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Chanslor Avenue		Project Driveway 1		River Drive	
Base Volume Input [veh/h]	3	0	0	0	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	0	0	8
Peak Hour Factor	0.6880	0.6880	0.6880	0.6880	0.6880	0.6880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	3
Total Analysis Volume [veh/h]	4	0	0	0	0	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.54	8.34	7.22	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.30	0.30	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.54		3.61		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.14					
Intersection LOS	A					

Bell 1

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Scenario 4 EAC PM
6/19/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walker Avenue / Florence Avenue	Signalized	ICU 1	WB Thru	0.681	-	B
2	Crafton Avenue / Florence Avenue	Signalized	ICU 1	WB Thru	0.711	-	C
3	Chanslor Avenue / Project Driveway 1	Two-way stop	HCM 7th Edition	SB Left	0.009	8.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walker Avenue / Florence Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Walker Avenue			Walker Avenue			Florence Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Walker Avenue			Walker Avenue			Florence Avenue					
Base Volume Input [veh/h]	9	3	13	180	4	62	67	1402	17	26	1563	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	1	1	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	3	14	188	4	66	71	1459	18	27	1626	278
Peak Hour Factor	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	4	47	1	17	18	367	5	7	409	70
Total Analysis Volume [veh/h]	9	3	14	189	4	66	71	1468	18	27	1636	280
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.06	0.04	0.04	0.04	0.46	0.46	0.02	0.51	0.18
Intersection LOS	B											
Intersection V/C	0.681											

Intersection Level Of Service Report
Intersection 2: Crafton Avenue / Florence Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Crafton Avenue			Crafton Avenue			Florence Avenue			Florence Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Crafton Avenue			Crafton Avenue			Florence Avenue			Florence Avenue		
Base Volume Input [veh/h]	9	8	86	84	27	16	9	1296	7	104	1469	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	1	0	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	8	89	87	28	17	9	1349	7	108	1529	58
Peak Hour Factor	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	22	22	7	4	2	340	2	27	386	15
Total Analysis Volume [veh/h]	9	8	90	88	28	17	9	1361	7	109	1543	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.06	0.08	0.08	0.01	0.43	0.43	0.07	0.50	0.50
Intersection LOS	C											
Intersection V/C	0.711											

Intersection Level Of Service Report
Intersection 3: Chanslor Avenue / Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Chanslor Avenue		Project Driveway 1		River Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Chanslor Avenue		Project Driveway 1		River Drive	
Base Volume Input [veh/h]	5	0	0	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	0	0	0	4
Peak Hour Factor	0.5630	0.5630	0.5630	0.5630	0.5630	0.5630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	0	0	0	2
Total Analysis Volume [veh/h]	9	0	0	0	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.55	8.35	7.21	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.66	0.66	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.55		3.61		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.81					
Intersection LOS	A					

OPENING YEAR PLUS PROJECT
TRAFFIC CONDITIONS

Bell 1

Vistro File: Z:\...\CVR25007 Vistro.vistro
Report File: Z:\...\EACP AM.pdf

Scenario 5 EACP AM
6/19/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walker Avenue / Florence Avenue	Signalized	ICU 1	EB Right	0.669	-	B
2	Crafton Avenue / Florence Avenue	Signalized	ICU 1	EB Thru	0.633	-	B
3	Chanslor Avenue / Project Driveway 1	Two-way stop	HCM 7th Edition	SB Left	0.004	8.6	A
4	Walker Avenue / Project Driveway 2	Two-way stop	HCM 7th Edition	WB Left	0.028	12.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walker Avenue / Florence Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Walker Avenue			Walker Avenue			Florence Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Walker Avenue			Walker Avenue			Florence Avenue					
Base Volume Input [veh/h]	6	1	19	282	3	48	29	1426	4	9	945	119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	11	0	7	2	0	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	1	20	304	3	57	32	1484	4	9	983	128
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	5	81	1	15	8	393	1	2	260	34
Total Analysis Volume [veh/h]	6	1	21	322	3	60	34	1572	4	10	1041	136
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.10	0.04	0.04	0.02	0.49	0.49	0.01	0.33	0.09
Intersection LOS	B											
Intersection V/C	0.669											

Intersection Level Of Service Report
Intersection 2: Crafton Avenue / Florence Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	Crafton Avenue			Crafton Avenue			Florence Avenue			Florence Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Crafton Avenue			Crafton Avenue			Florence Avenue			Florence Avenue		
Base Volume Input [veh/h]	13	8	82	69	5	7	4	1173	5	39	1100	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	2	0	1	5	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	8	85	72	5	7	4	1222	5	42	1149	9
Peak Hour Factor	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	22	19	1	2	1	322	1	11	303	2
Total Analysis Volume [veh/h]	15	8	90	76	5	7	4	1289	5	44	1212	9
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.05	0.06	0.06	0.00	0.40	0.40	0.03	0.38	0.38
Intersection LOS	B											
Intersection V/C	0.633											

Intersection Level Of Service Report
Intersection 3: Chanslor Avenue / Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Chanslor Avenue		Project Driveway 1		River Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Chanslor Avenue		Project Driveway 1		River Drive	
Base Volume Input [veh/h]	3	0	0	0	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	1	0	0	8
Peak Hour Factor	0.6880	0.6880	0.6880	0.6880	0.6880	0.6880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	3
Total Analysis Volume [veh/h]	4	0	1	0	0	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.55	8.34	7.22	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.30	0.30	0.05	0.05	0.00	0.00
d_A, Approach Delay [s/veh]	8.55		7.22		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.44					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Walker Avenue / Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Walker Avenue		Walker Avenue		Project Driveway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Walker Avenue		Walker Avenue		Project Driveway 2	
Base Volume Input [veh/h]	149	0	0	333	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	5	0	3	15	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	156	5	0	349	15	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	1	0	87	4	0
Total Analysis Volume [veh/h]	156	5	0	349	15	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.52	0.00	12.01	9.24
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	2.28	2.28
d_A, Approach Delay [s/veh]	0.00		0.00		11.84	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	B					

Bell 1

Vistro File: Z:\...\CVR25007 Vistro.vistro
Report File: Z:\...\EACP PM.pdf

Scenario 6 EACP PM
6/19/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Walker Avenue / Florence Avenue	Signalized	ICU 1	WB Thru	0.687	-	B
2	Crafton Avenue / Florence Avenue	Signalized	ICU 1	WB Thru	0.713	-	C
3	Chanslor Avenue / Project Driveway 1	Two-way stop	HCM 7th Edition	SB Left	0.009	8.6	A
4	Walker Avenue / Project Driveway 2	Two-way stop	HCM 7th Edition	WB Left	0.020	13.1	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Walker Avenue / Florence Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name	Walker Avenue			Walker Avenue			Florence Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	40.00	100.00	100.00	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Walker Avenue			Walker Avenue			Florence Avenue					
Base Volume Input [veh/h]	9	3	13	180	4	62	67	1402	17	26	1563	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	8	0	3	7	0	0	0	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	3	14	195	4	68	77	1459	18	27	1626	287
Peak Hour Factor	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940	0.9940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	4	49	1	17	19	367	5	7	409	72
Total Analysis Volume [veh/h]	9	3	14	196	4	68	77	1468	18	27	1636	289
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.06	0.05	0.05	0.05	0.46	0.46	0.02	0.51	0.18
Intersection LOS	B											
Intersection V/C	0.687											

Intersection Level Of Service Report
Intersection 2: Crafton Avenue / Florence Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Crafton Avenue			Crafton Avenue			Florence Avenue			Florence Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	110.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Crafton Avenue			Crafton Avenue			Florence Avenue			Florence Avenue		
Base Volume Input [veh/h]	9	8	86	84	27	16	9	1296	7	104	1469	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	1	1	0	0	0	5	0	0	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	8	90	88	28	17	9	1353	7	108	1531	58
Peak Hour Factor	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910	0.9910
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	23	22	7	4	2	341	2	27	386	15
Total Analysis Volume [veh/h]	9	8	91	89	28	17	9	1365	7	109	1545	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.07	0.06	0.08	0.08	0.01	0.43	0.43	0.07	0.50	0.50
Intersection LOS	C											
Intersection V/C	0.713											

Intersection Level Of Service Report
Intersection 3: Chanslor Avenue / Project Driveway 1

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Chanslor Avenue		Project Driveway 1		River Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Chanslor Avenue		Project Driveway 1		River Drive	
Base Volume Input [veh/h]	5	0	0	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1	0	0	0	4
Peak Hour Factor	0.5630	0.5630	0.5630	0.5630	0.5630	0.5630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	0	0	0	2
Total Analysis Volume [veh/h]	9	2	0	0	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.55	8.35	7.21	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.81	0.81	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		3.61		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.20					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Walker Avenue / Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Walker Avenue		Walker Avenue		Project Driveway 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Walker Avenue		Walker Avenue		Project Driveway 2	
Base Volume Input [veh/h]	335	0	0	246	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0404	1.0404	1.0404	1.0404	1.0404	1.0404
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	15	1	2	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	352	15	1	258	9	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	4	0	65	2	0
Total Analysis Volume [veh/h]	352	15	1	258	9	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.99	0.00	13.08	10.38
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.04	0.04	1.51	1.51
d_A, Approach Delay [s/veh]	0.00		0.03		13.08	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	B					

CEQA 15183 CHECKLIST & ENVIRONMENTAL ASSESSMENT

PRITCHARD PARK TOWNHOMES
5241 FLORENCE AVENUE
APN 6327-034-906
BELL, CALIFORNIA 90201

LEAD AGENCY:

CITY OF BELL
COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING DIVISION
6330 PINE AVENUE
BELL, CA 90201

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745

APRIL 24, 2025

BELL 016

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SUMMARY SHEET
CEQA GUIDELINES SECTION 15183 EXEMPTION CHECKLIST

TO: Los Angeles County Registrar Recorder
Los Angeles County Clerk, Main Office
12400 Imperial Highway
Norwalk, California 90650

FROM: City of Bell
Community and Economic Development Department
Planning Division
6330 Pine Avenue
Bell, California 90201

NAME: Pritchard Park Townhomes

ADDRESS: 5241 Florence Avenue, Bell, California, 90201.

CITY/COUNTY: City of Bell, Los Angeles County.

APPLICANT: Nick Patterson, Director of Development, City Ventures

PROJECT: This environmental assessment analyzes the environmental impacts associated with the construction and subsequent operation of a 54-unit townhouse development on a 2.41-acre site. The proposed project site is heavily disturbed with the western portion of the parcel being paved along with a freestanding metal roof within the paved area. The proposed project includes eight, three-story townhouse buildings having a total of 54 units and a total floor area of 60,408 square feet. The maximum height of the proposed buildings would be 34 feet. Each building consists of a mixture of 3-bedroom units with a two-car garage. In total, 125 parking spaces would be provided including 108 garage spaces as well as 17 guest spaces. The proposed project would include a driveway connection to Walker Avenue as well as a pedestrian connection to the future Pritchard Park located to the north of the project site. The total amount of landscaping would be 12,315 square feet. The proposed project would include private open space in each unit and an average of 228 square feet of public open space per unit.

CITY CONTACT Jason Garcia, Assistant Planner
City of Bell Community and Economic Development Department
Planning Division
6330 Pine Avenue
Bell, California 90201

Signature_____ Date: _____

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SECTION 1
STATEMENT OF REASONS FOR EXEMPTION FROM ADDITIONAL ENVIRONMENTAL REVIEW AND 15183 CHECKLIST (PURSUANT TO CEQA GUIDELINES §15183)

1.1 OVERVIEW OF THE PROPOSED PROJECT

This Environmental Assessment analyzes the environmental impacts associated with the construction and subsequent operation of a 54-unit townhouse development on a 2.41-acre site. The proposed project site is heavily disturbed with the western portion of the parcel being paved along with a freestanding metal roof within the paved area. The proposed project includes eight, three-story townhouse buildings having a total of 54 units and a total floor area of 86,044 square feet. The maximum height of the proposed buildings would be 36 feet. Each building consists of a mixture of 3-bedroom units with a two-car garage. In total, 122 parking spaces would be provided including 108 garage spaces as well as 17 guest spaces. The proposed project would include a driveway connection to Walker Avenue as well as a pedestrian connection to the future Pritchard Park located to the north of the project site. The total amount of landscaping would be 12,315 square feet. The proposed project would include private open space in each unit and an average of 228 square feet of public open space per unit.[1] The Site Plan is illustrated in Exhibit 1.

1.2. PROJECT LOCATION

The project site is located in the southeast portion of the "Central City" portion of the City of Bell. The City of Bell is located in the greater Los Angeles metropolitan area, approximately ten miles southeast from Downtown Los Angeles. The City of Bell is bounded on the north by the cities of Huntington Park, Vernon, Maywood and Commerce; on the south by Cudahy and Huntington Park; on the east by Bell Gardens and Commerce; and on the west by Vernon, Maywood, and Huntington Park. The City's southern boundary with Cudahy and Huntington Park is the City limit for the City of Bell. The City's location in the region is shown in Exhibit 2. The project site is located in the southerly portion of the City, which includes residential and commercial districts.[2&3] The site is located on the northeast corner of Florence Avenue and Walker Avenue. The site's address is 5241 Florence Avenue. The assessor's parcel number (APN) that is applicable to the project site is 6327-034-906. Regional access to the site would be provided by the Long Beach Freeway (I-710) located approximately 1,300 feet east of the site. Vehicular access to the proposed project site would be provided by a new 28-foot wide driveway connection with the east side of Walker Avenue. The proposed project would include a pedestrian connection to the future Pritchard Park to the north of the project site. The project site's location in Bell is shown in Exhibit 3. A vicinity map is shown in Exhibit 4. Finally, an aerial map is shown in Exhibit 5.

1.3. ENVIRONMENTAL SETTING

The proposed project site is located on a 2.41 acre (104,980 square foot) site that is currently heavily disturbed including pavement over the western portion of the parcel, a freestanding metal roof within the paved area, and scattered refuse throughout the project site. The unpaved portion of the site has been previously graded as part of the previous uses identified in section 4.4.2 of Appendix E – Phase I Environmental Site Assessment on the property and no native vegetation is present onsite. Currently, the unpaved portion hosts a variety of grasses and small shrubbery. The site is approximately 135 feet above

[1] KTGY. *Conceptual Site Plan. April 29, 2024.*

[2] Google Earth. Website accessed February 19, 2025.

[3] City of Bell. 2010 General Plan.

sea level and the site's topography is level. The project site is located within an urbanized setting. The project site has a General Plan land use designation of *Commercial* and is zoned *General Commercial (C-3R)*. Land uses and development located in the vicinity of the proposed project site are outlined below:

- *North of the project site:* The Southern California Water Company (SCWC) Watson Plant (7026 Walker Avenue), a future public park under construction which is currently still a vacant lot (7006 Walker Avenue), and an apartment building (7115 Chanslor Avenue) are located to the north of the project site. The properties have a General Plan land use designation of *Commercial*, *Open-Space*, and *Medium Density Residential*, respectfully, and are all zoned as *High-Density Multiple-Family Residential (R3).*[4]
- *West of the project site:* Walker Avenue extends along the west side of the project site. A single-family residence (7101 Walker Avenue), vacant land (7109 Walker Avenue), and a gas station (Bell Gas, 5151 Florence Avenue) are located to the west of Walker Avenue. The single-family residence has a land use designation of Medium Density Residential and is zoned as High-Density Multiple-Family Residential (*R3*) while the gas station and vacant parcel both have a General Plan land use designation of *Commercial* and are zoned as *General Commercial (C3-R).*[5]
- *South of the project site:* River Drive and Florence Avenue extend across the south side of the project site. The Florence Village mobile home park (5246 Florence Avenue) is located further south of Florence Avenue. This area has a General Plan land use designation of *Commercial* and is zoned as *General Commercial* (*C3-R).*
- *East of the project site:* Chanslor Avenue extends across the east side of the project site. Three single-family homes (7124 and 7199 Chanslor Avenue and 5303 Florence Avenue) are located east of Chanslor Avenue. This area has a General Plan land use designation of *Commercial* and is zoned *General Commercial* (*C-3R*).[6]

The environmental setting of the project site and the surrounding area are summarized in Table 1. The nearest sensitive receptors to the project site include multiple-family residences located approximately 40 feet north of the project site (refer to Exhibit 6).

TABLE 1 ENVIRONMENTAL SETTING

Location	Existing Use	Zoning Designation
Project Site	Disturbed Land	General Commercial (C-3R)
North of the Site	SCWC Watson Plant, Vacant Lot, Apartment, Future Park.	High-Density Multiple-Family Residential (R-3)
South of the Site	River Drive, Florence Avenue, Florence Village mobile home park	General Commercial (C-3R)
West of the Site	Walker Avenue, Gas Station, Vacant Lot, Single-Family Residence	General Commercial (C-3R), High-Density Multiple-Family Residential (R-3)
East of the Site	Chanslor Avenue & Single-Family Residence	General Commercial (C-3R)

Source: Blodgett Baylosis Environmental Planning

[4] City of Bell. 2010 General Plan.

[5] City of Bell. 2010 General Plan.

[6] WHA Inc. *Conceptual Site Plan. April 29, 2024.*

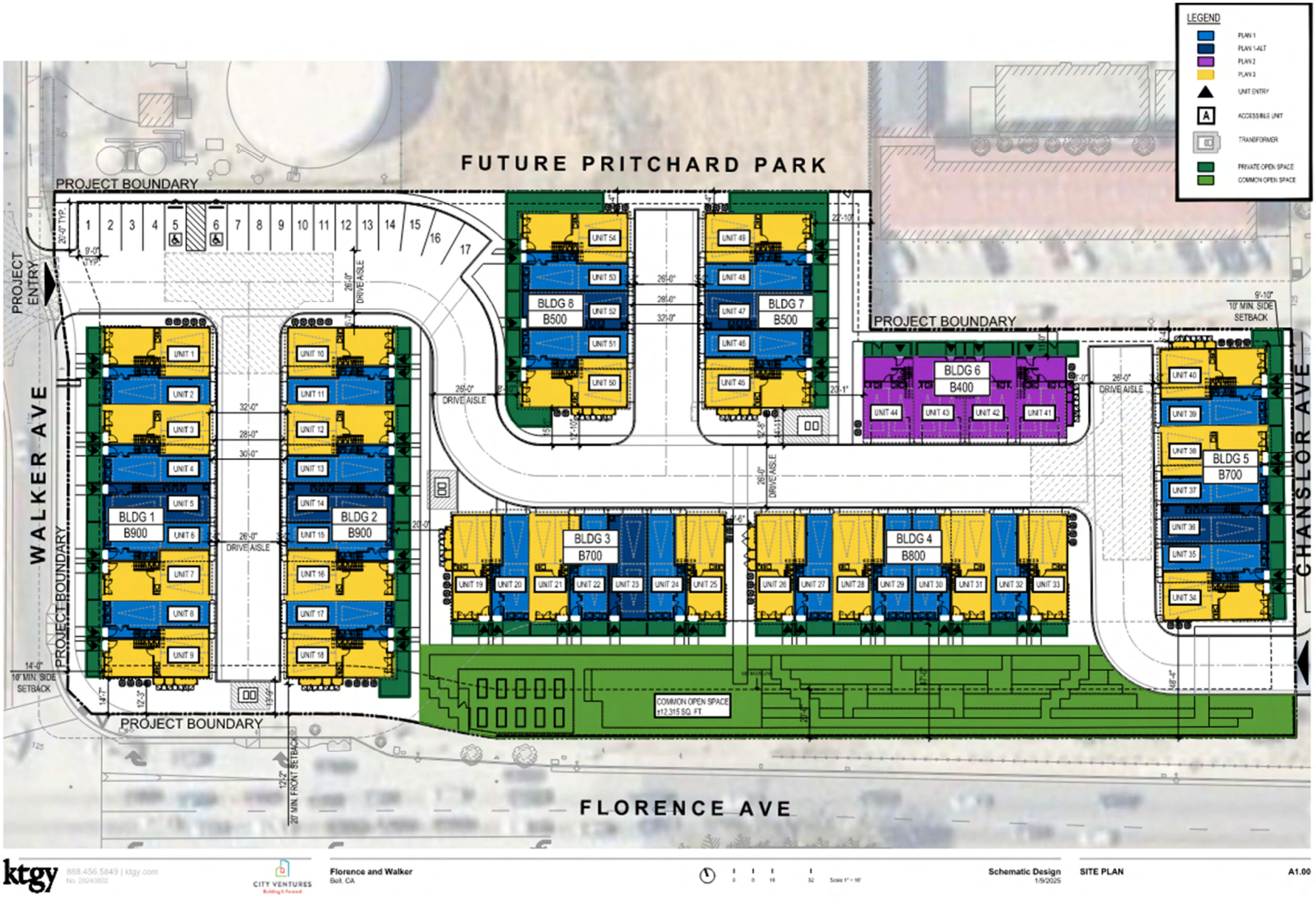


EXHIBIT 1 PROJECT SITE PLAN

SOURCE: KTGY ARCHITECTURE + PLANNING.

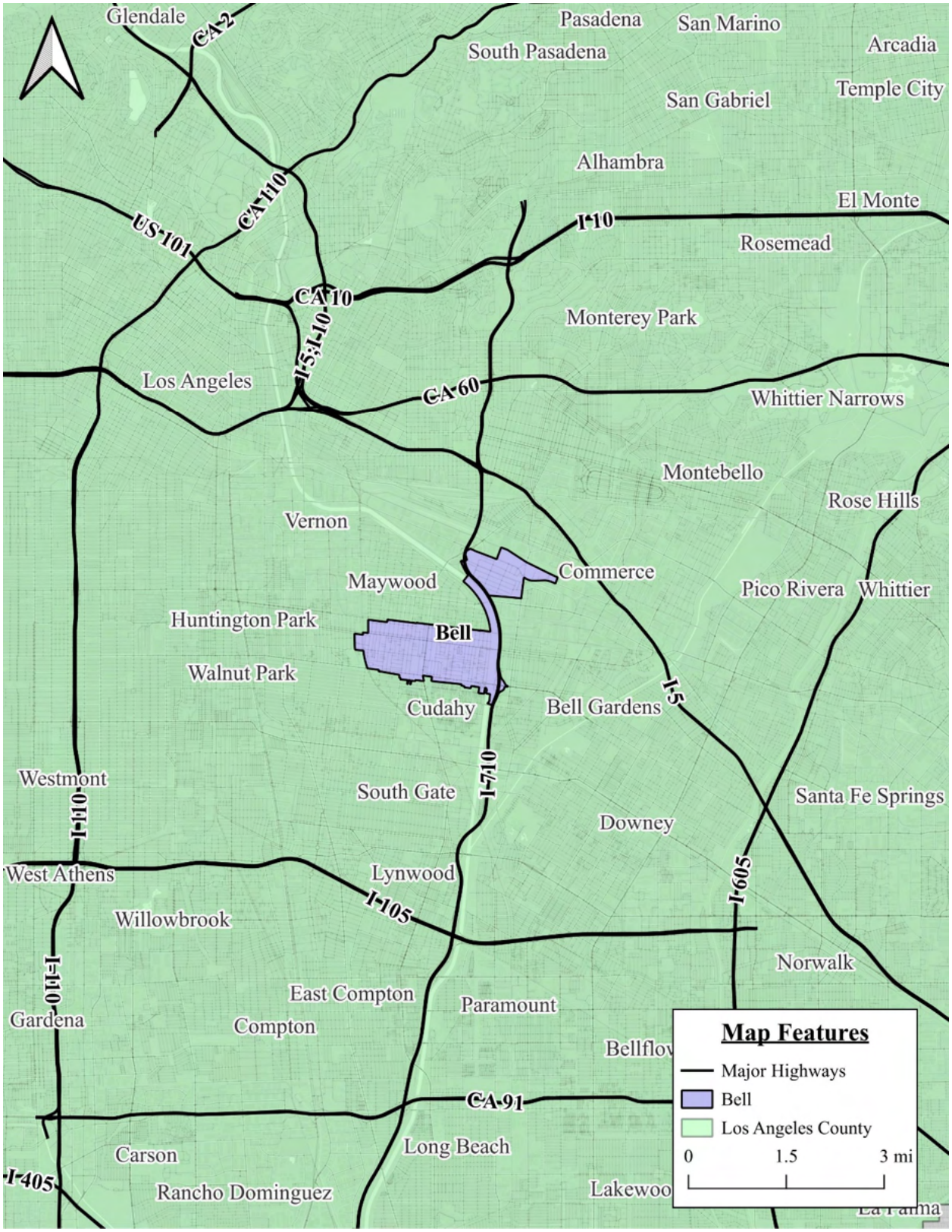


EXHIBIT 2 REGIONAL LOCATION MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

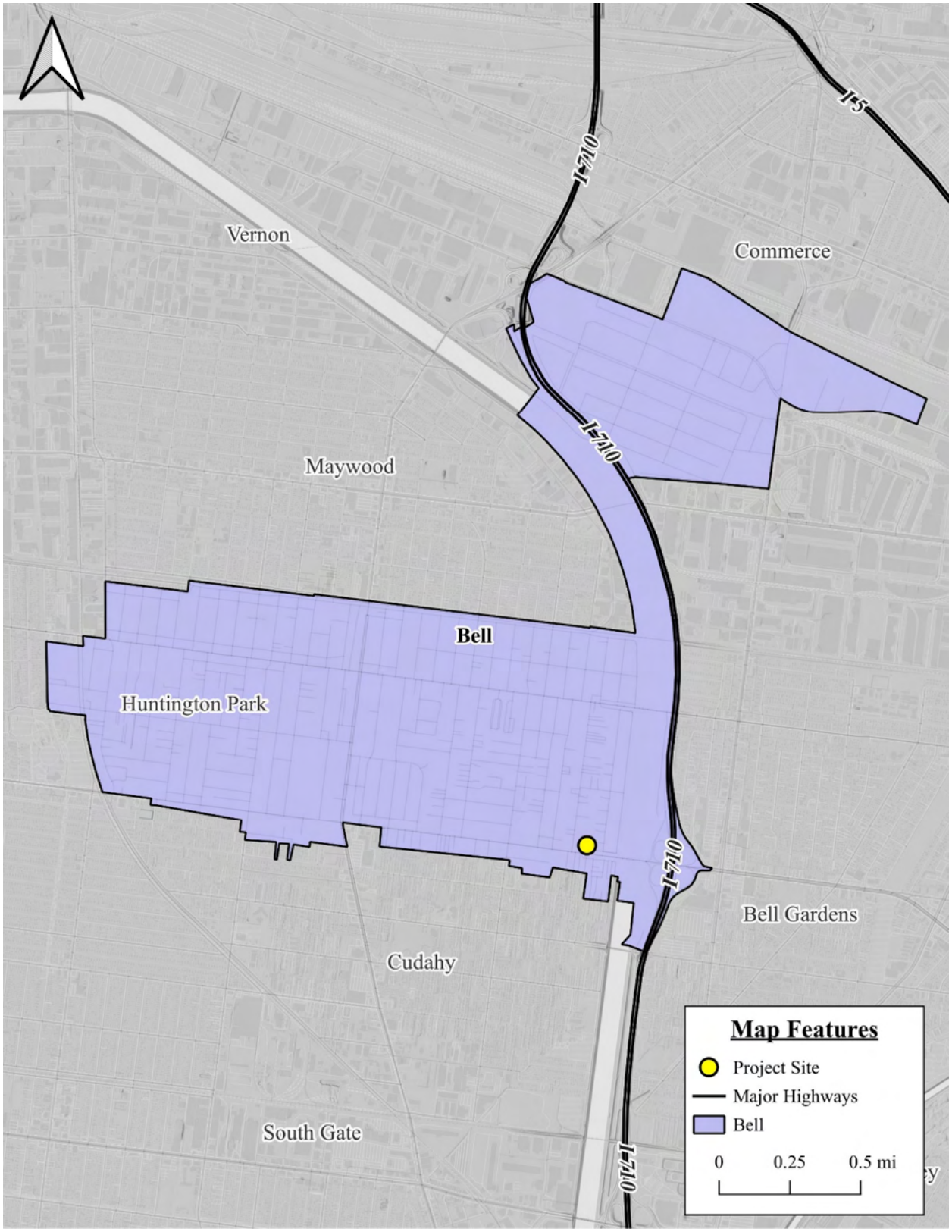


EXHIBIT 3 PROJECT LOCATION IN BELL

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



EXHIBIT 4 VICINITY MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



EXHIBIT 5 AERIAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

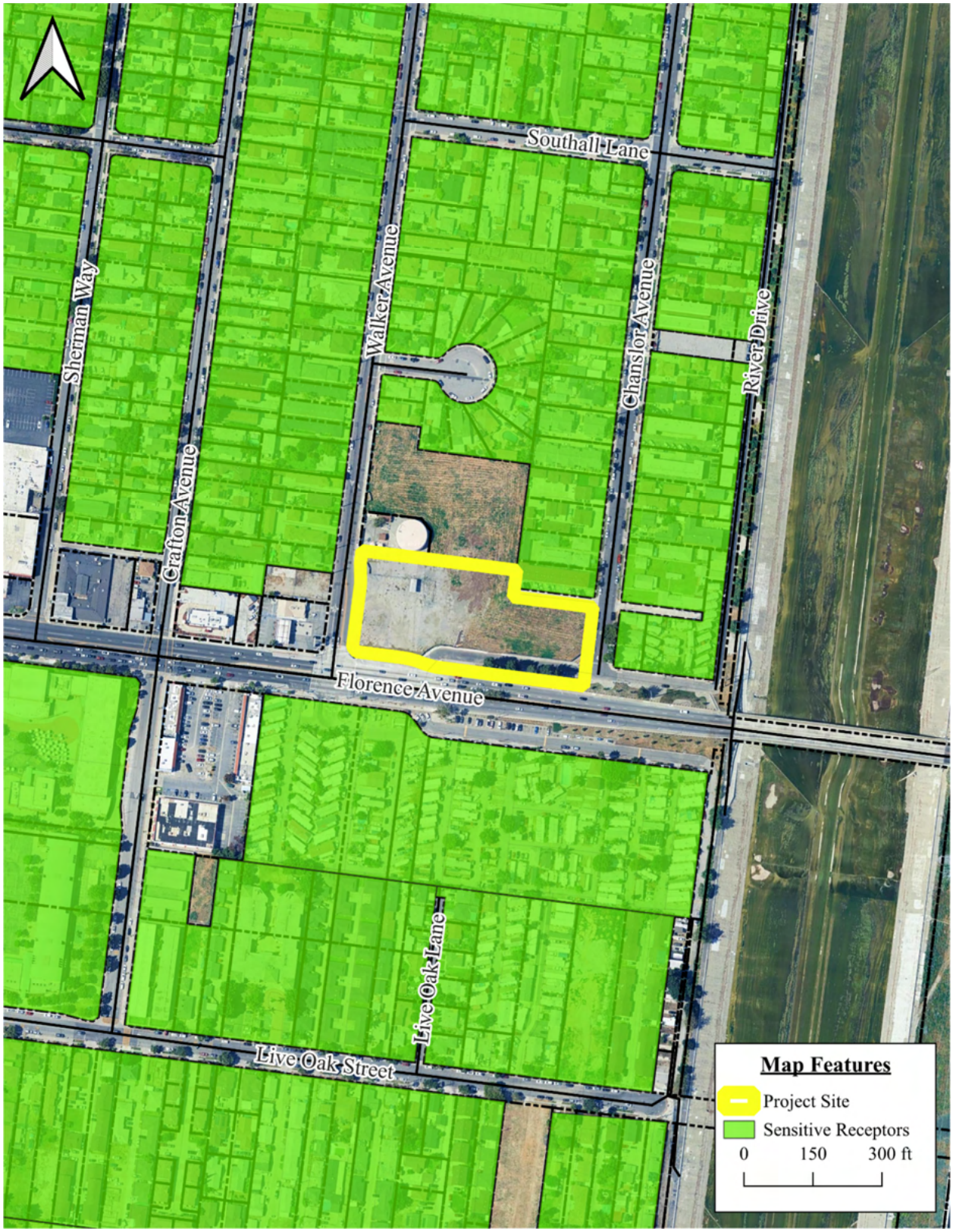


EXHIBIT 6 SENSITIVE RECEPTORS MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

1.4 PROJECT DESCRIPTION

The proposed project involves the construction and subsequent operation of a 54-unit townhouse development within the 2.41-acre site. The site plan for the proposed project is shown in Exhibit 1. The key physical elements of the proposed project are outlined below

- *Site Plan*. The proposed site plan would involve the removal of the approximate 350 square feet of metal roof and approximate 45,000 square feet of pavement and the construction of a 54-unit townhouse development. The proposed units would be housed within eight, 34-foot-tall buildings located along an internal driveway. The eight buildings include one four-plex (Building 6), two five-plexes (Buildings 7 and 8), two seven-plexes (Buildings 3 and 5), one eight-plex (Building 4), and two nine-plexes (Buildings 1 and 2). The building characteristics are summarized below in Table 2.

TABLE 2 BUILDING SUMMARY

Building Number	Description	Net Square Footage	Gross Square Footage	Gross Square Footage (+ Garage and Private Deck)
Building 1	9-Plex	13,249	14,292	19,516
Building 2	9-Plex	13,249	14,292	19,516
Building 3	7-Plex	10,273	11,084	15,174
Building 4	8-Plex	11,904	12,832	17,368
Building 5	7-Plex	10,273	11,084	15,174
Building 6	4-Plex	6,220	6,708	8,924
Building 7	5-Plex	7,297	7,876	10,832
Building 8	5-Plex	7,297	7,876	10,832
Total Building Square Footage		**79,762**	**86,044**	**117,336**

Source: KTGY Architecture + Planning

- Townhouse Units. The project includes four types of townhouse units consisting of three bedrooms. Plan 1 units would have a total floor area of 1,345 square feet and would include a 2-car tandem garage. Plan 1-Alt units would have a total floor area of 1,345 square feet and would include a 2-car tandem garage. Plan 2 units would have a total floor area of 1,555 square feet and would include a 2-car side-by-side garage. Plan 3 units would have a total floor area of 1,631 square feet and would include a 2-car side-by-side garage. The characteristics of the units are summarized below in Table 3.

TABLE 3 UNIT SUMMARY

Unit	# of Units	Total Floor Area	Type of Garage
Plan 1	22	1,345	Tandem
Plan 1 Alt	6	1,345	Tandem
Plan 2	4	1,555	Side-by-Side
Plan 3	22	1,631	Side-by-Side

Source: KTGY Architecture + Planning

- *Access and Circulation*. Vehicular access to the proposed project would be provided by one 28-foot-wide driveway connection to the east side of Walker Avenue. A 28-foot-wide internal driveway would span the length of the project site and connect with the guest parking as well as garages. The driveway narrows to 26 feet between the nine-plex and five-plex units. A pedestrian connection to the future Pritchard Park would be located between the guest parking spaces and the five-plex units.
- *Parking*. A total of 122 parking spaces would be provided for the project. Of the 122 spaces, 108 are garage spaces and 17 are head-in guest spaces located along the internal driveway, south of the neighboring Watson Plant.
- *Landscaping*. The total landscaping area would be 12,315 square feet or 12% of the site area. The landscaping would be located along the sides of the drive-aisles, drive-thru lanes, parking areas, and building frontages.

The physical characteristics of the proposed project are summarized in Table 4.

TABLE 4 SUMMARY OF PROPOSED PROJECT

Building Type	Description
Site Plan	2.41 acres
Townhomes	54 Units
Building Summary	117,336 Gross Square Feet
Access and Circulation	2-Way driveway on Walker Avenue, Pedestrian Connection to future Pritchard Park
Parking	122 spaces, 108 Garage and 17 Guest
Landscaping	12,315 sq. ft. containing event lawn, community garden, & pedestrian paseo.

Source: KTGY Architecture + Planning.

1.5 CONSTRUCTION CHARACTERISTICS

The construction for the proposed project is assumed to commence in January 2026 and would take approximately twelve months to complete. The key construction activities or tasks that would occur are outlined below.

- *Task 1 Grading*. The project site would be graded and prepared for construction. The site would be graded to a depth of approximately 6 inches. The project would import approximately 825 cubic yards of soil material and export approximately 1,000 cubic yards of soil material. The typical heavy equipment used during this construction phase would include graders, bulldozers, offroad trucks, back-hoes, and trenching equipment.
- *Task 2 Site Preparation*. During this phase, the building footings, utility lines, and other underground infrastructure would be installed. The typical heavy equipment used during this construction phase would include bulldozers, offroad trucks, back-hoes, and trenching equipment.
- *Task 3 Building Construction*. The new housing units would be constructed during this phase. The typical heavy equipment used during this construction phase would include offroad trucks, cranes, and fork-lifts
- *Task 4 Paving and Finishing*. This concluding task would involve the paving and finishing. The typical heavy equipment used during this construction phase would include trucks, backhoes, rollers, pavers, and trenching equipment.

SECTION 2.
SUMMARY OF 15183 CHECKLIST

2.1 OVERVIEW

California Public Resources Code section 21083.3 and California Environmental Quality Act (CEQA) Guidelines Section 15183 provide an exemption from additional environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 of the CEQA Guidelines specifies that examination of environmental effects shall be limited to the following those effects that:

- Those effects that are peculiar to the project or the parcel on which the project would be located, and were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent;
- Those effects that are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or
- Those effects that are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR,

Section 15183(c) of the CEQA Guidelines further specifies that if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for that project solely on the basis of that impact.

2.2 CITY OF BELL GENERAL PLAN UPDATE

The City of Bell General Plan (General Plan) is a long range comprehensive plan that controls and regulates land uses and development in the City. The individual Elements of the General Plan contain policies and programs that will guide future development in the City. State law requires every city and county to prepare and adopt a comprehensive general plan to serve as a guide for land uses and development. The General Plan is comprised of the following Elements in accordance with the State of California Planning, Zoning, and Development laws:

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

policies that promote alternative forms of transportation, the creation of pedestrian-friendly streets that take advantage of the compact character of the City, and the implementation of the City of Bell Bicycle Master Plan that was prepared in conjunction with the General Plan.

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

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

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

2.3 SUMMARY OF FINDINGS

The project is consistent with the analysis performed in the General Plan Update EIR for the City of Bell General Plan Update. The proposed project is consistent with both the City of Bell General Plan Update EIR and Zoning Ordinance and Map. No General Plan Amendment (GPA) or Zone Change (ZC) would be required. Further, the City of Bell General Plan Update EIR contemplated and described the impacts of the project, identified applicable policies necessary to reduce project specific impacts, and the project implements these polices. A comprehensive environmental evaluation has been completed for the project as documented in the attached §15183 Exemption Checklist. This evaluation concludes that the project qualifies for an exemption from additional environmental review because it is consistent with the development density and use characteristics established by the City General Plan Update EIR, and all required findings can be made. In accordance with CEQA Guidelines §15183, the project is exempt from further environmental review because the following findings can be made:

- *Finding #1. The project is consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified*. The project would be consistent with the City of Bell General Plan Update land use designation.

- *Finding #2. There are no project specific effects which are peculiar to the project or its site, and which the General Plan failed to analyze as significant effects*. The subject property is no different than other properties in the surrounding area, and there are no project-specific effects which are peculiar to the project or its site. The project site is located in an area developed with residential lots with associated accessory uses. The property does not support any peculiar environmental features, and the project would not result in any peculiar effects. In addition, as explained further in the §15183 Exemption Checklist, all project impacts were adequately analyzed by the City of Bell General Plan Update EIR. All applicable mitigation measures specified within the City of Bell General Plan Update EIR have also been applied to the project.

- *Finding #3. There are no potentially significant off-site and/or cumulative impacts which the* City of Bell General Plan Update *failed to evaluate.* Preparation of the §15183 Exemption Checklist did not identify any significant off-site and/or cumulative impacts which the City of Bell General Plan Update failed to evaluate.

- *Finding #4. There is no substantial new information which would result in more severe impacts than anticipated by the* City of Bell General Plan Update EIR. As explained in the §15183 Exemption Checklist below, no new information has been identified which would result in a determination of a more severe impact than what had been anticipated by the City of Bell General Plan Update EIR.

- *Finding #5. The project will undertake feasible mitigation measures specified in the City of Bell General Plan Update EIR*. As explained in the §15183 Exemption Checklist below, the project will undertake feasible mitigation measures specified in the City of Bell General Plan Update EIR. These City of Bell General Plan Update EIR mitigation measures will be undertaken through project design, compliance with regulations and ordinances, or through the project's conditions of approval.

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SECTION 3
CEQA GUIDELINES §15183 EXEMPTION CHECKLIST

3.1 OVERVIEW OF CHECKLIST

This checklist provides an analysis of potential environmental impacts resulting from the project's implementation. Following the format of CEQA Guidelines Appendix G, environmental effects are evaluated to determine if the project would result in a potentially significant impact triggering additional review under CEQA Guidelines §15183.

- Items checked *Significant Project Impact* indicates that the project could result in a significant effect which either requires mitigation to be reduced to a less than significant level or which has a significant, unmitigated impact.

- Items checked *Impact not identified by* City of Bell General Plan Update EIR indicates the project would result in a project specific significant impact (peculiar off-site or cumulative) that was not identified in the General Plan.

- Items checked "Substantial New Information" indicates that there is new information which leads to a determination that a project impact is more severe than what had been anticipated by the City of Bell General Plan Update EIR.

- Items checked "No New Impact" indicates that there are no new impacts that would be anticipated to occur as part of the proposed project's implementation.

A project would not qualify for streamlined review pursuant to §15183 if it is determined that it would result in the following: 1) a peculiar impact that was not identified as a significant impact under the City of Bell General Plan Update EIR; 2) a more severe impact due to new information; or 3) a potentially significant off-site impact or cumulative impact not discussed in the City of Bell General Plan Update EIR. A summary of each potential environmental effect is provided below the checklist for each subject area.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology & Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology & Water Quality	☐ Land Use & Planning	☐ Mineral Resources
☐ Noise	☐ Population & Housing	☐ Public Services
☐ Recreation	☐ Transportation & Traffic	☐ Tribal Cultural Resources
☐ Utilities & Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

3.1 AESTHETICS

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. Would the proposed project would have an adverse effect on a scenic vista, except as provided in PRC Sec. 21099?				✕
B. Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				✕
C. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				✕
D. Would the proposed project, except as provided in Public Resources Code Section 21099, create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✕

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the proposed project have an adverse effect on a scenic vista, except as provided in PRC Sec. 21099? ● No New Impacts.*

The project is consistent with the analysis performed in the General Plan Update EIR for the City of Bell General Plan Update. The proposed project is consistent with both the City of Bell General Plan Update EIR and Zoning Ordinance and Map. No General Plan Amendment (GPA) or Zone Change (ZC) would be required.

The proposed project site is located on a 2.41 acre (104,980 square foot) site that is currently heavily disturbed including pavement over the western portion of the parcel, a freestanding metal roof within the paved area, and scattered refuse throughout the project site. The project site is located within the Florence Avenue Planning Area identified within the City of Bell General Plan. The following measures will be implemented as part of the Florence Avenue Area Plan, part of the City of Bell's General Plan under Planning Implementation for Land Use & Sustainability.

- As indicated previously, the C-3R zone permits residential development. To encourage new residential development, the Florence Avenue Area Plan will permit residential development within these areas. By promoting new multiple-family residential development on infill lots, under-performing and underutilized commercial properties can transition to residential infill development. The residential development density standards will be tailored to a particular lot size. For larger lots, more residential units will be permitted, thus encouraging the assembling of lots so that larger residential development is possible.
- The Florence Avenue Area Plan included in the Land Use Element also contemplates the westernmost portion of Florence Avenue to be developed in transit oriented development (TOD) to take advantage of a future transit station proposed in this area. The TOD development will include higher density residential development, retail, and commercial services that will serve transit patrons.

The major aesthetic impact will involve the removal of the existing asphalt and other surface improvements that will be replaced with the new buildings along with new landscaping. According to the General Plan, there are no scenic vistas, therefore no scenic vistas could be viewable from the project site. The greatest visual change associated with the proposed project's implementation involves the aforementioned elimination of the existing paved areas and its replacement with the new buildings. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP Update EIR.*

B. *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ● No New Impact.*

The nearest designated scenic highway is State Route 110, located approximately 7.75 miles northwest of the project site.[7] Due to the significant distance, the project would not disrupt views from this highway. The project site does not contain any buildings listed in the State or National register. No heritage trees are located within the project site. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

C. *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ● No New Impact*

There are no protected views in the vicinity of the project. In addition, the City does not have any zoning regulations or other regulations governing scenic quality other than the City of Bell Municipal Code development standards for which the new housing units would be required to conform to. The project site is within an urbanized area. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

D. Would the proposed project, except as provided in Public Resources Code Section 21099, create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ● *No New Impact*

The nearest residential neighborhood (which includes light sensitive receptors) is located to the northeast, south, and west. The entire perimeter of the project site would be illuminated at night for security. Additionally, lighting would be installed in the walkways, on the buildings, and in the yard areas. Although lighting would be provided, the project applicant would utilize light shields which would effectively reduce potential light trespass. Given that no light trespass or spillover is anticipated due to the installation of downlighting throughout the project site, no impacts will result from the proposed project. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Aesthetics, the following findings may be made:

[7] California Department of Transportation. *Official Designated Scenic Highways.* www.dot.ca.gov

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.
2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.
3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.
4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.2 AGRICULTURE & FORESTRY RESOURCES

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP	Substantial New Information	No New Impacts
A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses?				✖
B. Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract?				✖
C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✖
D. Would the project result in the loss of forest land or conversion of forest land to a non-forest use?				✖
E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses? ● No New Impact.*

According to the California Department of Conservation, the project site does not contain any areas of Farmland of Statewide Importance. The implementation of the proposed project would not involve the conversion of any prime farmland, unique farmland, or farmland of statewide importance to urban uses. The project site and the surrounding properties are or have been developed and do not contain any agricultural uses. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract? ● No New Impact.*

According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract, and would therefore not conflict with existing zoning for agricultural use of a Williamson Act Contract [8] OBJ Furthermore, the site's zoning designation does not permit agricultural uses. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

C. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? ● No New Impact.*

There are no forest lands or timber lands located within or adjacent to the site. Furthermore, the site's existing zoning designation does not contemplate forest land or timber land uses. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

D. *Would the project result in the loss of forest land or conversion of forest land to a non-forest use? ● No New Impact.*

No forest lands are located within the project site. No loss or conversion of forest lands to urban uses would result from the proposed project's implementation. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

E. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use? ● No New Impact.*

The project would not result in a loss of farmland to non-agricultural use or conversion of forest land to non-forest use because there are no agricultural uses or protected forest lands within the proposed project site. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Agriculture and Forestry Resource Impacts, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.
2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.

[8] California Department of Conservation. *State of California Williamson Act Contract Land.* ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf.

3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.
4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.3 AIR QUALITY

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP	Substantial New Information	No New Impacts
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				✖
B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?				✖
C. Would the project expose sensitive receptors to substantial pollutant concentrations?				✖
D. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✖

The air quality study is provided in Appendix A – Air Quality Study.

ANALYSIS OF ENVIRONMENTAL IMPACTS (FINDINGS OF FACT)

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan? ● No New Impact.*

The project site is located within the South Coast Air Basin and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The project's construction emissions would be below the thresholds of significance established by the SCAQMD (the project's daily construction emissions are summarized in Table 3). In addition, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (refer to Table 4). *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? ● No New Impact.*

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the criteria pollutants listed below. Projects generating construction and operational-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs, and damages materials and vegetation. Ozone is formed a by photochemical reaction (when nitrogen dioxide is broken down by sunlight).

- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen Oxide (NO_x)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO_x is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur Dioxide* (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms.
- *PM_{10} and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.
- *Reactive Organic Gasses (ROG)* refers to organic chemicals that, with the interaction of sunlight photochemical reactions may lead to the creation of "smog."

Projects generating *construction-related* emissions that exceed any of the following SCAQMD daily emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following SCAQMD *operational* daily emissions thresholds for criteria pollutants are exceeded:

- 55 pounds of reactive organic compounds;
- 55 pounds of nitrogen dioxide;
- 550 pounds of carbon monoxide;
- 150 pounds of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds of sulfur oxides.

According to the SCAQMD, any project is significant if it triggers or exceeds the District's daily emissions threshold identified previously and noted at the bottom of Tables 3 and 4. In general, a project will have the potential for a significant air quality impact if any of the following are met:

- Generates total emissions (direct and indirect) that exceeds the SCAQMD thresholds (the proposed project emissions are less than the thresholds as indicated in Tables 3 and 4);
- Results in a violation of any ambient air quality standard when added to the local background (the proposed project will not result in any violation of these standards);
- Does not conform with the applicable attainment or maintenance plan(s) (the proposed project is in conformance with the Southeast Los Angeles Community Emissions Reduction Plan (CERP) and the CARB 2022 scoping plan); and,
- Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1 (the proposed project would not expose sensitive receptors to substantial pollutant concentrations).

The proposed project's construction and operation would not lead to a violation of the above-mentioned criteria. The analysis of demolition, daily construction, and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2022.1.1.28). The standard conditions are included in the modeling run. As shown in Table 5, relevant daily construction emissions *would not* exceed the SCAQMD significance thresholds.

TABLE 5 ESTIMATED DAILY CONSTRUCTION EMISSIONS

Construction Phase	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	38.0	14.1	16.0	0.03	7.86	4.05
Daily Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.28

Future construction truck drivers must also adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations would further reduce emissions. While the construction-related emissions would be below thresholds, adherence to SCAQMD regulations would further reduce potential construction-related emissions as a means to control fugitive dust during grading and construction.

Long-term emissions refer to those air quality impacts that would occur once the proposed project has been constructed and is operational. These impacts would continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and energy emissions related to off-site electrical generation. The analysis of long-term operational impacts summarized in Table 4 also used the CalEEMod V.2022.1.1.28 computer model. The standard conditions are included in the modeling run. The analysis summarized in Table 6 indicates that the operational (long-term) emissions would be below the SCAQMD daily emissions thresholds.

TABLE 6 ESTIMATED OPERATIONAL EMISSIONS IN LBS./DAY

Emission Source	ROG	NOx	CO	SO2	PM10	PM2.5
Total Maximum Daily (lbs./day)	3.10	1.43	14.8	0.03	2.52	0.67
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.28

The analysis presented in Tables 3 and 4 reflect projected emissions that are typically higher during the summer months and represent a worse-case scenario. Additionally, the standard conditions AIR-1 through AIR-4 presented in Appendix A – Air Quality Study would further reduce the potential air quality impacts. As indicated in Tables 3 and 4, the projected emissions would be below the SCAQMD thresholds. As a result, impacts would be less than significant. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

C. *Would the project expose sensitive receptors to substantial pollutant concentrations? ● No New Impact.*

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include residences, board and care facilities, schools, playgrounds, hospitals, parks, childcare centers, and outdoor athletic facilities, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. The nearest sensitive receptors to the project site include multiple-family residences located approximately 40 feet north of the project site. The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) emissions at a fixed location and do not include off-site or area-wide emissions. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction; PM_{10} emissions from construction; and $PM_{2.5}$ emissions from construction. For purposes of the LST analysis, the receptor distance used was 25 meters since the nearest sensitive receptor abuts the project site on the northern boundary. Table 7 indicates the project's LST impacts.

TABLE 7 LOCAL SIGNIFICANCE THRESHOLDS EXCEEDANCE SRA 12 FOR 2-ACRE SITES

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO_2	14.2/0.03	Construction & Operations	**65**	64	69	82	117
CO	16.0/3.06	Construction & Operations	**346**	515	841	1,817	5,962
PM_{10}	0.002	Operations	**2**	5	9	15	36
PM_{10}	0.45	Construction	**7**	20	34	62	146
$PM_{2.5}$	0.001	Operations	**1**	2	3	5	18
$PM_{2.5}$	0.24	Construction	**4**	6	9	19	74

Source: CalEEMod V.2022.1.1.28

As shown in the Table 5, the proposed project would not result in an exceedance in LSTs. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

D. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? ● No New Impact.*

The proposed project would be required to adhere to the rules governing nuisance odors. All truck drivers visiting the site must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned standard condition would minimize odor impacts from diesel trucks. The exposure to odors associated with project construction would be short-term and temporary in nature. Project construction would be regulated by California Air Resource Board's (CARB) Airborne Toxic Control Measures 13 (California Code of Regulations Chapter 10 Section 2485), which requires that equipment idling time not exceed five minutes unless more time is required per engine manufacturers' specifications or for safety reasons. Since the project would comply with state and local regulations to limit diesel exhaust to a minimum, project construction would not generate odors adversely affecting a substantial number of people.

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding. The proposed residential development would result in some odors. Furthermore, adherence to SCAQMD Rule 402 Nuisance Odors would minimize odors generated during daily activities. *No substantial new information*

was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.

CONCLUSION

With regards to the issue area of Air Quality, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.
2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.
3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.
4. No mitigation measures and policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.4 BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP	Substantial New Information	No New Impacts
A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✖
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✖
C. Would the project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✖
D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				✖
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✖
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife*

Service? ● No New Impact.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the South Gate Quadrangle indicated that there are five threatened or endangered species located within the aforementioned Quadrangle (the City of Bell is located within the South Gate Quadrangle).[9] These species include:

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

The proposed project site is fully disturbed land that was previously developed with no areas of native and natural habitat. The site is covered with impervious surfaces including surface pavement and grasses and shrubbery of which none are native. There are no trees within the project site. The project site's isolation from other natural open space areas limits its utility as a habitat or an animal migration corridor. The project site and the surrounding areas are not conducive for the survival of any special status species due to the lack of suitable riparian and/or natural habitat. Constant disturbance from traffic on local streets as well as other human activity further limits the site's utility as a sensitive habitat or migration corridor.[10] Since the site is located within an established urban area that extends along the Florence Avenue corridor and lacks suitable habitat, the site's utility as a natural habitat and migration corridor is restricted. No natural habitat is present in the area.

There are no endangered, threatened, or rare species located within the project-site or in the adjacent properties.[11] According to the Los Angeles River Revitalization website, none of the aforementioned species are found along the river corridor.[12] Additionally, the Los Angeles River is a concrete lined storm drainage

[9] California Department of Fish and Wildlife. Bios Viewer. https://map.dfg.ca.gov/bios/

[10] Google Maps. Website accessed on February 18, 2025.
[11] California Department of Fish and Wildlife, *Natural Diversity Data Base*.
[12] Los Angeles River Revitalization Plan. http://www.lariver.org/explore/WildlifeandHabitat/index.htm. Website accessed March 21, 2016

channel that provides limited opportunity for foraging avian species. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No New Impact.*

The project site does not support any discernible drainage courses, inundated areas, wetland features, or hydric soils that would be considered jurisdictional by the Army Corps of Engineers (ACOE), Regional Board, or CDFW. Therefore, project activities would not result in impacts to jurisdictional areas and regulatory approvals will not be required. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

C. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No New Impact.*

No wetland areas or riparian habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site. A review of the USFWS National Wetlands Inventory, Wetlands Mapper confirmed that there are no wetlands or riparian habitat present within in the site. Therefore, the proposed project would have no impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA). *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

D. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? ● No New Impact.*

A wildlife corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both anthropogenic disturbance and natural fluctuations in resources. The undeveloped land in the immediate vicinity of the project site provides local wildlife movement opportunities for wildlife species moving through the immediate area; however, the project site does not function as a major wildlife movement corridor or linkage due to the nearby roadways and development. As such, implementation of the proposed project is not expected to have a significant impact to wildlife movement opportunities or prevent local wildlife movement through the area. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● No New Impact.*

No heritage trees are located on the project site. Title 12 (Streets, Sidewalks, and Public Places) Chapter 12.24 – Street Trees of the City of Bell municipal code serves as the City's "Tree Ordinance." The tree

ordinance establishes strict guidelines regarding the removal or tampering of trees located within any public right-of-way (such as streets and alleys). The proposed project would not violate the City's adopted tree ordinance because the project would not remove any tree located within a public right-of-way. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

F. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*
● *No New Impact.*

The project site is not located within an area governed by a habitat conservation plan or community conservation plan. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Biological Resources, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.

2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.

3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.

4. No mitigation measures and policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.5 CULTURAL RESOURCES

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP	Substantial New Information	No New Impacts
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines?				✖
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?				✖
C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project cause a substantial adverse change in the significance of a historical resource*

pursuant to §15064.5 of the CEQA Guidelines? ● No New Impacts.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in or past;
- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,
- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;
- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure is associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.[13]

The proposed project site in its entirety is fully disturbed land that was previously developed with no areas of native and natural habitat. The site is covered with both impervious surfaces including surface pavement and grasses and shrubbery of which none are native. In addition, the project site does not appear on any

[13] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://nrhp.focus.nps.gov. 2010.

State or Federal historic register. The property is not a locally designated landmark or within a locally designated historic district. The project site is not included on the City's list of designated historic resources. The project site has already been disturbed with the remains of a former automobile service shop therefore groundwork has previously occurred on the project site. There are no dedicated cemeteries located within or in the vicinity of the project site. The proposed project would be restricted to the project site and therefore would not affect any dedicated cemeteries in the vicinity. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? ● No New Impact.*

The City and surrounding region's prehistoric occupants were the Gabrielino Indians. The Gabrielinos migrated into the Los Angeles coastal areas in 500 BCE. They lived in small villages near water streams and along sheltered portions of the coast. They did not have permanent dwellings and survived on hunting, gathering and fishing. Three early villages were located in the vicinity of Bell: Apachianga, Isantcangna, and Tsungna. None of these sites are located near the project site. The nearest site, a post-contact Indian village site referred to as La Jaboneria (the soap factory), was known to have existed on the east bank of the Rio Hondo River in an area located south of Telegraph Road.[14] None of the aforementioned village sites are located within 2,000 feet of the project site. The property is not a locally designated landmark or within a locally designated historic district. The project site has already been disturbed and developed; therefore groundwork has previously occurred on the project site. Additionally, the applicant would be required to follow all local, State, and Federal procedures for inadvertent discovery. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP.*

C. *Would the project disturb any human remains, including those interred outside of dedicated cemeteries? ● No New Impact.*

There are no dedicated cemeteries located in the vicinity of the project site. The proposed project will be restricted to the project site and therefore will not affect any dedicated cemeteries in the vicinity. Notwithstanding, Section 5097.98 of the Public Resources Code states:

"In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a

[14] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://nrhp.focus.nps.gov. 2010.

Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission."

Adherence to the aforementioned standard condition (Section 5097.98 of the Public Resources Code) is required by law. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Cultural Resources, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.
2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.
3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.
4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.6 ENERGY

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP	Substantial New Information	No New Impacts
A. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?				✖
B. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? ● No New Impact.*

Energy and natural gas consumption were estimated using default energy intensities by building type in CalEEMod. In addition, it was assumed the new buildings would be constructed pursuant to the 2022 CALGreen standards, which was considered in the CalEEMod inputs. The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a Statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides

voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2019 and went into effect January 1, 2020.

The proposed project site is served by the Southern California Edison (SCE) which provides electrical service to the project area. Table 8 provided below includes an estimate of electrical consumption for the proposed project. As indicated in the table, the project is estimated to consume approximately 832 kilowatt hours (kWh) per day of electricity.

Table 8 Estimated Annual Energy Consumption

Project (54 units)	Consumption Rate	Total Project Consumption
Electrical Consumption	5,625 kWh/unit/year	832.2 kWh/day

Source: Blodgett Baylosis Environmental Planning.

It is important to note that the new residential units would include energy efficient fixtures. In addition, the energy consumption rates reflects the more stringent 2020 California Building and Green Building Code requirements. The proposed project will be constructed in accordance with the City's and County's Building Code and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ● No New Impact.*

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The proposed project as well as any future development within the remainder of the project site will be required to conform to all pertinent energy conservation requirements. While the proposed project consists of 54-unit townhouse development within the 2.41-acre site, the implementation of similar programs would prove effective in reducing potential energy consumption. The proposed project will be required to comply with all pertinent Title 24 requirements along with other Low Impact Development (LID) requirements. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Energy, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.

2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.

3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.

4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.7 GEOLOGY & SOILS

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP	Substantial New Information	No New Impacts
A. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or, landslides?				✖
B. Would the project result in substantial soil erosion or the loss of topsoil?				✖
C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✖
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property?				✖
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✖
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death?* **i).** *Would the project, directly or indirectly, cause rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; Refer to Division of Mines and Geology Special Publication 42. ● No New Impact.*

Following the 1971 San Fernando earthquake, the State legislature passed the Alquist-Priolo Earthquake Fault Zoning (AP) Act, which regulates developments near known active faults due to hazards associated with surface ruptures. Pursuant to the Alquist-Priolo Earthquake Fault Zoning Act, development areas in or near the Alquist-Priolo Earthquake Fault Zone require evaluation for potential surface ruptures in order to ensure public safety. The CBC provides procedures for earthquake resistant structural design that include

considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height.

The City of Bell is located on the northeastern portion of the Los Angeles Basin. This basin is an alluvial plain bounded on the north by the Santa Monica Mountains, on the northeast by Repetto Hills, and Puente Hills, on the south by the Santa Ana Mountains and San Joaquin Hills and on the east by the Pacific Ocean. Earthquakes are normally classified as to severity according to their magnitude or intensity. Because the amount of destruction generally decreases with increasing distance away from the epicenter, earthquakes are assigned several intensities, but only one magnitude. The intensity of seismic ground-shaking at any given location is a function of several factors, but primarily the magnitude of the earthquake, the distance from the epicenter to the planning area, and the local geologic and topographic conditions. According to the California Geological Survey (CGS) and the States Geological Survey (USGS), no known or suspected active fault traces pass through, or are located near, the project site.[15] Furthermore, there are no areas within the City located within a designated Alquist-Priolo Special Studies Zone. As a result, no risk from potential fault rupture is expected. According to maps and research completed by the CGS, the project site and the surrounding area is located within an area that may be subject to a potential liquefaction risk. Per Section 3.4.4 of the General Plan Update EIR, liquefaction studies are required for new development within State-designated liquefaction zones. The geotechnical study conducted by Alta California Geotechnical, Inc was prepared for this project.[16] The proposed project would have to adhere to CBC requirements including use of modified spectral accelerations and velocities which would prevent proposed improvements from ground shaking hazards. The geotechnical study has identified possible liquefaction risks and/or soil in stability within seismic-induced differential settlement. The proposed project would have to adhere to the study's recommendation of structures onsite to be supported on a post-tensioned slab/foundation or mat slab system. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

ii). *Would the project, directly or indirectly, cause strong seismic ground shaking.* ● *No New Impact.*

According to the CGS and the USGS, no known or suspected active fault traces pass through, or are located near, the project site. Furthermore, there are no areas within the City located within a designated Alquist-Priolo Special Studies Zone. As a result, no risk from potential fault rupture is expected. The proposed project would have to adhere to CBC requirements including use of modified spectral accelerations and velocities which would prevent proposed improvements from ground shaking hazards as recommended by the geotechnical study. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

iii). *Would the project, directly or indirectly, cause seismic-related ground failure, including liquefaction.* ● *No New Impact.*

Liquefaction may occur when loose, unconsolidated, saturated fine-to-medium-grained sandy soils are subjected to ground vibrations during an earthquake. Liquefaction related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures, or slumping. According to maps and

[15] United States Geological Survey. *Evaluating Earthquake Hazards in the Los Angeles Region-An Earth Science Perspective (USGS Professional Paper 1360).* 1981.
[16] Alta California Geotechnical, Inc. *Geotechnical Investigation.* December 16, 2024

research completed by the CGS, the project site and the surrounding area is located within an area that may be subject to potential liquefaction risk. Per Section 3.4.4 of the General Plan Update.

EIR, liquefaction studies are required for new development within State-designated liquefaction zones. The proposed project would have to adhere to the study's recommendation of structures onsite to be supported on a post-tensioned slab/foundation or mat slab system as well as the CBC requirements which would prevent proposed improvements from causing liquefaction risks and/or soil in stability. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

iv). *Would the project, directly or indirectly, cause landslides? ● No New Impact.*

According to the USGS, a landslide is defined as the movement of a mass of rock, debris, or earth down a slope. The project site is level with no slopes in the surrounding area. The topography of the project site and the surrounding area is level.[17] According to the CGS, the project site will not be subject to potential landslide hazards. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project result in substantial soil erosion or the loss of topsoil? ● No New Impact.*

The University of California, Davis SoilWeb database was consulted to determine the nature of the soils that underlie the project site. According to the University of California, Davis SoilWeb database, the property is underlain by the Uran Land – Metz Pico Complex. The proposed project's contractors will be required to adhere to specific requirements that govern wind and water erosion during site preparation and construction activities. Following development, a large portion of the project site would be paved over or landscaped. The project's construction would not result in soil erosion with adherence to those development requirements as listed in subsection A through C in Section 13.08.080 Urban Runoff Mitigation Requirements for Construction that restrict storm water runoff (and the resulting erosion) and require soil stabilization. In addition, stormwater discharges from construction activities that disturb one or more acres are regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program. Prior to initiating construction, contractors must obtain coverage under a NPDES permit, which is administered by the State. In order to obtain an NPDES permit, the project Applicant must prepare a Stormwater Pollution Prevention Plan (SWPPP). The City has identified sample construction Best Management Practices (BMPs) that may be included in the mandatory SWPPP. The use of these construction BMPs would prevent soil erosion and the discharge of sediment into the local storm drains during the project's construction phase. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

C. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ● No New Impact.*

The upper portions of the soil are identified as compressible and unsuitable based on the geotechnical study. The study recommends removal and recompaction of the upper five feet of existing soils, extending at a 1:1 projection horizontally outside the structures. The project's construction will not result in soil erosion since

the project's contractors must implement the construction BMPs identified in the mandatory SWPPP. The BMPs will minimize soil erosion and the discharge of sediment off-site. As future projects are planned, they must adhere to the CBC, and Code of Ordinances; therefore, potential impacts to seismic-related ground failure, including liquefaction associated with the GPU would be less than significant. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

D. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property? ● No New Impact.*

As previously mentioned, the University of California, Davis SoilWeb database was consulted to determine the nature of the soils that underlie the project site. According to the University of California, Davis SoilWeb database, the property is underlain by the Uran Land – Metz Pico Complex.[18] According to the U.S. Department of Agriculture, these soils are acceptable for the development of residential buildings. According to the geotechnical study, expansion index testing was performed on samples taken during the field investigation. The results of the study show "very low" to "low" expansion potential for the majority of materials onsite. The proposed project would be required to adhere to the recommendations of the geotechnical report and the to applicable Ordinances and regulations. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

E. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ● No New Impact.*

Sanitary sewer and water service would be provided to each of the future units. Sewer lines and water lines would be installed within the proposed roadways and would connect with existing lines within Florence Avenue. No impacts associated with the use of septic tanks would occur as part of the proposed project's implementation. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

F. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ● No New Impact*

A record search at the Los Angeles County Museum of Natural History indicated that no paleontological resources have been found in the City of Bell and the surrounding area. Thus, the City has a low sensitivity for paleontological resources and the potential for the discovery of paleontological resources is unlikely. The project site and the surrounding area, because of its alluvial geology and the nearby construction, are not considered to be likely candidates for the discovery of paleontological resources. The likelihood of the discovery of such materials is also considered to be low due to the previous disturbance that has occurred in the area and the presence of recent (Holocene) alluvium.[19] Thus, the proposed project would not disturb any paleontological resources and no significant adverse impacts are anticipated. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

[18] University of California Agriculture and Natural Resources. Soilweb.
[19] Carde-Ten Architects. Design Package, *The Salvation Army Oasis Apartments*. March 1, 2016.

CONCLUSION

With regards to the issue area of Geology and Soils, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.

2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.

3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.

4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✖	
B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● No New Impact.*

Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. The major GHG that influence global warming are described below.

- *Water Vapor*. Water vapor is the most abundant GHG present in the atmosphere. While water vapor is not considered a pollutant, while it remains in the atmosphere it maintains a climate necessary for life. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation. This will allow less energy to reach the Earth's surface thereby affecting surface temperatures.

- *Carbon Dioxide (CO_2).* The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. Manmade sources of CO_2 include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700's, these activities have increased the atmospheric concentrations of CO_2. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm).
- *Methane (CH_4).* CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Methane's lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants).
- *Nitrous Oxide (N_2O).* Concentrations of N_2O also began to increase at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.
- *Chlorofluorocarbons (CFC).* CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents.
- *Hydrofluorocarbons (HFC).* HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2).
- *Perfluorocarbons (PFC).* PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years.
- *Sulfur Hexafluoride (SF_6).* SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s where about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. The air quality study is provided in Appendix A – Air Quality Study. The analysis of greenhouse gas missions summarized in Table 7 also used the CalEEMod V.2022.1.1.28 computer model. The standard conditions are included in the modeling run. As indicated in Table 9, the operational emissions would total 551 MTCO2E per year which is well below the SCAQMD's recommended significance threshold of 3,000 MTCO2E per year.

TABLE 9 GREENHOUSE GAS EMISSIONS INVENTORY

Source	GHG Emissions (MTCO2E/year)			
	CO2	CH4	N2O	CO2E

Total Operational Emissions	533	0.45	0.02	551
Total Construction Emissions	332	0.02	0.01	335
Significance Threshold				**3,000 MTCO2E**

Source: CalEEMod V.2022.1.1.28

No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.

B. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? ● No New Impact.*

In 2021, the City of Bell updated the City's General Plan of which the updates included adopting a new Environmental Justice Element. The updated General Plan includes a number of policies and implementation measures that would be directly applicable to the proposed project. The policies and measures include the following:

- *Environmental Justice Element Policy 1*. The City of Bell shall minimize development that would expose sensitive land uses to air pollution near high-volume roadways (i.e., freeways) or reduce exposure through site planning, building design, and other measures. Particular care shall be taken to minimize exposure for developments aimed at vulnerable populations (i.e. families with children, people with disabilities, seniors). *The proposed project would not expose sensitive receptors to air pollution.*
- *Environmental Justice Element Policy 3*. The City of Bell shall identify minimum standards that encourage the use of low and zero emissions technology such as zero emission vehicles, solar, and wind generation as well as low or zero emissions technologies including indoor filtration systems to mitigate air pollution where new land uses or facilities are proposed that could expose communities to additional health risks. The City shall also encourage installation of indoor air filtration systems on individual properties through education and exploration of grants and other funding incentives. *The proposed project would incorporate high-efficiency technologies as required by CALGreen.*
- *Environmental Justice Element Policy 4*. The City of Bell shall preserve and enhance natural landscapes and tree canopies in and around the City to minimize air pollution impacts and heat exposure. *The proposed project would incorporate new landscaping as part of the final design.*
- *Implementation Measures: Pollution Exposure and Land Use Compatibility*. Enforce Existing Air Pollution Requirements. Implement AB 17, which requires the California Air Resources Board (CARB) to designate high priority communities to deploy community air monitoring and/or emission reduction programs. These monitoring programs measure community exposure to air pollutants and toxic air contaminants. The Community Emissions Reduction Plan for Southeast Los Angeles, including Bell, was released in December 2020. In ongoing planning efforts including General Plan updates and specific plans, the City will consider applicable General Plan and/or Zoning Code Amendments to support SCAQMD in meeting AB 617 objectives. *The proposed project would meet the emissions thresholds for construction and long-term operations.*

The Southeast Los Angeles Community Emissions Reduction Plan (CERP) was adopted in December 2020 to develop air pollution emissions and exposure reductions within the Southeast Los Angeles community. The CERP includes goals and implementation measures that would be directly applicable to the proposed project. The goals and measures include the following:

- *Goal: Reduce Emissions from Truck Traffic and Freeways*. All truck drivers visiting the site must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize emissions impacts from diesel trucks.

The CARB 2022 scoping plan lays out a pathway to reducing GHG emissions as well as meeting carbon neutrality. The Plan includes goals and implementation measures that would be directly applicable to the proposed project. The goals and measures include the following:

- *VMT Reduction*. As mentioned in Section 5.4.1 Traffic, the proposed project would have less than significant VMT impacts. *The proposed use is a residential development near transit which allows for increased access to transit, thus providing an alternative mode of transport without the use of an automobile.*
- *Building Decarbonization*. The proposed project is considered an infill project. Infill development by nature reduces the need for car travel as it allows people to travel shorter distances to reach their destination. *A reduction in trip length would reduce the amount of emissions from transportation.*

The proposed project would not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. As a result, no potential conflict with an applicable greenhouse gas policy plan, policy, or regulation would occur. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Greenhouse Gasses, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.
2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.
3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.
4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.9 HAZARDS & HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✖
B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✖

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✖
D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✖
E. Would the project for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✖
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✖
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● No New Impact.*

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in a wide variety of products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

The proposed project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings (paint), fertilizers, and equipment lubricants. The project site is not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).[20] In addition, the project site is not identified on any Leaking Underground Storage Tank database (LUST).[21] A search through the California Department of Toxic Substances Control's Envirostor database indicated that the project site was not included on any Federal or State clean up or Superfund lists.[22] Since the project site is not listed on any of the aforementioned databases, the likelihood of encountering contamination or other environmental concerns (leaking storage tanks, transformers, etc.) during the project's construction phase is slim. Due to the

[20] CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). http://www.dtsc.ca.gov.*
[21] CalEPA. *Envirostor. https://www.envirostor.dtsc.ca.gov/public/map/?myaddress.*
[22] Ibid.

residential nature of the proposed project, no hazardous materials beyond what is typically used in a household setting for routine cleaning and maintenance would be used once the project is occupied.

The site is not designated Cortese site though it does appear in the Environstor database (ID# 60001975). The site was formerly occupied by Pacific Alternators which occupied approximately 2.4 acres in a mixed commercial and residential area. As of April 2014, the site was occupied by vacant land and there were no buildings or other significant structures on the property. The site was enclosed by a chain link fence and the surface of the site was primarily unpaved. The site is currently owned by the City of Bell. Historic operations at the site include, but may not be limited to: residential activities from first development to approximately 1950; unidentified retail activities from at least 1954 to 1966; restaurant activities from at least 1976 to approximately the early 2000s; automotive alternator repair services from approximately 1978 to April 2005; recreational baseball batting cage activities from at least 1983 to late 2005; and retail auto sales activities from at least November 2005 to July 2008. A Phase I and Phase II Environmental Site Assessment report was conducted for the project site by Stantec Consulting Services, Inc. Based on the Phase II report, results of the soil, soil vapor, and grab groundwater analysis indicate no recognized environmental conditions (REC) associated with the site and no further action or investigations are required. The former automobile maintenance service uses onsite as well as adjacent fueling facilities have not impacted the environmental condition of the site at concentrations exceeding applicable regulatory thresholds or risk for residential use.[23]. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ● No New Impact.*

Once the residential units are occupied, the project is not likely to create a hazard involving the accidental release of hazardous materials into the environment due to the nature of the proposed project (a 54 unit townhome development). No hazardous materials beyond what is typically used in a household setting for routine cleaning and maintenance would be used once the project is occupied. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

C. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● No New Impact.*

The nearest school to the project site is the Ellen Ochoa Learning Center, located approximately 500 feet to the southwest of the site.[24] The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. These products are strictly controlled and regulated and in the event of any spill, cleanup activities would be required to adhere to all pertinent protocols. As a result, the proposed project will not create a hazard to any local school. *No substantial new information was identified in the assessment prepared for the*

[23] Stantec Consulting Serices, Inc. *Phase II Environmental Site Assessment July 1, 2024*
[24] Google Earth. Website accessed September 1, 2023.

proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.

D. *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ● No New Impact.*

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search was conducted through the California Department of Toxic Substances Control Envirostor website to identify whether the project site is listed in the database as a Cortese site. The project site is not identified by the DTSC as a Cortese site.[25] *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

E. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ● No New Impact.*

The project site is not located within an airport land use plan for a public airport or public use airport. The project site is not located within two miles of an operational airport. The nearest airport is the Compton-Woodley Airport, located approximately 6.55 miles southwest of the project site is not located within the approach or takeoff zones of either of the aforementioned airports. In addition, the project site is not located within the aforementioned airport's designated compatibility review areas. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

F. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ● No New Impact.*

The project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. At no time will any local streets be completely closed to traffic during the proposed project's construction. In addition, all construction staging must occur on-site. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

G. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? ● No New Impact.*

As analyzed below in Section 3.20 Wildfire, the project site is not located within a "very high fire hazard severity zone."[26] *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

[25] CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*.
[26] CalFire. *Very High Fire Hazard Severity Zone Map for Riverside West*. http://frap.fire.ca.gov/webdata/maps/riverside W/

CONCLUSION

With regards to the issue area of Hazardous Materials, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.

2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.

3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.

4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.10 HYDROLOGY & WATER QUALITY

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				✖
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✖
C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?				✖
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?				✖
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? ● No New Impact.*

The use of construction Best Management Practices (BMPs) identified in the mandatory SWPPP would prevent soil erosion and the discharge of sediment into the local storm drains during the project's construction phase. As a result, the construction impacts would be less than significant. Once constructed, the project would not introduce polluted runoff into the existing storm drain system. In addition, the project would not create excess runoff that will exceed the capacity of the existing storm water drainage system. The project would be required to obtain a National Pollutant Discharge Elimination System (NPDES) stormwater permitting program. Additionally, the project would have to comply with existing regulations including the Clean Water Act. Currently, the entire project site is covered over in impervious and pervious surfaces and the stormwater runoff either percolates into the ground or is discharged off-site. Following the proposed project's construction, the amounts of pervious surfaces will be reduced. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ● No New Impact.*

The grading and trenching that would be undertaken to accommodate the building footings, utility lines, and other underground infrastructure would not extend to depths required to encounter groundwater. According to Appendix H – Infiltration Memo, "the historic-high groundwater for the area is greater than 10.0 feet below the ground surface (CGS, 1997). Recent groundwater data from a nearby LUST cleanup site, located 0.1 miles to the southeast, indicates that in 2010 groundwater level was at an elevation of 36.0 feet below the ground surface (Geotracker, 2024)." Therefore, no direct construction related impacts to groundwater supplies, or groundwater recharge activities would occur. The proposed units would be connected to the City's water lines and would not result in a direct decrease in underlying groundwater supplies. Furthermore, the construction and post-construction BMPs would filter out contaminants of concern from excess runoff, thereby preventing the contamination of local groundwater. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

C. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? ● No New Impact.*

The project's construction will be restricted to the project site and the project will not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. The site is presently undeveloped. There are no stream channels or natural drainages that occupy the property. The site would be designed so the proposed hardscape surfaces (the building and paved areas) will percolate into the landscaped and other impervious areas. Per the recommendations of the geotechnical report and infiltration memo, the WQMP designer should review the test results found within the geotechnical report and infiltration memo and determine if proposed BMP systems would be appropriate for the site. *No substantial new information*

was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.

D. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ● No New Impact.*

According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the project area, the proposed project site is located in Zone X.[34] Properties located in Zone X are not located within a 100-year flood plain. The proposed project site is not located in an area that is subject to inundation by seiche. In addition, the project site is located inland approximately 16 miles from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.[27] *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

E. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ● No New Impact.*

The City of Bell is responsible for implementing the NPDES and MS4 stormwater runoff requirements. In addition, the project, once completed, would not interfere with any groundwater management or recharge plan because there are no active groundwater management recharge activities on-site or in the vicinity. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Hydrology and Water Quality, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.

2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.

3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.

4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.11 LAND USE & PLANNING

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts

[34] Federal Emergency Management Agency. *Flood Insurance Rate Mapping Program*. 2020.

[27] Google Earth. Website accessed February 25, 2025.

A. Would the project physically divide an established community?				✖
B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✖

THRESHOLDS OF SIGNIFICANCE, METHODOLOGY, & REGULATORY SETTING

A. *Would the project physically divide an established community? ● No New Impact.*

The proposed project will be confined within the project site's boundaries. The granting of the requested entitlements and subsequent construction of the proposed project would not result in any expansion of the use beyond the current boundaries or include a large linear features such as a railroad or highway, which could disrupt and divide an existing community. As a result, the project would not lead to any division of an existing established neighborhood. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? ● No New Impact.*

The project site is located within an urbanized setting. The project site has a General Plan land use designation of *Commercial* and is zoned *General Commercial (C-3R)*. The proposed project is consistent with the applicable zoning and General Plan designation and would not conflict with any applicable policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Land Use, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.

2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.

3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.

4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.12 MINERAL RESOURCES

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✖
B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project expose sensitive receptors to substantial pollutant concentrations? ● No New Impact.*

A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located in the vicinity of the project site. Implementation of the proposed project would not result in the loss of availability of a known mineral resource. As indicated previously, the site was previously developed and there are no active mineral extraction activities occurring on-site or in the adjacent properties. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ● No New Impact.*

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project would not interfere with any resource extraction activity. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Mineral Resources, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.
2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.
3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.
4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.13 NOISE

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				✖
B. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?				✖
C. For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● No New Impact.*

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. Noise level increases of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans.

The project site is located in an urbanized setting that contains both commercial and residential uses. The predominant source of noise in the area is related to traffic traveling on Florence Avenue and Chanslor Avenue located adjacent to the site and the I-710 Freeway approximately 1,300 feet east of the project site. According to the City's General Plan, Table 4-5 Exiting Traffic Noise Contours, shows the project site is located within the 65 db CNEL contour along Florence Avenue. Noise measurements were taken at one location across the street from the project site (for traffic safety) on February 2025. The measurement location is located approximately 50-feet from the project site. A *Sper Scientific* Digital Sound Meter was used to conduct the noise measurements. A series of 100 discrete noise measurements were recorded and the results of the survey are summarized in Table 8. The L_{50} noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise levels during the measurement period was 56.7 dBA. As indicated in Table 10, the ambient noise environment is relatively quiet. Appendix B – Noise Study shows the noise meter readings.

TABLE 10 NOISE MEASUREMENT RESULTS

Noise Metric	Noise Level (dBA)
L^{50} (Noise levels <50% of time)	55.5

L_{75} (Noise levels >75% of time)	62.4
L_{90} (Noise levels >90% of time)	64.0
L_{99} (Noise levels >L99% of time)	68.1
L_{min} (Minimum Noise Level)	48.3
L_{max} (Maximum Noise Level)	72.4
Average Noise Level	56.7

Source: Blodgett Baylosis Environmental Planning. February 2025.

The Bell Municipal Code Chapter 8.28 Noise prohibits any loud or unusual noise to emanate from any activity taking place on real property owned or occupied by such person, which has the effect of disturbing the peace and quiet of the neighborhood, or which directly causes an unreasonable interference with the use, enjoyment and/or possession of any real property owned or occupied by any other person. The City's Municipal Code and General Plan do not set specific noise limits for commercial zones except as mentioned above. The nearest sensitive receptors are located approximately 40 feet north of the project site. The proposed use is residential and the project would be 54 townhouse units. Residential developments by their nature do not produce loud or unusual noises as residential buildings do not operate loud or heavy machinery or speakers as compared to industrial or commercial uses.

A majority of the exterior noise that will be produced on-site will originate from the open (unenclosed) yard area, vehicles entering and exiting homes, and exterior machinery equipment. Noise generated within the open yard areas and driveway would include people shouting/laughing, which averages 64.5 dBA; car doors slamming, which averages 62.5 dBA; cars idling, which averages 61 dBA; cars starting, which averages 59.5 dBA; and people talking, which averages 41 dBA. All of these averages were taken at a distance of 50 feet from the source. This information is based on actual parking lot noise measurements taken by Blodgett Baylosis Environmental Planning. Based on the principles of spreading loss, noise levels 50 feet from a source decrease by approximately 3.0 dBA over a hard, unobstructed surface, such as asphalt, and by approximately 4.5 dBA over a soft surface, such as vegetation. For every doubling of distance thereafter, noise levels drop another 3.0 dBA over a hard surface and 4.5 dBA over a soft surface. Once operational, the property manager would be required to maintain the peace and quiet of the property and prohibit any loud or unusual noise that might emanate from the property. As a result, less than significant operational impacts will occur.

Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman.[28] In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. The Bell Municipal Code Chapter 8.28 Noise prohibits any loud or unusual noise to emanate from any activity taking place on real property owned or occupied by such person, which has the effect of disturbing the peace and quiet of the neighborhood, or which directly causes an unreasonable interference with the use, enjoyment and/or possession of any real property owned or occupied by any other person. The City's Municipal Code and General Plan do not set specific noise limits (including vibration) however the General Plan EIR establishes that construction hours must be set between the hours of 7:00 A.M. through 7:00 P.M. . The Federal Transit Authority (FTA) General Assessment for construction noise sets a maximum criteria for construction noise before the adverse community reaction. This threshold is 90dbA during the daytime for residential receptors. It is important to note that this equipment will be used intermittently during

[28] USEPA, Protective Noise Levels. 1971.

daytime periods only. Construction noise would include noise emanating from equipment such as backhoes, dozers, or graders. This noise would be attenuated by the exterior walls of the adjacent sensitive receptors, which would contribute to a reduction of up to 20 dBA with closed windows and a reduction of 10 dBA with open windows.[29]

The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The distance used between the construction activity and the nearest sensitive receptors varied depending on the individual pieces of equipment. The model assumes a 10.0 dBA reduction due to attenuation from the existing walls located along the street frontages of the nearby medical development. The construction noise modeling was executed for the site preparation phase; the grading phase; the building construction phase; and the paving phase. The results of the construction noise modeling are presented in Table 2 of Appendix B – Noise Study. Typical construction equipment noise levels are shown in Exhibit 5 of Appendix B – Noise Study.

The noisiest phase of construction is anticipated to be the site preparation/grading phase, which would result in 87.3 dBA at the property line of the sensitive receptors located to the north. The nearest sensitive receptors to the project site include multi-family homes located to the north and east of the project site. The construction of the proposed project will result in the generation of vibration and noise, though the vibrations and noise generated during the project's construction will not adversely impact the nearby sensitive receptors. The background vibration velocity level in residential areas is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings.

The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second.

Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration. Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural

[29] California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1 FHWA Building Noise Reduction Factors.* Report dated 2013.

damage, most construction vibration is in the mid- to upper- frequency range, and therefore has a lower potential for structural damage.

The project's implementation will not require deep foundations since the underlying fill soils will be removed and the height of the proposed buildings will be limited. The commercial buildings would be constructed over a shallow foundation that will extend no more than three to four feet bgs. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. However, other vibration generating equipment may be used on-site during construction. As stated above, the project will require the use of excavators, loaders, bulldozers, and haul trucks.

The construction of the project would generate short-term noise impacts. Construction activities have a short and temporary duration, lasting from a few days to a period of several months. Groundborne noise and other types of construction related noise impacts would typically occur during the initial site preparation, which can create the highest levels of noise. Generally, site preparation has the shortest duration of all construction phases. Activities that occur during this phase include earthmoving and soils compaction. High groundborne noise levels can occur during this phase due to haul trucks, backhoes, and other heavy-duty construction equipment. Construction activities have the potential to expose adjacent land uses to noise levels between 70 and 90 decibels at 50 feet from the noise source. The degree of noise impact would be dependent upon the distance between the construction activity and the noise receptor. With compliance to the General Plan EIR, less than significant impacts would occur. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels? ● No New Impact.*

The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration become an irritation to people is 0.64 inches per second.[30] Table 11 summarizes the levels of vibration and the usual effect on people and buildings.

TABLE 11 COMMON EFFECTS OF CONSTRUCTION VIBRATION

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings

[30] United States of America Department of Transportation. *Transit Noise and Vibration Impact Assessment, Section 5 Transit Vibration*. May 2006

0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. The reason that normal construction vibration does not result in structural damage has to do with several factors, including the frequency vibration and magnitude of construction related vibration. Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper- frequency range, and therefore has a lower potential for structural damage.

From Appendix H - Geotechnical study, the project's implementation would not require deep foundations since the underlying fill soils will be removed and the height of the proposed buildings will be limited. The buildings would be constructed over a shallow foundation that will extend no more than three to four feet bgs. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. However, other vibration generating equipment may be used on-site during construction. Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 10. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 12 does provide a reasonable estimation for a wide range of soil conditions. Based on Transit Noise and Vibration Impact Assessment, a vibration level of 102 VdB (vibration decibels, or 0.5 inches per second [in/sec]) is considered safe and would not result in any construction vibration damage.[31] The peak-particle-velocity levels would remain below 0.05 inches per second at the nearest structures for the majority of the construction phase. During the paving phase, the maximum anticipated vibration would be 0.104 PPV, during which vibratory rollers are expected to be used. The paving phase would only be temporary and is expected to last approximately 10 days based on Appendix A – Air Quality Worksheets, therefore the vibrations would be tolerable and have minimal potential for damage to weak structures.

TABLE 12 VIBRATION SOURCE LEVELS FOR TYPICAL CONSTRUCTION UIPMENT

Construction Equipment	PPV @40 ft. (inches/sec.)	Vibration (VdB) @40 ft.
Vibratory Roller	0.104	88
Hoe Ram	0.044	81
Large Bulldozer	0.044	81
Caisson Drilling	0.044	81
Loaded Trucks	0.038	80
Small Bulldozer	0.001	52

[31] United States of America Department of Transportation. *Transit Noise and Vibration Impact Assessment*. May 2006.

Source: Noise and Vibration During Construction

Once operational, the proposed project would not generate excessive ground-borne noise because the project would not require the use of equipment capable of creating ground-borne noise. Furthermore, the traffic associated with the proposed project would not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). The noise associated with the proposed project is not anticipated to be louder than the ambient noise of traffic traveling on Florence Avenue. The future project is anticipated to generate approximately 364 daily trips, with approximately 24 trips occurring during the AM peak hour, and 28 trips occurring during the PM peak hour. As a result, the traffic noise impacts resulting from the proposed project would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

C. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ● No New Impact.*

The project site is not located within two miles of an operational airport. The nearest airport is the Compton-Woodley Airport, located approximately 6.55 miles southwest of the project site. As a result, no noise exposure impacts from a public airport are anticipated. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Noise, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.

2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.

3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.

4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.14 POPULATION & HOUSING

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✖
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ● No New Impact.*

The project site is located within an urbanized setting. The project site has a General Plan land use designation of *Commercial* and is zoned *General Commercial (C-3R)*. Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development*. The site is currently undeveloped though it is zoned as *General Commercial (C-3R)*.
- *Extension of infrastructure and other improvements*. The installation of new utility lines would not lead to subsequent offsite development since these utility connections would serve the site only. At present, there are water or sewer utility lines within the immediate area of the project site. The project's potential utility impacts are analyzed in Section 3.19.
- *Major off-site public projects (treatment plants, etc.)*. The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants. The project's potential utility impacts are further analyzed in Section 3.19.
- *The removal of housing requiring replacement housing elsewhere*. The site does not contain any housing units. As a result, no replacement housing will be required.
- *Additional population growth leading to increased demand for goods and services*. According to the Growth Forecast Appendix prepared by SCAG for the 2020-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the City of Bell is projected to add a total of 1,100 new residents and 700 new employees from the year 2020 to 2040. The proposed project is anticipated to result in 189 new residents based on a ratio of 3.50 persons per household according to the California Department of Finance.[32] Since the proposed project is consistent with the land use and zoning designation, the proposed project is not in conflict with the growth projections established for the City by SCAG since the City's General Plan is used to inform the RTP/SCS growth projections.

[32] California Department of Finance. *Table E-5 City/County Population and Housing Estimates*. January 1, 2024

The proposed project would utilize existing roadways and infrastructure. The existing roads and utility lines would serve the project site only and would not extend into undeveloped areas. The proposed project would not result in any unplanned growth. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ● No New Impact.*

No housing units would be removed as part of the project's construction. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Population and Housing, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.
2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.
3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.
4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for: fire protection; police protection; schools; parks; or other public facilities?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in* fire protection; police protection; schools; parks; or other public facilities? ● *No New Impact.*

Fire Department

Fire protection and emergency medical services in the City of Bell are provided by the Los Angeles County Fire Department (LACFD), who is contracted with the city. Services include fire suppression, emergency medical, rescue and fire prevention, and hazardous materials coordination services. The nearest station to the project site is Sation No. 163 (6320 Pine Avenue), located approximately 1.05 miles northwest of the project site. [33] The proposed project would not negatively impact fire protection services since the new townhouse development would be constructed in accordance with current fire and building codes. The proposed project is located within an urban community currently served by the Fire Department. The project is consistent with the land use and zoning and any increase in population associated with the operation of the proposed project would not be unplanned and the proposed project would not induce substantial unplanned population growth. As part of the project review process, the LACFD would review the new townhouse development and make recommendations which the proposed project would be required to incorporate. Development of the townhomes would not result in the need for construction associated with an expansion of existing or development of a new fire station. Therefore, the project would result in less than significant impacts related to fire protection services. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR*.

Law Enforcement

Police protection and law enforcement services are provided by the City of Bell Police Department headquartered in the Bell City Hall (6329 Pine Avenue), located approximately 1.05 miles northwest of the project site. The department's authorized strength is 36 officers. Emergency response times throughout the City averages approximately 2.5 minutes. The proposed project is located within an urban community currently served by the Police Department. The project is consistent with the land use and zoning and any increase in population associated with the operation of the proposed project would not be unplanned and the proposed project would not induce substantial unplanned population growth. The proposed project would not result in the need for new or physically altered police protection facilities. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR*.

Schools

The Los Angeles Unified School District (LAUSD) serves the City of Bell. The nearest school to the project site is Ellen Ochoa Learning Center (5027 Live Oak St) located approximately 500 feet southwest. The project is consistent with the land use and zoning and any increase in population associated with the operation of the proposed project would not be unplanned and the proposed project would not induce substantial unplanned population growth. The proposed townhome development would be required to pay school impact fees. Government Code Section 65995 considers payment of adopted applicable school fees "full and complete mitigation" for impacts to school facilities.[34] The proposed project would not result in the need for new or physically altered school facilities. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR*.

Recreational Services

The City of Bell Department of Parks and Recreation maintains and operates nine parks totaling 14.5 acres. All of the existing public parks are located within the Central City. The nearest park to the project site is

[33] Los Angeles County Fire Department. *Fire Stations*.

[34] CA Govt Code § 65995 (2024)

Veterans' Memorial Park (6500 Wilcox Avenue) located approximately 0.39 miles to the northwest of the project site. The proposed project is located within an urban community currently served by the existing parks. The project is consistent with the land use and zoning and any increase in population associated with the operation of the proposed project would not be unplanned and the proposed project would not induce substantial unplanned population growth. The project Applicant would be required to pay in-lieu park fees required by the city. Payment of the fees would result in less than significant impacts to parks and recreational services. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

Governmental Services

The proposed project would not require any additional government services. As a result, the impacts would be less than significant. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Public Services, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.
2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.
3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.
4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.16 RECREATION

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✖
B. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ● No New Impact.*

The proposed project is anticipated to result in 189 new residents based on a ratio of 3.50 persons per household according to the California Department of Finance.[35] The City of Bell Department of Parks and Recreation maintains and operates nine parks totaling 14.5 acres. All of the existing public parks are located within the Central City. The nearest park to the project site is Veterans' Memorial Park (6500 Wilcox Ave) located approximately 0.39 miles to the northwest of the project site. The project is consistent with the land use and zoning and any increase in population associated with the operation of the proposed project would not be unplanned and the proposed project would not induce substantial unplanned population growth leading to the increased use of the existing neighborhood or regional parks such that substantial physical deterioration a facility would occur or be accelerated. In addition, the project Applicant would be required to pay in-lieu park fees required by the City. Payment of the fees would result in less than significant impacts to parks and recreational services. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ● No New Impact.*

The proposed project would not include the construction of recreational facilities. The project is consistent with the land use and zoning and any increase in population associated with the operation of the proposed project would not be unplanned and the proposed project would not induce substantial unplanned population growth requiring the expansion of recreational facilities. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Recreation, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.
2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.
3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.
4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.17 TRANSPORTATION

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				✖

[35] California Department of Finance. *Table E-5 City/County Population and Housing Estimates*. January 1, 2024

B. Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?				✖
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✖
D. Would the project result in inadequate emergency access?				✖

The traffic study is provided in Appendix C – Traffic Study.

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? ● No New Impact.*

The proposed project would involve the construction of a 54-unit townhouse development on vacant land. The trip generation for the proposed project has been developed using from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for Land Use Code 220 – "Low Rise Residential." The new project trip generation is summarized in Table 13.

TABLE 13 PROJECT TRIP GENERATION

Land Use	Daily Trips		AM Peak Hour	PM Peak Hour
Project (54 Townhomes)	Rates (per units)	6.74	0.4	0.51
	Trips	**364**	**22**	**28**

Source: Institute of Transportation Engineers, 11th Edition

As shown in Table 11, the project is anticipated to generate 364 daily trips, with 22 trip ends occurring during the AM (morning) peak hour and 28 trip ends occurring during the PM (evening) peak hour.

The city's Bicycle Management Plan (BMP) plans for Walker Avenue to become a Class III Local Street Bikeway and Florence Avenue to become part of the City's Complete Streets program. The proposed project would not introduce changes to the aforementioned roads that could prevent the use of Walker Avenue or Florence Avenue for bicycle or transit facilities. Additionally, no changes to the existing pedestrian facilities are proposed. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? ● No New Impact.*

The City of Bell does not have it's own VMT threshold and is utilizing Los Angeles County's. Los Angeles County has adopted thresholds of significance for determining impacts related to vehicle miles traveled (VMT) consistent with the California Office of Planning and Research's Technical Advisory. The Los Angeles County's Transportation Impact Analysis (TIA) Guidelines are used to determine whether a project would adequately reduce total VMT, and as such, determined the following screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- *Project Site*. The project generates more than 110 trips per day. Therefore, this screening criteria does not apply to this project.
- *Project Type Screening*. If a retail project is less than 50,000 square feet and is local serving, a less than significant impact can be presumed. The project is not a retail project. Therefore, this screening criteria does not apply to this project.
- *Low VMT Area Screening*. The project is not located within a low VMT area. Therefore, this screening criteria does not apply to this project.
- *Transit Priority Area*. Projects located within Transit Priority Areas (TPAs) may also be exempt from VMT analysis. TPAs are defined in the OPR Technical Advisory as a ½ mile radius around an existing or planned major transit stop, or an existing stop along a high-quality transit corridor (HQTC). HQTCs are defined in the technical advisory as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. The project is located within an existing Transit Priority Area (TPA). Metro bus line 111, which extends along Florence Avenue, has 15-minute intervals during peak commute hours. Therefore, this screening criterion does apply to this project.
- *Affordable Housing*. Projects that set aside below market rate units, excluding manager's units, for lower income households are presumed to have a less than significant impact. A 25% portion of this project would contain affordable housing units. Therefore, this screening criteria does not apply to this project.
- *Transportation Facilities*. The project does not provide new transportation facilities. Therefore, this screening criteria does not apply to this project.

Based on the County's Guidelines, if the project meets one of the six screening criteria, a finding of less than significant impact can be made and no further analysis is required. Since the project is located within a TPA, VMT impacts are presumed to be less than significant. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR*.

C. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● No New Impact.*

Vehicular access to the proposed project would be provided by one 28-foot wide driveway connection to the east side of Walker Avenue. A 28-foot wide internal driveway spans the length of the project site and connects with the guest parking as well as garages. The driveway narrows to 26 feet between the nine-plex and five-plex units. A pedestrian connection to the future Pritchard Park would be located between the guest parking spaces and the five-plex units. In addition, prior to project approval, the site plan would be reviewed by the City to ensure there are no design hazards such as sight distance. No changes or modifications to the surrounding public streets would be required. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR*.

D. *Would the project result in inadequate emergency access? ● No New Impact.*

The proposed project would not affect emergency access to any adjacent parcels. At no time during construction would the adjacent streets be completely closed to traffic. All construction staging must occur on-site. *No substantial new information was identified in the assessment prepared for the proposed*

project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.

CONCLUSION

With regards to the issue area of Transportation, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.
2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.
3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.
4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place?				✖
B. Would the project cause a substantial adverse change in the significance of an object with cultural value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe5020.1(k)?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place?, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in*

subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? ● No New Impact.

In 1976, the California State Government passed AB 4239, creating the Native American Heritage Commission (NAHC). The NAHC is responsible for identifying and categorizing Native American cultural resources as well as preventing damages to designated sacred sites and associated artifacts and remains. Legislation passed in 1982 authorized the NAHC to identify a Most Likely Descendant (MLD) when Native American remains are found outside of any place other than a designated cemetery. An MLD has the authority to make recommendations in regards to the treatment and disposition of the discovered remains.

The Native American Historic Resource Protection Act, or Assembly Bill (AB 52), defines guidelines for reducing conflicts between Native Americans and development projects and activities. Projects are subject to AB 52 if a notice of preparation for an EIR is filed or a notice of intent to adopt a Negative or Mitigated Negative Declaration is filed on or after July 1, 2016. "Tribal cultural resources" (TCR) are protected under CEQA and are defined as a site, feature, place, cultural landscape (must include the size and scope of landscape), sacred place, and object with a cultural value to a California Native American tribe that is either included or eligible for inclusion in the California Register, or included in a local register of historical resources. At the lead agency's discretion, a resource can be treated as a TCR if a Native American Tribe provides substantial evidence. Additionally, AB 52 allows tribes to engage in consultation with lead agencies and sets guidelines for such consultation. Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

The General Plan EIR did not identify any significant impacts to Tribal Cultural Resources. Given the record search within Subsection A and B in Section 3.5 Cultural Resources did not identify any cultural or archaeological resources, there is nothing particular within the site which could result in impacts beyond those anticipated in the General Plan EIR. Adherence to the standard condition presented in Subsection B, Inadvertent Discovery, and Subsection C, Adherence to Section 5097.98 of the Public Resources Code, under Cultural Resources will minimize potential impacts. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project cause a substantial adverse change in the significance of an object with cultural*

value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe5020.1(k)? ● No New Impact.

The project site is located on recognized Yuhaaviatam/Maarenga'yam (Serrano) ancestral territory. A search of the National Register of Historic Places and the list of California Historical Resources was conducted, and it was determined that no Native historic resources were listed within the project site and the project's implementation would not impact any Federal, State, or locally designated historic resources, no impacts will occur. Therefore, no significant impacts related to archaeological or historical resources is anticipated, and no further investigations are recommended for the proposed project. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Tribal Resources, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.
2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.
3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.
4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.19 UTILITIES

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				✖
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				✖
C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✖

D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				✖
E. Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?				✖
F. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ● No New Impacts.*

The proposed project would accommodate population growth anticipated in the Growth Forecast Appendix prepared by SCAG for the 2020-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and therefore would be consistent with the growth projections utilized to forecast demand for electric power, natural gas, and telecommunications, and would not require the construction of any off-site facilities. Existing electric power, natural gas, and telecommunications lines are available adjacent to the site, and improvements would be limited to extension of utilities onto the project site.

In addition, the project would not interfere with adjacent utilities facilities. The Watson Facility water well (7026 Walker Avenue) is located adjacent to the north of the project site. The proposed project's construction and operation would be limited to the project site and would not interfere with the operation of the Watson Facility. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ● No New Impact.*

The proposed project would connect to the existing water lines located under Florence Avenue. Water service is provided to the project site through the Golden State Water Company (GSWC) which obtains water from the Central Groundwater Basin and imports from the Colorado River Aqueduct and State Water Project. The 2020 GSWC Urban Water Management Plan (GSWC 2020 UWMP) projects water use in 2025 to be 5,100 acre-feet. The UWMP states that water usage during multiple-drought year periods can be met through existing supply. The proposed project is anticipated to consume 21,060 gallons of water on a daily basis as shown in Table 14, which is an insignificant figure in comparison to the estimated consumption.

TABLE 14 PROJECTED WATER CONSUMPTION

Project Element	Factor	Generation
Townhomes (54 Units)	390 gallons/unit/day	21,060 gals/day
Projected Water Consumption		**21,060 gals/day**

Source: Blodgett Baylosis Environmental Planning

No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.

C. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● No New Impact.*

The County Sanitation Districts of Los Angeles County (LACSD) treats wastewater from the City of Bell.[36] Local sewer lines are maintained by the City of Bell, while the Districts own, operate, and maintain the large trunk sewers of the regional wastewater conveyance system. The wastewater generated in the project area is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia Freeway, provides primary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. As indicated in Table 15, the future development is projected to generate 14,040 gallons of effluent on a daily basis.[37] This is a relatively small portion of the existing available treatment capacity.

TABLE 15 PROJECTED WASTEWATER GENERATION

Project Element	Generation Rate	Project Generation
Townhomes (54 Units)	260 gals./day/unit	14,040 gals./day
Projected Effluent Generation		**14,040 gals./day**

Source: Blodgett Baylosis Environmental Planning

In addition, the more modern and up-to-date plumbing fixtures in the new building would result in a further reduction in effluent generation. As such, the proposed project would not result in or require the construction of new or expanded wastewater treatment facilities. *No substantial new information was identified in the assessment prepared for the proposed project and the project would not result in an impact that is more severe than that anticipated in the Bell GP EIR.*

D. *Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ● No New Impact.*

The proposed townhouse development would result in 660.4 pounds of daily solid waste generation according to Table 16. The proposed project would involve the installation of a new trash enclosure within the parking lot. The City of Bell contracts with Republic Services for waste collection. Solid waste is taken to the Sunshine Canyon Landfill which can receive up to 9,000 tons of waste per day.[38] The project's estimated waste generation represents a relatively small amount compared to the current capacity. N*o substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.*

TABLE 16 PROJECTED SOLID WASTE GENERATION

, [36] Los Angeles County Sanitation Districts. www.lacsd.org/about/serviceareamap.asp.

.[37] Derived from Orange County Sanitation District rates.

[38] Republic Services. *Sunshine Canyon Landfill.*

Project Element	Factor	Generation
Townhomes (54 Units)	12.23 lbs./unit/day	660.4 lbs./day
Projected Solid Waste Generation		**660.4 lbs./day**

Source: Blodgett Baylosis Environmental Planning

E. *Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals? ● No New Impact.*

The proposed project, like all other development in the City of Bell, would be required to adhere to City ordinances with respect to waste reduction and recycling. *No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.*

F. *Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? ● No New Impact.*

The proposed project, like all other development in the City, would be required to adhere to City ordinances with respect to waste reduction and recycling. No impacts related to State and local statutes governing solid waste are anticipated. *No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Utilities, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.
2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.
3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.
4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.20 WILDFIRE

Environmental Issue Areas Examined	Significant Project Impact	Impact Not Identified in Bell GP EIR	Substantial New Information	No New Impacts
A. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				✖
B. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✖

C. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✖
D. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS & FINDINGS OF FACT

A. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ● No New Impact.*

The project site is not located within or near a state responsibility area or land classified as very high fire severity zones. Improved surface streets serve the project site and the surrounding area. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. At no time during construction would adjacent streets be completely closed to traffic. All construction staging must occur on-site. *No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.*

B. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ● No New Impact.*

The project site is not located within or near a state responsibility area or land classified as very high fire severity zones. In addition, the project site is within an urbanized area and the site is relatively flat. Therefore, the proposed project would not exacerbate wildfire risks. No s*ubstantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.*

C. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ● No New Impact.*

The project site is not located within or near a state responsibility area or land classified as very high fire severity zones, and therefore will not require the installation of specialized infrastructure such as fire roads, fuel breaks, or emergency water sources. *No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.*

D. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage*

changes? ● No New Impact.

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. Therefore, the project would not expose future occupants to flooding or landslides facilitated by runoff flowing down barren and charred slopes. *No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.*

CONCLUSION

With regards to the issue area of Wildfire, the following findings may be made:

1. No specific impacts to the project or its site were identified in this assessment that was prepared to analyze the impacts of the proposed project.

2. There were no potentially significant off-site and/or cumulative impacts anticipated for the proposed project beyond those that were identified in the Bell GP EIR.

3. No substantial new information was identified in the assessment prepared for the proposed project which would potentially result in an impact that is more severe than that anticipated in the Bell GP EIR.

4. No mitigation measures or policies are required beyond those identified in the Bell GP EIR. The project specific impacts would be less than significant.

3.21 GENERAL PLAN POLICIES APPLICABLE TO THE PROPOSED PROJECT

Land Use and Sustainability Element

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

Land Use and Sustainability Element Policy 2. The City of Bell shall undertake a comprehensive review of its zoning and development standards to ensure they meet the current needs. This review process will include land use surveys, site visits to various businesses, and the identification of an implementation strategy. *This policy is not specifically applicable to the project.*

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

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

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

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

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

Land Use and Sustainability Element Policy 8. The City of Bell shall continue to promote recycling as a means of reducing solid waste. The City shall continue to inform and educate residents and businesses regarding the best practices to follow in waste recycling and reduction. *This policy is not specifically applicable 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. *The project is consistent with this policy*.

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

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

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

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

Land Use and Sustainability Element Policy 14. The City of Bell shall strive to provide adequate public facilities through capital improvement strategies, grants, and other funding programs. *This policy is not specifically applicable to the project*.

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

Land Use and Sustainability Element Policy 16. The City of Bell shall continue to support the ongoing improvements to the local roadway system while protecting local neighborhoods and businesses. The City shall be proactive in ensuring that adequate public services continue to be provided and will include periodic surveys of street lighting, roadway conditions, and other utilities. *This policy is not specifically applicable to the project*.

Land Use and Sustainability Element Policy 17. The City of Bell shall encourage quality residential development to achieve neighborhood stability through site inspections of new development. *The project is consistent with this policy*.

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

Land Use and Sustainability Element Policy 19. The City of Bell shall actively solicit and facilitate development that will benefit the City in terms of quality design, employment, and revenue. As part of this process, the City shall oversee the preparation of a feasibility analysis and/or study. *This policy is not specifically applicable to the project*.

Land Use and Sustainability Element Policy 20. The City of Bell shall promote economic stability of the commercial base while promoting new employment opportunities. The City shall market the City to variety of business opportunities. *This policy is not specifically applicable to the project*.

Land Use and Sustainability Element Policy 21. The City of Bell shall continue to promote and support industries that provide jobs for the local labor force. The City shall work to attract employment-generating industries by hosting job fairs and proactive marketing (newsletters, mailings, City's website, etc.). *This policy is not specifically applicable to the project*.

Land Use and Sustainability Element Policy 22. The City of Bell shall develop strategies, such as increased floor area ratios, density bonuses, relaxed parking requirements, etc., to encourage the market to consolidate parcels in the City's commercial areas. The City shall identify all underutilized properties, and where needed, prepare and implement the necessary policy document to facilitate future sustainable development. *This policy is not specifically applicable to the project*.

Land Use and Sustainability Element Policy 23. The City of Bell shall work with the Federal government and property owners to better guide development decisions in the Cheli district. The City shall ensure that the Zoning Code is enforced to promote both land use and health and safety compatibility. *This policy is not specifically applicable to the project*.

Land Use and Sustainability Element Policy 24. The City of Bell shall require all new industrial and commercial development to prepare a specific plan when the land area of such development is four acres or more. The City shall ensure that all specific plans are consistent with the policies of the General Plan and adhere to the Zoning Code and other pertinent development requirements. *This policy is not specifically applicable to the project*.

Land Use and Sustainability Element Policy 25. The City of Bell shall protect existing industrial areas from intrusion of dissimilar uses through the implementation of the General Plan's land use policy. The City shall implement the General Plan and Zoning Code to ensure that industrial uses are protected where appropriate. *This policy is not specifically applicable to the project*.

Land Use and Sustainability Element Policy 26. The City of Bell shall continue to promote and support revitalization of the commercial districts in the City. The City shall continue to enhance the "Central City Area," promote the creation of smaller commercial neighborhood centers at key intersections, and discourage further strip commercial development. The City shall also strive to minimize or eliminate

conflicts while at the same time marketing the City as an optimal location for new business opportunities as well as business retention. *This policy is not specifically applicable to the project.*

Land Use and Sustainability Element Policy 27. The City of Bell shall strengthen commercial and industrial uses by working in conjunction with existing and prospective merchants and investors, encouraging mixed-use projects that contain a variety of compatible uses, and working with the Chamber of Commerce. *This policy is not specifically applicable to the project.*

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

Land Use and Sustainability Element Policy 29. The City of Bell shall continue to participate in regional planning efforts such as those being undertaken by the Southern California Association of Governments (SCAG) and the Gateway Cities Council of Governments. The City shall be proactive in participating in the regional planning efforts that are undertaken as part of SCAG and the Gateway Cities Council of Governments. *This policy is not specifically applicable to the project.*

Land Use and Sustainability Element Policy 30. The City of Bell shall consider the establishment of a Benefit Assessment District for the Cheli industrial area as a means to finance needed public improvements and infrastructure. *This policy is not specifically applicable to the project.*

Land Use and Sustainability Element Policy 31. The City of Bell shall promote energy efficiency and renewable energy strategies in the review of new developments. Examples include, but are not limited to, solar panels, natural lighting, vehicle charging stations, etc. Land Use and Sustainability Element Policy 32. The City of Bell shall collaborate with utility providers to identify new strategies to promote energy and water conservation. The City of Bell shall sponsor periodic meetings with the utility and service providers. *The project is consistent with this policy.*

Land Use and Sustainability Element Policy 33. The City of Bell shall investigate policy initiatives, legislative changes, and Best Practice research that will assist the City in being in the forefront of technological trends. *This policy is not specifically applicable to the project.*

Land Use and Sustainability Element Policy 34. The City of Bell shall permit land uses and development that involve the use of alternative fuels and related technology. *This policy is not specifically applicable to the project.*

Land Use and Sustainability Element Policy 35. The City of Bell shall emphasize environmental justice in the review and implementation of new development projects in the City. *The project is consistent with this policy.*

Land Use and Sustainability Element Policy 36. The City of Bell shall collaborate with other public agencies to ensure that future development projects that are undertaken by these other entities consider environmental justice in the planning process. *This policy is not specifically applicable to the project.*

Land Use and Sustainability Element Policy 37. The City of Bell shall emphasize the importance of environmental justice in the planning and implementation of future regional improvement projects. *This policy is not specifically applicable to the project.*

Resource Management Element

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

policy.

Resource Management Element Policy 2. The City of Bell shall promote the scheduling of maintenance activities for all public recreational facilities. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 3. The City of Bell shall continue to maintain a recreation program that is responsive to the interests and needs consistent with the General Plan. The City shall also ensure park and staff management conducts programs deemed consistent to the General Plan. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 4. The City of Bell shall maintain existing joint use agreements with the Los Angeles Unified School District so that school facilities may be used for community recreation. The City shall also maintain a good working relationship with the LAUSD to maintain a good relationship to facilitate such joint use agreements. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 5. The City of Bell shall explore the feasibility of the joint-use of the swimming pool at Bell High School for local residents. *This policy is not specifically applicable to the project*.

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

Resource Management Element Policy 7. The City of Bell shall work with utility companies to enter into the joint use of utility easements for recreational open space. *This policy is not specifically applicable to the project*.

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

Resource Management Element Policy 9. The City of Bell shall negotiate agreements with the Southern California Edison Company, the Los Angeles Department of Water and Power, the Pacific Electric Railway Company, and the Los Angeles County Flood Control District for the establishment of trails, recreational use, and appropriate landscaping within their respective rights-of- way. The City shall identify potential rights-of-ways, create an inventory, and hold meetings to negotiate agreements. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 10. The City of Bell shall recognize the social, economic, and aesthetics benefits that will result from the preservation of open space. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 11. The City of Bell shall seek to develop connections to park facilities and trails through the use of joint use agreements so these power line/rail line easements can be used for recreation. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 12. The City of Bell shall pursue a landscape program to improve the open space areas located next to the Los Angeles River. Such landscaping must be drought tolerant. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 13. The City of Bell shall require special design and drought landscaping treatments along major roadways and other scenic corridors. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 14. The City of Bell shall work with utility providers to examine opportunities for trails, bicycle lanes, and walking paths. These utility infrastructure must be well maintained to promote safety and visual amenities. The feasibility of under-grounding the aboveground utility poles will be investigated. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 15. The City of Bell shall initiate a cultural arts and facilities program to enhance the City's image. These programs will be promoted through the use of fliers and the City's website. The City shall also seek active participation from students, students, seniors, or local artists. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 16. The City of Bell shall explore the feasibility of establishing a Public Art Committee as part of the review of new development projects. The City shall seek participation from local schools and local artists. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 17. The City of Bell shall explore the feasibility of a public art program for larger development (for example, commercial and industrial projects over 50,000 square feet in floor area or residential development containing 20 or more units) will be examined by the City. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 18. The City of Bell shall identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City. The City shall actively pursue funding and grants to finance preservation. Finally the City shall create an inventory of important sites/buildings and develop a preservation program. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 19. The City of Bell shall continue to cooperate with the other agencies that are charged with improving air and water quality in the region. The City shall cooperate with the SCAQMD and water districts in undertaking any studies of air and water quality. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 20. The City of Bell shall continue to cooperate with surrounding cities in the formulation and implementation of common regional resource management goals, plans, and programs. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 21. The City of Bell shall prepare a Sustainability Climate Action Plan to address issues related to global warming and climate change. *This policy is not specifically applicable to the project*.

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

Resource Management Element Policy 23. The City of Bell shall support Assembly Bill 1826 to increase diversion of solid waste for municipalities, including a policy by increase the diversion of food waste and other organic waste products. *This policy is not specifically applicable to the project*.

Resource Management Element Policy 24. The City of Bell shall support the use of reclaimed and recycled water to reduce water consumption. The City of Bell shall support the development of new landscaping requirements that are more water conservation friendly and discourage large turf areas that will require increased water consumption. *This policy is not specifically applicable to the project*.

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

environment. *The project is consistent with this policy.*

Health and Safety Element

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

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

Health and Safety Element Policy 3. The City Bell shall review and improve its disaster preparedness and emergency response capabilities. The Emergency Plan shall undergo a periodic review and update to ensure it remains current. *This policy is not specifically applicable to the project.*

Health and Safety Element Policy 4. The City of Bell shall develop an information program to familiarize citizens with emergency preparedness in the event of a major earthquake. The City shall work with local businesses, residents, and public agencies to advertise the Emergency Preparedness Plan through the City's website, social media, and neighborhood meetings. *This policy is not specifically applicable to the project.*

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

Health and Safety Element Policy 7. The City of Bell shall continue to require pre-1933 structures to meet current seismic building codes. The City shall notify property owners of these buildings and the need for any seismic retrofitting and the correction of health and safety code violations shall be discussed. *This policy is not specifically applicable to the project.*

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

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

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

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

Health and Safety Element Policy 13. The City of Bell shall establish an inventory of alternative emergency resources in the City (portable water, water delivery systems, communication, security, waste collection, and emergency power for critical facilities). This inventory shall be identified in the City's Emergency Preparedness Plan. *This policy is not specifically applicable to the project*.

Health and Safety Element Policy 14. The City of Bell shall require contemporary fire protection, including fire sprinklers, for multi-story structures and larger industrial facilities. *The project is consistent with this policy*.

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

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

Health and Safety Element Policy 17. The City of Bell shall support "neighborhood watch" programs in conjunction with neighborhood improvement associations to encourage cooperation between citizens and police. The City shall promote Neighborhood Watch programs on the City's websites and social media. *This policy is not specifically applicable to the project*.

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

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

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

Health and Safety Element Policy 21. The City of Bell shall promote the development of a compatible noise environment throughout the City. The City shall consider noise and land use compatibility is the review of new development project. Health and Safety Element Policy 22. The City shall implement noise regulations that will lower excessive and intrusive noise to levels that conform to acceptable standards. The City shall ensure Code Enforcement and the Police Department will continue to enforce noise control regulations. *The project is consistent with this policy*.

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

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

Health and Safety Element Policy 25. The City of Bell shall ensure that the design and improvement of

future master planned roadway links in the City is accomplished in a manner that minimizes noise impacts on adjacent noise sensitive land uses. These measures may involve the use of sound walls and other architectural features that promote noise reduction. *The project is consistent with this policy.*

Health and Safety Element Policy 26. The City of Bell shall continue to require noise attenuation in new residential developments that are exposed to significant noise levels from freeway and arterial roadway traffic. The City shall make every effort to inform developers, businesses, and residents of noise control measures. Noise studies must be performed new noise sensitive projects that are located near arterial roadways and freeways. *This policy is not specifically applicable to the project.*

Health and Safety Element Policy 27. The City of Bell shall strive to continue the development of youth programs to promote community health. The Parks and Recreation Department shall aggressively support the establishment and implementation of the programs for all segments of the community (youth, seniors, etc.). *This policy is not specifically applicable to the project.*

Health and Safety Element Policy 28. The City of Bell shall promote quality nutritional standards at all City sponsored events and functions. *This policy is not specifically applicable to the project.*

Health and Safety Element Policy 31. The City of Bell shall support a healthy lifestyle for all persons living or working in the City. This may be accomplished by promoting healthy activities as part of recreational programs and supporting the establishment of a farmer's market. *This policy is not specifically applicable to the project.*

Health and Safety Element Policy 32. The City of Bell shall work with the Los Angeles County Health Department to assess chronic health-related problems in the City and will work to provide medical information, outreach programs, and health fairs. *This policy is not specifically applicable to the project.*

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

Mobility and Circulation Element

Mobility and Circulation Element Policy 1. The City of Bell shall continue to participate in regional transportation planning efforts. The City shall participate in all regional transportation planning and development initiatives including those hosted by SCAG, Caltrans, Los Angeles County MTA, and ECO Rapid Transit. *This policy is not specifically applicable to the project.*

Mobility and Circulation Element Policy 2. The City of Bell shall continue to work with adjacent cities to improve area-wide circulation. These will include area plans related to transit routes and stops, development of bus turnouts and shelters, signal synchronization, and arterial roadway improvement projects. *This policy is not specifically applicable to the project.*

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

Mobility and Circulation Element Policy 5. The City of Bell shall continue to pursue and access State, Federal, and County funding sources for improving the circulation system. *This policy is not specifically applicable to the project.*

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

Mobility and Circulation Element Policy 8. The City of Bell shall monitor cumulative increases in traffic volumes in the City. Periodic monitoring of traffic shall be accomplished through periodic traffic speed surveys, average daily traffic (ADT) surveys, and project-specific traffic studies. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 10. The City of Bell shall continue to evaluate and improve traffic control signalization and signage throughout the City. A Traffic Control Plan (TCP) shall be required for work performed within the public right-of-way. This will be accomplished through site visits, field surveys, periodic inspections of all City traffic control signage, and the performance of regular maintenance checks with Los Angeles County. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 11. The City of Bell shall consider parking restriction in those residential areas that have narrow streets. These measures may include the posting of parking signs with parking restrictions during rush hour or early AM hours, and the posting of "no parking signs" on certain narrow streets. The City shall actively involve the community and affected residents and businesses in the formulation of a parking control plan. *The project is consistent with this policy*.

Mobility and Circulation Element Policy 12. City of Bell shall explore the feasibility of parking districts as an option to address parking needs. The City shall survey vacant lots where there may be a potential for new parking. This survey will focus on properties that are owned by the City. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 15. City of Bell shall explore new and innovative ways to enhance the utility of surface parking lots and parking structures. For example, new parking structures may be signed so that the ground levels could be occupied by retain or commercial establishments. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 16. The City of Bell shall consider the feasibility of including Class I bikeways during the planning and construction stages of roadway improvements pursuant to the Bicycle Master Plan. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 17. The City of Bell shall continue to promote the separation of a multi-use path (pedestrian and bicycle) north of Randolph Street. As part of this policy, the City shall strive to create a separate Class III bicycle lane along Randolph Street. Mobility and Circulation Element Policy 17. The City of Bell shall require new commercial and industrial developments to provide bicycle racks and/or lockers. These improvements must be identified as conditions of approval set forth by DRC. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 18. The City of Bell shall consider the closure or abandonment of certain streets or rights-of-way to promote the separation of commercial and residential traffic and to remove existing hazardous circulation patterns. The Planning and Public Works Departments shall conduct a citywide study of to identify hazardous circulation patterns. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 19. The City of Bell shall strive to increase "walk-ability" and "bike-ability" through the implementation of the Bell Bicycle Master Plan. *This policy is not specifically*

applicable to the project.

Mobility and Circulation Element Policy 20. The City of Bell shall promote the development of pedestrian-friendly and bicycle friendly infrastructure by prioritizing such improvements in the City's Capital Improvement Program. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 21. The City of Bell shall install pedestrian crosswalks complete with flashing lights and signs within segments of Gage Avenue, Atlantic Avenue, and Florence Avenue that lack intersections and/or crosswalks. *The project is consistent with this policy*.

Mobility and Circulation Element Policy 22. The City of Bell shall provide covered parklets for pedestrians and bicyclists. These parklets may be installed along Randolph Street, Gage Avenue, Florence Avenue, and Atlantic Avenue. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 23. The City of Bell shall replace the brick facades on all crosswalks with newer brick facades. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 24. The City of Bell shall study the feasibility of installing a diagonal crosswalk at the intersection of Gage Avenue and Atlantic Avenue. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 25. The City of Bell shall install Xeriscape center medians along Florence Avenue and Gage Avenue. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 26. The City of Bell shall explore the feasibility of implementing a road diet for Gage Avenue to accommodate angled parking spaces, bus stop turnouts, parklets, and bicycle lanes. *This policy is not specifically applicable to the project*.

Mobility and Circulation Element Policy 27. The City of Bell shall install signs at the intersections of Florence Avenue and Atlantic Avenue; Gage Avenue and Atlantic Avenue; and Randolph Street and Atlantic Avenue depicting times, routes, and other pertinent information regarding bus and light rail transportation. *This policy is not specifically applicable to the project*.

Housing Element

Housing Element Policy 1. The City of Bell shall promote the maintenance of the existing housing units throughout the City. The City shall proactively seek grants that may be made available to residents to maintain and rehabilitate their housing units. The City shall establish a residential code compliance task force. *This policy is not specifically applicable to the project*.

Housing Element Policy 2. The City of Bell shall encourage property owners to maintain their housing so the units are maintained in a safe, healthful, and aesthetically pleasing condition. The Community Development Department staff shall encourage residents to maintain their properties and or/residences in good condition through Code Enforcement and Community outreach and education. *This policy is not specifically applicable to the project*.

Housing Element Policy 3. The City of Bell shall encourage the investment of both public and private resources to reverse neighborhood deterioration and to prevent the unnecessary demolition of housing units. The City shall accomplish this by using existing housing program(s) and encouraging reinvestment into the community. In addition, housing rehabilitation, instead of demolition, should be encouraged. *This policy is not specifically applicable to the project*.

Housing Element Policy 4. The City of Bell shall minimize housing displacement and require expeditious and equitable relocation in the event units are demolished. A Housing Relocation Plan must be established prior to any demolition of housing. *This policy is not specifically applicable to the project*.

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

Housing Element Policy 7. The City of Bell shall minimize displacement in future development activities, while at the same time, promote the expeditious and equitable housing replacement. New residential projects involving displacement must assist in the relocation of displaced residents. *This policy is not specifically applicable to the project*.

Housing Element Policy 8. The City of Bell shall vigorously oppose any public agency initiative that would result in the removal of existing housing units without the provision of replacement housing. Any agency looking into development with removal of residential units shall be required to provide either relocation or replacement housing prior to the development's implementation. *This policy is not specifically applicable to the project*.

Housing Element Policy 9. The City of Bell shall work with property owners to bring any illegal additions or building construction up to the current Building Code and other health and safety code requirements. New and existing structures shall comply with current building and safety codes. Prior to the approval of housing rehabilitation plans, building permits will only be issued following inspection of the units for compliance with current codes. *This policy is not specifically applicable to the project*.

Housing Element Policy 10. The City of Bell shall protect the existing residential neighborhoods from the intrusion of incompatible uses. The City shall ensure the Zoning Code and the Municipal Code are enforced. *This policy is not specifically applicable to the project*.

Housing Element Policy 11. The City of Bell shall continue to cooperate with other public agencies and NGOs as a means to maintain and preserve the existing emergency and transitional housing in the Cheli area of the City. The City shall explore other sites for emergency shelters within the City that would be located near services and employment. Finally, the City shall cooperate with other agencies and non-governmental organizations (NGO's) involved in the provision of emergency, transitional, and supportive housing. *This policy is not specifically applicable to the project*.

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

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

Housing Element Policy 16. The City of Bell shall require the design of new residential developments to foster a secure and sustainable living environment. All new residential developments shall implement all pertinent requirements so as to implement sustainability objectives. These objectives will be addressed during the plan check phase. *The project is consistent with this policy*.

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

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

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

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

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

Housing Element Policy 22. The City of Bell shall review and streamline administrative procedures for processing residential development permits to minimize time, costs, and uncertainty. The City shall implement a Planning Commission that will make the discretionary approval process more efficient, providing development applications on-line, and will indicate development regulations and the Zoning Code online. *This policy is not specifically applicable to the project*.

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

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

Housing Element Policy 25. The City of Bell shall explore new land use designations, such as mixed-use, for key areas of the City that could accommodate such development. New commercial development located along Gage Avenue, Atlantic Boulevard, and Florence Avenue shall be encouraged to explore mixed-use development that includes residential uses within the development. *This policy is not specifically applicable to the project*.

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

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

Housing Element Policy 28. The City of Bell shall adopt its own equal housing ordinance that will support the existing Federal and State Fair Housing laws. *This policy is not specifically applicable to*

the project.

Housing Element Policy 29. The City of Bell shall assist low- and moderate-income households with property maintenance by informing residents regarding the available programs and available low-interest and deferred loans. These programs will be advertised to the public using the City's website and flyers provided at the Planning Counter. *This policy is not specifically applicable to the project.*

Housing Element Policy 30. The City of Bell shall continue participating in the Section 8 Housing Assistance Payment program in cooperation with the Los Angeles County Housing Authority. New and existing structures shall comply with current building and safety codes. Prior to the approval of housing rehabilitation plans, building permits will only be issued following inspection of the units for compliance with current codes. *This policy is not specifically applicable to the project.*

Standard Conditions (From Appendix A – Air Quality Study)

Dust Control Plan. The Applicant shall prepare and submit to the SCAQMD, prior to commencing earth-moving activity, a dust control plan that describes all applicable dust control measures that will be implemented at the project.

Rule 403 Compliant Signage. The Applicant shall ensure that signage, compliant with Rule 403 Attachment, is erected at each project site entrance not later than the commencement of construction.

Stabilization. The Applicant shall ensure the use of a water truck to maintain moist disturbed surfaces and actively spread water during visible dusting episodes to minimize visible fugitive dust emissions. For projects with exposed sand or fines deposits (and for projects that expose such soils through earthmoving), chemical stabilization or covering with a stabilizing layer of gravel will be required to eliminate visible dust/sand from sand/fines deposits.

Wind Fencing. All perimeter fencing shall be wind fencing or the equivalent, to a minimum of four feet of height or the top of all perimeter fencing. The contractor(s) shall maintain the wind fencing as needed to keep it intact and remove windblown dropout. This wind fencing requirement may be superseded by local ordinance, rule or project-specific biological mitigation prohibiting wind fencing.

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Jonathan Kwan

From: Ofelia Medina <ofeliamedina321@gmail.com>
Sent: Thursday, August 7, 2025 9:55 PM
To: Jonathan Kwan; Michael Antwine; garreola@citybell.org
Subject: Sobre la construcción

Agosto 6 del 2025

Jonathan kwan
Contratista de planificación
Y Michael L. Antwine
Manejador de la ciudad
Guillermo Arreola
De Bell California 90201
Estimados señores
Me dirijo a ustedes
En relación a la construcción de los townhome, que estarán ubicados en el 5241 sobre la avenida Florence, cerca de la autopista 710 sur long beach ya que su impacto en la seguridad y el tráfico.
Mi profunda preocupación por su proximidad a la entrada y salida de la autopista de esta constitución
Plantea serías
Preocupación en términos de seguridad y congestión del tráfico, y seguridad vial.
La cercanía de las nuevas
Viviendas a las rampas de entrada y salida de la
autopista ya que
incrementa el riesgo de accidentes. La velocidad a la que circulan los vehículos en la autopista, combinada con la maniobrabilidad requerida para entrar o salir de las viviendas, puede llevar a situaciones peligrosas.
Congestión del tráfico:
La construcción de más viviendas en esta zona, sin una mejora. significativa en la infraestructura vial, seguramente resultará en un aumento del tráfico en las horas pico, tanto en la autopista como en las calles aledañas. Esto afectará la fluidez del tráfico y podría generar atascos importantes.
Impacto en la calidad de vida:
El aumento del ruido, la contaminación y la congestión del tráfico afectarán negativamente la calidad de vida de los residentes de la zona, tanto de los futuros habitantes de townhomes, como de los vecinos existentes.
Solicito atentamente
que se evalúen cuidadosamente los riesgos asociados a la ubicación de esta construcción y que se tomen medidas para mitigar su impacto negativo en la seguridad vial y el tráfico. Esto podría incluir:
La implementación de medidas de seguridad adicionales en la entrada y salida de la autopista, como semáforos o carriles de desaceleración.
La ampliación de las vías de acceso de townhomes, para evitar la congestión del tráfico.
La realización de un estudio de impacto de tráfico más exhaustivo que considere el aumento de vehículos que generará la nueva construcción.
Agradezco su atención a esta importante preocupación, espero una respuesta positiva a mi peticiones,

Atentamente

Ofelia medina
5246 E Florence Avenida
Spc# 172 Bell ca 90201

Correspondence from Ofelia Medina, received August 8, 2025. Translated with ChatGPT.

Jonathan Kwan
Planning Contractor
Michael L. Antwine
City Manager
Guillermo Arreola
From Bell, California 90201

Dear Sirs,

I am writing to you regarding the construction of the townhomes that will be located at 5241 Florence Avenue, near the southbound 710 Long Beach Freeway, due to their impact on safety and traffic.

I have deep concerns about their proximity to the freeway entrance and exit. This development raises serious concerns in terms of safety, traffic congestion, and road safety.

The closeness of the new homes to the freeway on-ramps and off-ramps increases the risk of accidents. The speed at which vehicles travel on the freeway, combined with the maneuvering required to enter or exit the homes, can lead to dangerous situations.

Traffic Congestion:
Building more homes in this area, without significant improvement to road infrastructure, will likely result in increased traffic during peak hours—both on the freeway and on surrounding streets. This will impact the flow of traffic and could create significant bottlenecks.

Impact on Quality of Life:
The increase in noise, pollution, and traffic congestion will negatively affect the quality of life for residents in the area—both future townhome residents and existing neighbors.

I respectfully request that the risks associated with the location of this construction be carefully evaluated, and that measures be taken to mitigate its negative impact on road safety and traffic. These could include:

- The implementation of additional safety measures at the freeway entrance and exit, such as traffic lights or deceleration lanes.
- Widening the access roads to the townhomes to prevent traffic congestion.
- Conducting a more thorough traffic impact study that considers the increase in vehicles the new development will generate.

Thank you for your attention to this important concern. I look forward to a positive response to my requests.

Sincerely,
Ofelia Medina
5246 E Florence Avenue
Spc #172
Bell, CA 90201

AGENDA ITEM 6B

City of Bell
Planning Commission
Agenda Report

DATE: September 3, 2025

TO: Honorable Chair and Planning Commission Members

FROM: Guillermo Arreola, Interim Director of Community Development

SUBJECT: Zone Text Amendment (ZTA 2025-01) – Consideration of an Ordinance of the City of Bell, California, amending Chapter 17.08 (Definitions) and Code Sections 17.28.040(I) and 17.32.040(I) Regulating Storefront Security Bars and Gates

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RECOMMENDATION:

Staff recommends that the Bell Planning Commission continue the adoption of the Resolution of the approval of Zone Text Amendment No. 2025-01 to adopt an Ordinance amending Chapter 17.08 (Definitions) and amend Sections 17.28 and 17.28 of Title 17 (Zoning) of the Bell Municipal Code (BMC). It is recommended that the Bell Planning Commission continue the public hearing to the next Regular Planning Commission Meeting on October 1, 2025.

MINUTES OF THE REGULAR MEETING OF THE BELL PLANNING COMMISSION

Wednesday, August 6, 2025 at 7:00 p.m.

Location: Bell Council Chamber, 6330 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 Council Chamber. Please complete a Request to Speak Card available in the location and wait until the chair calls you to approach the podium. Please clearly state your name and address and proceed to make your comments.

You may also submit input electronically through a temporary public comment email established for City of Bell City Council meetings at cityclerk@cityofbell.org. Your written comment must be submitted by 4pm on Wednesday, August 6, 2025. Any emails received after the time indicated will not be included in the record. Written Comments will be subject to the three minute time limitation (approximately 350 words).

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

1. **Chair Mesa called the meeting to order at 7:00 p.m.**

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

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

   PRESENT: Commissioner Bedier, Rodarte, Sleiman, Vice-Chair Vallejo, and Chair Mesa

   ABSENT: None

   Staff Present: Community Development Director Guillermo Arreola, Assistant City Attorney Alexis Hall, Contract Planner Denis Banks,

3. **Pledge of Allegiance was led by Commissioner Rodarte**

4. **Communications from the Public:**

   This is the time for members of the public to address the Planning Commission on matters that are listed on the agenda and non-agenda items that are under the subject matter jurisdiction of the Planning Commission. None.

5. **Presentation(s):**

   a. None

6. **Public Hearings**

   a. Zone Text Amendment (ZTA 2025-01) – Consideration of an Ordinance of the City of Bell, California, amending Chapter 17.08 (Definitions) and Code Sections 17.28.040(I) AND 17.32.040(I) REGULATING STOREFRONT SECURITY BARS AND GATES

***Recommendation**: Staff recommends that the Bell Planning Commission adopt Resolution No. 2025-05 PC Attachment A), recommending the following actions to the City Council:*

1. Approval of Zone Text Amendment No. 2025-01 to adopt an Ordinance (Exhibit "D" within the Attachments Section), amending Chapter 17.08 (Definitions) and amend Sections 17.28.040(I) and 17.32.040(I) of Title 17 (Zoning) of the Bell Municipal Code (BMC).

2. Determine that the proposed text amendments are exempt from further review under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and the regulations promulgated there under (14 California Code of Regulations §§ 15000, et seq., the "CEQA Guidelines"), because it consists of only minor text revisions and clarifications to existing zoning regulations and procedures related thereto, and will not have the effect of substantially changing regulatory standards or findings required therefore in accordance with CEQA, the proposed text amendment is exempt from CEQA pursuant to Section 15061(b)(3) because the activity is governed by the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. In this case, the proposed text amendment will not have a significant effect on the environment.

3. And read by title only, waive further reading, and adopt Resolution 2025-05PC titled:

A RESOLUTION OF THE CITY OF BELL PLANNING COMMISSION RECOMMENDING CITY COUNCIL APPROVAL OF ZONE TEXT AMENDMENT (ZTA NO. 2025-01) TO ADOPT AN ORDINANCE AMENDING CHAPTER 17.08 (DEFINITIONS) AND AMEND SECTIONS 17.28.040(I) AND 17.32.040(I) OF TITLE 17 (ZONING) OF THE BELL MUNICIPAL CODE (BMC) RELATING TO STOREFRONT SECURITY GATES OR DOORS.

Contract Planner Dennis Banks provided a powerpoint presentation on the item.

City Attorney Alexis Hall provided additional information.

Discussion ensued between the staff and commissioners.

Vice-Chair Vallejo requested that a plan be developed to assist businesses financially with new security gates.

Community Development Director Guillermo Arreola confirmed with the commissioners that they would like to see a program that offers financial assistance associated with the ordinance and that the commission would like to implement a program to help business owners comply with the ordinance.

Chair Mesa expressed concern about the designated hearing officer making exemptions regarding extensions and expressed that he wanted such matters to be brought before the planning commission. Vice-Chair Vallejo stated that if exemptions were granted, a criterion should be created.

Vice-Chair Vallejo requested to continue the item

Chair Mesa requested a survey of businesses that will be impacted, the type of financial assistance that may be available to the businesses, and how many businesses there are with security gates in the city.

Community Development Director Guillermo Arreola responded that staff could provide a map with dots representing the stores with storefront security gates, along with the Chair's requested information.

The commissioners stated that once they received the findings, they could consider deciding on the ordinance.

Chair Mesa opened the public hearing.

Public Speakers
None

Chair Mesa continued the public hearing to the Regular Planning Commission Meeting of September 3, 2025.

It was moved by Commissioner Bedier to continue the item. Motion was seconded by Vice-Chair Vallejo, which carried with the following roll call vote:

Roll Call: 4-0-0-1
Ayes: Commissioner Bedier, Rodarte, Sleiman, Vice-Chair Vallejo, and Chair Mesa
Noes: None
Abstain: None
Absent: None

Motion Passed

b. Proposed 54-Unit Residential Townhome Development at 5241 Florence Avenue in the General Commercial and Residential (C-3R) Zone – Site Plan Review (SPR 2025-10), Conditional Use Permit (CUP 2025-02), Tentative Tract Map (TTM 2025-01) and Density Bonus

   Recommendation: *It is recommended that the Bell Planning Commission open the public hearing and continue it to the September 3, 2025, Regular Planning Commission Meeting.*

Community Development Director Guillermo Arreola requested that the commissioners open the public hearing and continue it to the September 3rd meeting.

Chair Mesa opened up the public hearing.

Public Speakers
None

Chair Mesa continued the public hearing to the Regular Planning Commission on September 3, 2025.

It was moved by Commissioner Bedier to approve agenda item 6b as recommended. Motion was seconded by Commissioner Sleiman which carried with the following roll call vote:

Roll Call: 4-0-0-1
Ayes: Commissioner Bedier, Rodarte, Sleiman, Vice-Chair Vallejo, and Chair Mesa
Noes: None
Abstain: None
Absent: None

Motion Passed

7. **Regular Session:**

None

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

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

Community Development Director Guillermo Arreola thanked the commissioners for their discussion. He explained his brief absence during the meeting was because he was speaking to community members regarding the meeting.

10. **City Attorney Comments:**

Assistant City Attorney Alexis Hall thanked the commissioners for their discussion on the items.

11. **Adjournment:** *Next Regular Planning Commission Meeting is scheduled for September 3, 2025.*

Chair Mesa adjourned the meeting at 7:51 p.m.

I, Marisa Craft, Planning Commission Secretary, certify that the foregoing minutes were approved by the Planning Commission of the City of Bell at a regular meeting held on September 3, 2025.

_____
Marisa Craft
Planning Commission Secretary

_____
Luis Mesa, Chair