



# staff report

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**TO:** Honorable Mayor and Members of the City Council

**ATTENTION:** Jeffrey L. Stewart, City Manager

**FROM:** Art Bashmakian, Director of Planning and Building Services  
Jason P. Clarke, Senior Planner

**SUBJECT:** Consideration and possible action to conduct a public hearing regarding the adoption of a moratorium and implement interim development regulations in the Design For Development for the South Bellflower Commercial DFD Area (DFD); and, upon a four-fifths vote, adopt Urgency Ordinance No. 13XX – An Urgency Ordinance establishing interim development controls in the Design For Development for the South Bellflower Commercial DFD Area (DFD).

**DATE:** May 9, 2016

## **EXECUTIVE SUMMARY**

As part of the City's ongoing effort to promote economic development within the City, all of the City's existing zoning and development regulations are undergoing review for possible amendments. Part of that review includes the Design for Development for the South Bellflower Commercial DFD Area ("DFD"). Several different projects are currently being contemplated for that area and it is recommended that the City Council adopt a moratorium to allow staff to fully contemplate the land use regulations governing the DFD. If adopted, the draft urgency ordinance would establish a moratorium temporarily adopting interim land use regulations within the DFD that would provide time for staff to craft long-term development standards to promote economic development. While development standards were adopted in 2008 by the Redevelopment Agency, improvements in the economy since that time merit a reexamination of the DFD including, without limitation, its jurisdictional boundaries, regulations, and development standards. Adopting the draft ordinance will ensure that the City can continue implementing the current development controls within the DFD during the time that staff drafts comprehensive new regulations. Without these regulations, property in the DFD are only subject to the C-G or M-1 zone regulations.

The proposed moratorium requires a four-fifths vote of the City Council after making certain findings related to public health, safety, and welfare. This moratorium will expire after 45 days. The City Council may subsequently extend the moratorium for 10 months and 15 days and again extend the interim ordinance for one year. Staff anticipates that at least one extension will be necessary (at the June 13, 2016 meeting) since the 45 days is rarely enough to process zoning amendments (which take about four months).

**RECOMMENDATION TO CITY COUNCIL**

- 1) Open the public hearing; take testimonial and documentary evidence; after considering the evidence, read by title only, waive further reading, and adopt Urgency Ordinance No. 13XX, by at least a four-fifths vote; or
- 2) Alternatively, discuss and take other action related to this item.

**FISCAL IMPACT**

There will be no substantial fiscal impact during the time that the moratorium is in effect.

**PUBLIC NOTICE**

Pursuant to Government Code Section 65858 (a), a legislative body may adopt an urgency ordinance without noticing the matter for a public hearing. Such an ordinance expires in 45 days from its date of adoption, unless it's extended within the expiration date at a noticed public hearing.

**CEQA STATUS**

Adopting this Ordinance is exempt from further environmental review under the California Environmental Quality Act (California Public Resources Code §§ 21000, *et seq.*, "CEQA") and CEQA Guidelines (14 California Code of Regulations §§ 15000, *et seq.*) because it establishes rules and procedures for operation of existing facilities; minor temporary use of land; minor alterations in land use; new construction of small structures; and minor structures accessory to existing commercial facilities. This Ordinance, therefore, is categorically exempt from further CEQA review under CEQA Guidelines §§ 15301; 15303, 15304(e); 15305; and 15311. Further, the adoption of this Ordinance is also exempt from review under CEQA pursuant to CEQA Guidelines § 15061(b)(3) because the Ordinance is for general policies and procedure-making. This Ordinance does not authorize any new development entitlements, but simply establishes policies and procedures for allowing the previously approved project to be constructed. Any proposed project that will utilize the changes set forth in this Ordinance will be subject to CEQA review as part of the entitlement review of the project. The Ordinance will not adversely impact the environment and is therefore exempt from the provisions of CEQA.

**BACKGROUND**

In 2008, the Bellflower Redevelopment Agency ("RDA") adopted Resolution No. RA-08-04 which established the "Design for Development (DFD) for the South Bellflower Commercial Planning Area." The DFD was a planning tool which allowed the RDA to evaluate various economic commercial development opportunities (e.g., big box retail type uses). The DFD did not change the existing land use designation or the existing zoning classification for properties within the DFD. The properties in the DFD are zoned C-G (General Commercial) and M-1 (Light Industrial). As shown in the attached Exhibit, there are approximately, 54 parcels in the DFD area. The Golden Corral buffet restaurant at 17308 Bellflower Boulevard is the most recently approved development within the DFD area.

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Many changes have occurred since 2008. Among other things, the Great Recession has largely ended and, more importantly, the California Legislature dissolved all redevelopment agencies within California including Bellflower’s RDA. To fulfill the City’s goal in promoting economic development, it is prudent to undertake a comprehensive review of the DFD to determine what changes – if any – will assist the City in helping businesses flourish within the downtown area.

The proposed moratorium would, for the most part, adopt the regulations in Resolution No. RA-08-04 by reference in order to give planning staff time to draft new or updated land use regulations. Aside for some minor changes to the existing standards, the draft ordinance will add interim regulations. These include some minor changes to the DFD:

*Prohibited Uses Section of the DFD.*

- ~~11. Churches and other religious institutions.~~
- ~~38. Off-premises signs.~~
- ~~43. Residential uses.~~

*Religious Institutions* – The Religious Land Use And Institutionalized Persons Act (RLUIPA) prohibits the City from adopting land use restrictions that unduly affect the ability to worship. Removing this prohibition is part of the City’s overall goal of updating its zoning regulations.

*Off-Premises Signs* - This change is recommended to help potentially implement the Outdoor Advertising Development Plan currently being drafted by Bulletin Displays, LLC, as part of its agreement with the City (approved earlier this year).

*Residential Uses* - Allowing residential uses within the DFD recognizes the change in the City’s development patterns which are increasingly proposing mixed uses, i.e., developments that incorporate both dwelling units and commercial buildings.

**ATTACHMENTS**

A. Ordinance No. 13XX.....4  
 B. Resolution RA-08-04 (Staff Report, Neg Dec and DFD Document).....42

Doc 339745

**CITY OF BELLFLOWER**

**ORDINANCE NO. 13XX**

**AN URGENCY ORDINANCE ESTABLISHING INTERIM  
DEVELOPMENT CONTROLS IN THE DESIGN FOR  
DEVELOPMENT FOR THE SOUTH BELLFLOWER  
COMMERCIAL DFD AREA (DFD)**

**THE CITY COUNCIL DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** This Ordinance is adopted pursuant to Government Code §§ 36937, 65858, and other applicable laws.

**SECTION 2.** Findings. The City Council finds, determines and declares as follows:

- A. The City can adopt and enforce all laws and regulations not in conflict with the general laws and the City holds all rights and powers established by California law.
- B. On July 14, 2008, the Bellflower Redevelopment Agency's Board of Directors adopted Resolution No. RA-08-04 with the intent of helping promote economic vitality within the Design for Development for the South Bellflower Commercial DFD Area ("DFD").
- C. The DFD is intended to help the City achieve the highest and best possible uses in the DFD Area by promoting freeway and highway oriented commercial/retail uses.
- D. The Council has determined that it is in the best interest of the City, in the protection of the public health, safety, and welfare, that the development standards and the list allowable uses in the C-G and M-1 zones within the DFD Area should be replaced by interim regulations for the DFD.
- E. The City Council recognizes that the normal zoning amendment process takes about four months, therefore, there is an urgent need to adopt the urgency ordinance, to protect the public safety, health, and welfare, while the City follows the normal procedures for zoning amendments.
- F. Without adopting this moratorium, the City's ability to implement the DFD development and land use standards will be significantly limited. Generally, the C-G or M-1 zoning regulations would govern properties within the DFD.

- G. The City Council determines that the DFD requires review and amending to protect the public against health, safety, and welfare dangers caused by potential new uses, construction, and development not consistent with intent and purpose of the DFD. The City requires additional time to prepare, evaluate, and adopt the DFD with reasonable regulations regarding uses, construction, and development within the DFD Area and to ensure such regulations are applied in a nondiscriminatory manner.
- H. In order to prevent frustration of these studies and the implementation of new regulations, the public interest, health, safety, and welfare require enactment of this Ordinance. The absence of this Ordinance would impair the orderly and effective implementation of contemplated BMC amendments, and any further authorization of these uses within the City during the period of the urgency ordinance may be in conflict with or may frustrate the contemplated updates and revisions of the BMC.
- I. Based on the foregoing, the City finds that that this Ordinance is necessary in order to protect the City from the potential effects and impacts of activities inconsistent with the intent and purpose of the DFD.
- J. The City Council further finds that this ordinance is a matter of local importance and is only directed towards the properties in the DFD boundaries of the City.
- K. The City Council finds that this Ordinance is authorized by the City's police powers. The City Council further finds that the length of the ordinance will not in any way deprive any person of rights granted by state or federal laws, because the urgency ordinance is short in duration and essential to protect the public health, safety, and welfare.

**SECTION 3.** Environmental Assessment. Adopting this Ordinance is exempt from further environmental review under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and CEQA Guidelines (14 California Code of Regulations §§ 15000, et seq.) because it establishes rules and procedures for operation of existing facilities; minor temporary use of land; minor alterations in land use; new construction of small structures; and minor structures accessory to existing commercial facilities. This Ordinance, therefore, is categorically exempt from further CEQA review under CEQA Guidelines §§ 15301; 15303, 15304(e); 15305; and 15311. Further, the adoption of this Ordinance is also exempt from review under CEQA pursuant to CEQA Guidelines § 15061(b)(3) because the Ordinance is for general policies and procedure-making. This Ordinance does not authorize any new development entitlements, but simply establishes policies and procedures for allowing the previously approved project to be constructed. Any proposed project that will utilize the changes set forth in this Ordinance will be subject to CEQA review as part of the entitlement review of the project. The Ordinance will not adversely impact the environment and is therefore exempt from the provisions of CEQA.

**SECTION 4.** Interim regulations. The following provisions are adopted as interim development controls for properties within the DFD Area as shown on the attached map "Exhibit A," which is incorporated by reference:

**"DESIGN FOR DEVELOPMENT SOUTH BELLFLOWER OVERLAY ZONE"**

**DFD.010** Purpose and Intent.

~~The Bellflower Redevelopment Agency (RDA) desires~~ To encourage the development of the ~~South Bellflower Commercial Planning Area (as shown in Exhibit D and referred to as the "Planning Area" or "DFD Area")~~, to the highest and best possible use. It is the intent of the City Council to encourage high sales tax generating retail uses that will be able to utilize the extremely high freeway accessibility of the **DFD** Area. Furthermore, it is the intent of the City Council to promote high sales tax producing development while insisting upon high quality design and site planning.

The purpose of the ~~Design for Development~~ DFD is to plan for the future development of the **DFD** Area. It is the goal of the DFD to present a refined land use strategy to promote freeway and highway oriented commercial /retail uses that have a commercial /retail development intensity that is directly correlated to the unique business opportunity that the ~~Planning~~**DFD** Area provides because of the its location, visibility, and superior access to the regional freeway network.

This DFD supplements, augments, and focuses the goals, policies and objectives of the various Planning ~~and Redevelopment~~ documents affecting ~~this area~~**the DFD Area**. However, these standards are not inclusive of all applicable City procedures, provisions, regulations, and requirements that may apply to the development of any property within the ~~Planning~~**DFD** Area. Professional office use maybe be included into a development to increase the daytime professional population so long as it is well balanced with commercial /retail uses.

**DFD.020** General Objections.

~~The Agency~~City Council desires to encourage development concepts that will:

- A. Create a land use strategy that promotes intense freeway and highway-oriented commercial retail development;
- B. Provide for regional, local, and neighborhood access to and from the ~~Planning~~**DFD** Area, without negatively impacting the community character of Bellflower;
- C. Maintain and promote quality architectural and site planning principles in the development of the ~~Planning~~**DFD** Area;
- D. Ensure that vehicular access to and from the ~~Planning~~**DFD** Area is designed in manner that is efficient, safe and can accommodate future growth and access demand.

**DFD.030** Special Controls.

Any development within this area shall ~~shall~~ **must** comply with the regulations of this section in addition to the required development standards of the underlying zone. In the event of a conflict between a regulation for the DFD and a regulation for an underlying zone, the more restrictive regulation shall ~~control~~ **controls**, and in case of doubt or ambiguity the determination thereof by the Planning Director shall ~~be~~ **is** conclusive, **subject to appeal as set forth in the Bellflower Municipal Code (“BMC”).**

~~Consistent with the purposes of this DFD, and pursuant to the authority of the Agency under Section 501, Paragraph 13; Section 610; Section 614; and, Section 622 of the Redevelopment Plan for Bellflower Redevelopment Project Area No. 1, the Agency hereby establishes the following controls and restrictions for **Furthermore**, development of the South Bellflower Commercial Planning Area DFD, which **must** apply in the Planning Area in addition to **comply with the applicable General Plan requirements and guidelines, Zoning, Building Codes and other requirements of the Bellflower Municipal Code BMC)**~~

~~**17.65.040** Definitions.~~

~~For the purposes of this Design for Development, the following definitions shall apply;~~

**DFD.040** Definitions.

**Unless the contrary is stated or clearly appears from the context, the following definitions will govern the construction of the words and phrases used in this Ordinance. Words and phrases undefined in this Ordinance have the same meaning as set forth in the BMC.**

Automobile Dealership. A retail facility that specializes in the sale of automobiles and light and heavy -duty trucks and vehicles. Accessory uses for the service and repair of automobiles and vehicles, and the retail sales of goods and parts directly related to those automobiles and vehicles sold at the facility is permitted. “Used” or “Pre- owned” automobiles, trucks and other vehicles are not allowed to exceed twenty percent (20 %) of the sales, display and storage area of an Automobile Dealership.

Banquet Facility. A facility that specializes in the hosting of one or multiple gatherings of people which may involve live dance and entertainment, for the purposes of celebrating and /or honoring including, without limitation, anniversaries, awards ceremonies, bar - mitzvas, birthdays, private parties, quinceaneras, roasts, tributes, weddings, conducted within an enclosed building on the subject property. A banquet facility is not a night club, and may not be operated in any capacity resembling a night club.

“Big –Box” Retail Store. A commercial retail store that has a minimum interior square footage of at least 80,000 square feet, and most typically is at, or over 100,000 square feet, in interior floor area. Said commercial retail store specializes in “dry goods,” but may have grocery and perishable goods as an accessory sales item.

Community - Serving Commercial. Retail uses that serve as citywide community market area, such as supermarkets, pharmacies, restaurants, banks, office supplies, copy services and general retail stores.

Development. The physical alteration of any parcel or area of land, including buildings, structures, grading and other related changes by any private person or entity and /or by any public body or agency.

Drive - Through Facilities (also known as "Drive- Thru "). A facility that allows for the transaction of goods or services without having the business patron leave their motor vehicle.

Freeway- Oriented Commercial. Retail uses that are intended to serve the region where access from the freeway system is an integral component of their retail and marketing operation. Such retail uses tend to be very high volume in retail sales.

Motor Sports Dealership. A retail facility that specializes in the sale of all- terrain vehicles (ATVs), motorcycles for the purposes of off -road, motocross, or dual purposes, personal watercrafts such as jet skis, sea -doos, and /or wave runners, utility and recreation utility vehicles for the purposes of traveling off -road, and snowmobiles. Accessory uses for the service and repair of vehicles, and the retail sales of goods and parts directly related to those vehicles sold at the facility is permitted. "Used" or "Pre- owned" vehicles are not allowed to exceed twenty percent (20 %) of the sales, display and storage area of a Motor Sports Dealership.

Neighborhood Serving Commercial. Retail that is intended to serve the needs of adjacent residential neighborhoods and nearby businesses, such as sidewalk cafes, bakeries, dry cleaners, small markets or pharmacies, accounting /professional services, and medical offices.

Offices, Professional /Administrative. A commercial use where a building, room or series of rooms is used to conduct professional -type business (e.g., architect, lawyer, doctor, engineer, stockbroker, accountant, consultant, tax preparer, real estate, advertising and publicity).

Parking Lot. An open paved area that is designed to accommodate vehicles of patrons of those businesses where the parking lot is adjacent. Parking lots also contain such associated design features such as drive - aisles, landscaping, trash enclosures, customer - service cart corrals and similar features.

Parking Structure. A multi -level structure composed of interior ramps (exterior ramps not allowed) designed to accommodate the efficient and safe parking of vehicles of patrons of local businesses and open to the general public.

Regional Retail Use. A retail use that is contained within a "big box" style of structure and retail concept, where the retail use is intended to serve the region

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and take advantage of high freeway and highway visibility.

Signs, Façade. A sign identifying the name of the store or business mounted on the exterior wall of the building in which said store or business is located. Typically, the facade sign is mounted on the front facade of the store.

Signs, Freeway Identification. A pylon sign structure that is intended to provide freeway- oriented store identification for the commercial activity that is located on the property on which the Freeway Identification sign is located.

Signs, Information. Signs that are intended to provide directional or similar information to the patron regarding subjects like parking direction, on -site store locations, leasing office location, shipping cart return locations, and similar items. An informational sign is intended to be read by store or business patrons that are already at the store or business location.

Signs, Monument -style Identification. A store identification sign that is located adjacent to the public street, and is intended to provide store identification to the motorist. Monument -style signage typically does not exceed a height greater than six (6) feet. In some cases, additional identification for satellite stores also located nearby the primary store is also provided on the Monument -style sign.

Signs, Store Identification. A sign that identifies the name of the store or business.

Strip Commercial Development. In -line retail /service oriented development geared towards attracting multiple non - credit tenants on parcels less than 1.5 acres with total combined building square footage of less than 15,000 square feet.

**DFD.050** Site Description.

~~The South Bellflower Commercial Planning~~**The DFD** Area is geographically defined by the Artesia Freeway (State Route 91) along the north, and Cedar Street along the south, with varying easterly and westerly boundaries on Artesia Boulevard, Ramona Street and Cedar Street.

This ~~Planning~~**DFD** Area surrounds an approximate three (3) block area with the length situated predominately on the Bellflower Boulevard axis, extending south of the 91 Freeway to the north side of Cedar Street; while the width of the ~~Planning~~**DFD** Area varies along Artesia Boulevard, Ramona Street and Cedar Street. The width of the ~~Planning~~**DFD** Area varies from street to street. Along Artesia Boulevard, the width of the ~~Planning~~**DFD** Area extends approximately 363 feet west and 624 feet east of Bellflower Boulevard. Along Ramona Street the width of the ~~Planning~~**DFD** Area extends approximately 291 feet west and 373 feet east of Bellflower Boulevard. Along Cedar Street the ~~Planning~~**DFD** Area extends approximately 290 feet west and 231 feet east of Bellflower Boulevard.

The 91- Freeway is “grade- separated “, in that it is at a substantially higher elevation from the project site, as well as the other portions of the City of

Bellflower that the freeway abuts.

**DFD.060** Permitted and Prohibited Uses.

A. General Provisions. The uses permitted in the ~~Planning~~**DFD** Area must be compatible with the Bellflower General Plan, ~~the Bellflower Redevelopment Plan~~ and the ~~Bellflower Zoning Code~~.**BMC.** Freeway- oriented commercial uses, such as “big box” retailers and new automobile and motor sports sales facilities must be strongly encouraged.

~~All public and private developments within the DFD Area determined by the Bellflower City Council to cause significant unmitigated environmental impacts shall only be permitted to the extent such development is the subject of a statement of overriding considerations made or approved by the Bellflower City Council consistent with the procedures provided by applicable law for the approval of statements of overriding considerations.~~

B. Bellflower General Plan. The Bellflower General Plan designates the DFD Area as “Commercial.” The “**Commercial**” land use designation allows for traditional commercial and professional office uses. However, the location of the DFD Area in regards to the 91 Freeway and Artesia Boulevard provides for an opportunity to maximize freeway- oriented retail development.

~~3.1.2. Bellflower Redevelopment Plan. The Bellflower Redevelopment Plan includes all the property within the DFD Area. It is the intent of the Redevelopment Plan to maintain and expand commercial land use activity within this Area. The DFD is consistent with the Redevelopment Plan.~~

C. **Underlying** Zoning. The zoning in the DFD is intended to be consistent with, and conform to, the Bellflower General Plan. The zoning classification for the property within the DFD Area is General Commercial (C -G) and Light Industrial (M -1).

The uses permitted in the C -G an M -1 zone are typically retail commercial, professional office and industrial types of uses. However, within the DFD Area, those uses permitted in the C-G and M -1 zone of the DFD Area will be those which are provided in greater detail in Section **DFD.070**.

**DFD.070** Permitted Uses.

A. The following uses are permitted in the DFD:

1. Regional Retail Uses. A commercial retail use that is contained within a structure of not less than 75,000 square feet nor in excess of 150,000 square feet in floor area. If more than one Regional Retail Use is situated on the same parcel of land, and developed in a comprehensive manner, then the floor area of the single regional retail use store may be not less than 50,000 square feet. Accessory outdoor sales areas directly associated with the regional retail store are permitted.

2. Automobile Sales, New. New automobile and vehicle sales dealerships with accessory automobile service, parts and supply retail. Any accessory used, or pre-owned, automobile and vehicle sales require the approval of a conditional use permit.

3. 'Big -Box' Retail Store.
4. Community - Serving Commercial.
5. Free - standing commercial space to accommodate sit -down restaurant uses, when developed in conjunction with a comprehensive commercial shopping center.
6. Freeway- Oriented Commercial.
7. Motor Sports Sales.
8. Multiple- tenant stores complexes when developed in conjunction with a comprehensive commercial shopping center.
9. Neighborhood Serving Commercial.
10. Professional /Administrative Offices (second floor and above).

~~11. Parking structures.~~

**DFD.080** Conditional Uses.

A. The following uses are permitted in the DFD as follows:

1. Developments on parcels of less than 1.5 acres.
2. Drive - Through Facilities.
3. Parking structures.
- ~~4. Stealthed wireless telecommunications facilities.~~

**DFD.090** Prohibited Uses.

A. The following uses are strictly prohibited within the DFD Area:

1. Adult Businesses.
2. Ambulance service.
3. Auction house or store.
4. Automobile repair center
5. Automobile repair shop.

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6. Billiards (three or less tables).
7. Bingo establishments (public and non - profit).
8. Bridge, chess, "go" clubs.
9. Carwash (automatic mechanical, hand operated, or self-serve), including those facilities that are accessory to gasoline service stations.
10. Check cashing and cash advancing.
11. ~~Churches and other religious institutions.~~
12. Civic and community clubs.
13. Collection centers (recyclable materials).
14. Community care facilities.
15. Contractor's office with outside storage area.
16. Consignment goods, as an accessory activity.
17. Dialysis center.
18. Driving, or driver training schools and /or classrooms.
19. Escort services.
20. Free - standing commercial stores of less than 10,000 square feet on individual parcels, not developed in conjunction with a comprehensive shopping center.
21. Fork life repair shop.
22. Fortune Telling.
23. Funeral parlor, mortuary, crematory.
24. Garage, public.
25. Home occupation in permitted residential structure /use.
26. Hospices, home health care.
27. Hospitals.
28. Hotels.

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29. Ice storage house of not more than five (5) tons capacity.
30. Janitorial services.
31. Laboratories.
32. Laundromats and /or self -serve laundry facilities.
33. Limousine service.
34. Modeling studio.
35. Motels.
36. Motorcycle funeral escort service.
37. Nursery (flowers, trees or plans; with or without buildings).
38. ~~Off - premises signs.~~ Outdoor sales, storage or activities; either as a primary use or accessory to a permitted use. Such uses may include, ~~but not be limited to~~ **without limitation**, animal feed, small mammals (e.g., dogs and cats) and supplies, sales of produce and other food -stuff, newsstands and other similar activities.
39. Outside storage as a primary activity.
40. Patio, outdoor furniture, bar -b -que and fireplace sales and related merchandise.
41. Public utility offices, payment centers and distribution substation with microwave facilities (does not include ~~cell phone antenna sites and~~ support facilities, or facilities that have outside storage).
- ~~42. Residential uses.~~
42. Rest home, convalescent hospital.
43. Second -hand stores and pawnshops.
44. Security, private patrol services.
45. Strip commercial development.
46. Surplus Store.
47. Swimming pool supplies.
48. Taxi services.

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49. Taxidermist.
50. Telephone exchange /telemarketing /answering service.
51. Ticket agency.
52. Tools and equipment sales and rental (heavy).
53. Towing company — vehicle (may include accessory vehicle storage).
54. Trade schools.
55. Training, educational and vocational schools and colleges (public and private).
56. Warehouse and /or storage uses.
57. Water and purifier stores.
58. Wholesale business.

**DFD.100** Development Standards.

A. In addition to the requirements set forth in Section **DFD.110** ~~of this DFD~~, the following development standards ~~shall~~ apply to all public and private improvements and /or development in the ~~South Bellflower Commercial Planning~~ DFD Area.

~~B. Special Controls. The following special controls shall apply:~~

~~1. Bellflower General Plan. The following goals, objectives and policies of the Bellflower General Plan guide this DFD for the South Bellflower Commercial Planning Area, and are especially pertinent to this particular area. The DFD is based on the Bellflower General Plan as it currently exists.~~

~~a. Land Use Element:~~

~~i. Promote Artesia Boulevard as a major commercial corridor. (Bellflower General Plan Use Element, March 1997, page 6)~~

~~ii. Preserve and promote larger commercial centers while discouraging smaller, less viable commercial land use configurations which creep into residential areas. (Bellflower General Plan Land Use Element, March 1997, page 6)~~

~~iii. Carefully scrutinize plans for developments which will have a significant impact on the city or surrounding developments to ensure the highest quality design. (Bellflower General Plan Land Use Element, March 1997, page 6).~~

~~iv. Encourage rehabilitation or redevelopment of designated commercial and industrial areas. (Bellflower General Plan Land Use Element, March 1997, page~~

6).

~~v. Provide lot consolidation incentives for commercial parcels in order to create large, viable, commercial properties. (Bellflower General Plan Land Use Element, March 1997, page 14).~~

~~vi. Through zoning overlay districts, or Specific Plans, create unique commercial shopping opportunities. (Bellflower General Plan Land Use Element, March 1997, page 15).~~

~~vii. Conduct a study of the Lakewood Boulevard Corridor with specific attention to uses, parking, and design criteria in order to allow for and encourage improvements along this State Route. (Bellflower General Plan Land Use Element, March 1997, page 15).~~

~~viii. Other commercial corridors should be considered for assessment, study, and opportunities for improvement. (Bellflower General Plan Land Use Element, March 1997, page 15).~~

~~b. Circulation Element:~~

~~i. Use redevelopment funding sources to provide necessary transportation improvements within redevelopment project areas whenever funds are available. (Bellflower General Plan Circulation Element, March 1997, page 6-1).~~

~~i. ii. Accommodate off - street parking in new developments, working toward the elimination of future demand for on - street parking. As new development occurs within adequate off - street parking, eliminate adjacent on - street parking, whenever appropriate. (Bellflower General Plan Circulation Element, March 1997, page 6-2).~~

~~ii. iii. Minimize curb cuts from new development and redeveloped projects onto each of the arterials defined in this Circulation Element as major and secondary highways. (Bellflower General Plan Circulation Element, March 1997, page 6-2).~~

~~ii. iv. Promote reciprocal access between parcels to minimize driveways and curb cuts. (Bellflower General Plan Circulation Element, March 1997, page 6-3).~~

~~iv. v. Require new development projects to provide parking facilities consistent with zoning code requirements and ensure adequate off - street parking requirements in the zoning code. (Bellflower General Plan Circulation Element, March 1997, page 6-5).~~

~~2. Bellflower Redevelopment Plan. The Redevelopment Plan for the Bellflower Redevelopment Project Area No. 1 (Bellflower Ordinance No. 768 — July 1991) state as follows:~~

~~a. Section 501.A.13. Encouragement of public and private improvements to prevent, mitigate or eliminate existing and anticipated blight conditions in the Project Area (page 7).~~

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~~b. Section 610. General Controls and Limitations. All real property in the Project Area is hereby made subject to the controls and requirements of this Plan. No real property shall be developed, rehabilitated, or otherwise changed after the date of the adoption of this Plan, except in conformance with the provisions of this Plan (page 25).~~

~~c. Section 622 Design Guide. Within the limits, restrictions, and controls established in this Plan, the Agency is authorized to establish heights of buildings, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other development of both private and public areas within the Project Area. These may be established by the approval of specific developments or by the adoption of general restrictions and controls by resolution of the Agency. No new improvement shall be constructed and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated except in accordance with architectural, landscape, and site plans submitted to and approved in writing by the Agency and the Planning Commission unless allowed pursuant to the procedures of Section 623 (of this Plan). One of the objectives of this Plan is to create an attractive and pleasant environment in the Project Area. Therefore, such plans shall give consideration to good design, open space, and other amenities to enhance the aesthetic and otherwise architectural quality of the Project Area. The City Council and Planning Commission shall not approve any plans that do not comply with this Plan (page 27).~~

~~d. Section 800 Actions of the City. The City may aid and cooperate with the Agency in carrying out this Plan and may take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or the spread of conditions causing blight. Actions by the City may include, but are not limited to, the following:~~

~~i. Revision of Zoning Ordinances and /or the General Plan within the Project Area to permit the land uses and development authorized by this Plan (page 32).~~

~~ii. Imposition whenever necessary (by covenants of restrictions, conditional use permits or other means) of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use (page 32).~~

B. Development Intensity. Appropriate development intensities must be provided to encourage access of automobile traffic from the 91 Freeway and from the adjoining streets of Bellflower Boulevard, Artesia Boulevard, Ramona Street and Cedar Street. The intensity of development is intended to be automobile-oriented and be regionally attractive. A minimum lot size requirement of 1.5 acres (65,340 square feet) is required for any new development within the ~~planning area~~ **DFD Area** to encourage larger commercial /retail developments. Every effort must be made and demonstrated to assemble parcels to meet the minimum lot size requirements. Proposed developments of lots that are less than 1.5 acres

will require a conditional use permit.

C. Building Heights. Structures in the DFD Area must be built to appropriate heights, subject to applicable requirements of the ~~City Zoning ordinances~~ **BMC's zoning regulations** and requirements, except as approved by the City ~~and Agency~~ pursuant to the ~~provisions of the Bellflower Municipal Code. As used herein, "height" shall be defined as provided in the Bellflower Zoning Code (Chapter 179 of the Bellflower Municipal Code.)~~ **BMC.**

**D. Building** ~~E. Building~~ Setbacks. Building setbacks ~~shall be~~ **subject** to the applicable setback requirements of the ~~Bellflower Zoning Code~~ **BMC.** Greater setbacks may be required as determined by the reviewing and approval body. Every effort should be made to create varied wall - planes and building surfaces, as opposed to stark flat and uniform surfaces. Well thought -out building setbacks, which have varied wall -plane articulation, will make the buildings more attractive and appealing. Buildings in the DFD Area ~~shall~~ **must** be designed and located on property in a manner to maximize the use of land, provide adequate and appealing landscaping and other site amenities.

E. Public Area /Open Space. The DFD Area is intended to be automobile oriented, in that the commercial activity is intended to provide a regional appeal. The location of the DFD Area is such that the DFD Area is easily accessible to the regional freeway system. Although the DFD Area is not intended to be a high pedestrian area, development within the DFD Area should have pedestrian access and amenities. In addition, the development within the DFD Area **must** provide decorative visual features located in key areas to maximize the visual appeal of the development from the major street arterials. For example, the south east corner of Bellflower Boulevard and Artesia Boulevard **must** be developed with some form of prominent focal element located on an open area that will also provide for pedestrian access. Such focal element may include, ~~but not be limited to~~ **without limitation**, a prominent water feature, significant landscaping with vertical elements, public art, or similar features.

The edges of development within the DFD Area that is adjacent to the public streets **must** be developed with generous landscaped planter areas that include mounded earth, trees, boulder features, groundcover and similar landscaping treatment.

F. Landscaping. Open spaces, areas adjacent to the public right of way, and areas intended for pedestrian access **must** be provided with amenities and treatment that provide for an interesting and quality visual experience as viewed from the public street. Landscaping **must** be designed to provide for a pleasant pedestrian experience when it is placed adjacent to pedestrian areas. Landscaped planter areas within the parking lot areas **must** be constructed with six inch (6") Portland Cement concrete curbs around the perimeter of all landscaped parking lot planters. All landscaping **must** be installed **before** the City **issues** any certificate of occupancy for any development.

G. Parking and Parking Lots. Parking lots **must** be designed in such a manner as to provide for the convenient and easy access into and out of the development. All off - street parking **must** be designed and constructed pursuant to the **BMC**. All parking lots **must** be designed to maintain landscaped planter areas within the parking fields. Parking lots **must** also have designated “shopping cart corrals” thoughtfully designed and placed throughout the parking lot. Said shopping cart corrals **must** be delineated with raised concrete curb and landscaped planter areas. “Pipe- style’ shopping cart corrals ~~shall not be allowed.~~**are prohibited**. All parking lots, stalls, lighting, aisle width and ADA regulations must ~~be brought up to current code~~**comply with the BMC**.

H. Paving. Paving in public and private pedestrian areas (excluding the public right of way), **must** reflect a high standard of design quality and reinforce safe and efficient usage. Pedestrian crossings must be highly visible to pedestrians and motorists. Stamped, colored concrete **must** be used to delineate the entrances to the parking lot, pedestrian crosswalks, pedestrian walks and similar areas.

I. Architectural Design. It is the goal of this DFD to promote a building design that is functional, but is also unique, pleasant and visually memorable. Building architecture **must** utilize consistent themes that do not conflict in design technique and application. Building designs that mix architectural styles **are prohibited**. Extensive, boring, plain wall stretches of wall surfaces **are** also **prohibited**.

J. Signage. Formulation of a master signage program by the “**developer**’ as an integral part of the overall development concept is required. The master sign program **must** include the design and placement of the Freeway Identification Sign. Notwithstanding specific ~~Bellflower Zoning Code provisions~~**BMC regulations** having citywide application, the City Council intends to allow only signage essential and appropriate to the scale and character of a quality regional commercial development. Within this general framework, the City Council is receptive to innovative and imaginative signing techniques, such as video display signage.

**DFD.110** Access and Circulation.

A. Because the DFD Area is located adjacent to the 91 Freeway and is bounded by major arterials, the primary mode of access to the DFD Area will be by automobile. Although there are public transit bus routes that service the DFD Area, pedestrian access is envisioned to result mainly from patrons who drive to the development within the DFD Area, exit their automobiles and then access the businesses. Therefore, attention **must** be made to design safe, efficient and logical vehicle circulation within the DFD Area, as well as for ingress and egress.

B. Pedestrian Access. The public rights of way bounding the DFD Area **must** have public sidewalks that align the perimeter of the properties within the DFD Area. Since it is anticipated that the primary form of visitation to the businesses within the DFD Area **originates** from vehicles, pedestrian amenities **will** not be promoted as those design features would in other portions of the city. The internal parking lot(s) **must** be designed in such a manner as to separate vehicular and pedestrian traffic. The parking lot(s) **must** be designed to provide a distinctive and coherent pedestrian circulation system between parked vehicles and the buildings within the DFD Area. Thus, designated pedestrian walkways within the parking area **must** be provided. Such designated pedestrian walkways **must** be raised and separated from vehicular travel drive aisles.

Since bus service occurs on the public arterials abutting the DFD Area, dedication of land may be necessary in order to facilitate bus turnouts and bus stops. Pedestrian paths from bus stops to the interior of the DFD Area **must** be provided.

C. Vehicular Access. Access into the DFD Area **must** be made via the adjoining public arterials. It may be necessary for land dedication to be made in order to facilitate deceleration lanes that will allow for right turns into the DFD Area. Furthermore, unless prohibited because of a raised center median located in the public street abutting the DFD Area, all vehicle exit points from the DFD Area **must** have at least two (2) travel lanes (one exit lane to allow right turns and one exit lane to allow for left turns). The amount of driveway access points onto the public arterials **must** be kept to a minimum. The number, locations and width of driveways ~~shall be subject to the approval of the~~ **require** City Engineer **approval**. The parking lot(s) **must** be designed so that all vehicle circulation **can occur on-site**. ~~No vehicle shall have to enter onto a public street in order to~~ **Parking lot design must ensure that vehicles can** move ~~from one location to another location~~ within the parking lot **without needing to exit onto a public street**.

D. Loading. All development within the DFD Area **must** provide designated loading areas. Loading areas **must** be designed in such a manner as to be visually screened from view from the public street or areas of high public use. Such visual screening techniques may include "wing walls," landscaped berms, and lowered loading areas. Loading areas **must** be designed so that if a trailer is left in the loading area, it **is** not visible to a public street or an area of high public use and access. If necessary, the development within the DFD Area must provide a customer loading area that is separate from the service loading area. The customer loading area **must** be clearly delineated and designed so that it will not conflict with travel within the parking lot and **drive aisles**.

E. Bicycle Access. It is recognized that the primary mode of access to development within the DFD Area will be made via motorized vehicles. However, development within the DFD Area **must** provide bicycle storage facilities to allow for those patrons and employees who access the DFD Area via bicycle to store their bicycles in a manner so as not to create visual clutter or create a safety hazard.

F. Traffic Mitigation Measures. Development of the South Bellflower Commercial **DFD** Area pursuant to this DFD may result in additional traffic utilizing the adjoining public streets in the immediate area. In conjunction with the submittal of development plans ~~for the Development Review Board (DRB), or other city review procedures,~~ an applicant may be required to submit a circulation, parking and /or traffic impact analysis. As a result of any such traffic impact analysis, specific traffic mitigation measures may be imposed on new construction during the plan review and approval process. The requirement for traffic mitigation measures does not replace or reduce any requirements that may exist for the developer to pay relevant development impact fees, unless the developer enters into a Development Agreement with the City.

G. Public Right -of -Way Improvements. All development proposals are subject to requirements for public right -of -way dedication, improvements for street widening and /or reconfiguration, and /or other improvements that may reasonably be required by the City Engineer with the development plans submitted. Any such street or sidewalk improvements **must** be consistent with current City standards and any specific street improvement plans approved by the City and subject to the approval of the City Engineer. Such improvements may include, ~~but are not limited to~~**without limitation**, sidewalks, drive approaches, curb & gutter, landscaped street medians, upgrading sewer main line between Ramona Street & Cedar Street, street furniture, streetlights, street trees, parkway planting, dedication of land for deceleration lanes and exclusive right turn lanes, bus stop turnouts and public art and open plaza areas.

1. Specifically, an offer of dedication will be required for development on property located on the east side of Bellflower Boulevard, between Beverly Street and Artesia Boulevard for the purposes of creating an additional northbound traffic lane to alleviate traffic congestion. As part of the dedication, all physical encroachments must be removed or modified to eliminate any encroachment into the right -of -way.

All proposals by any person or agency for construction or development within the South Bellflower Commercial **DFD** Area **are** subject to plan review, permit approval procedures, and environmental review as referred to in this DFD.

**DFD.120** Plan Review Procedures.

A. In the conceptual phase of planning a public or private project, early discussion with the **City's** Planning Department is required to review the scope of the project and to clarify City requirements, ~~as applicable. Plans that have been prepared without having been previously discussed with City and Agency staffs before beginning design work may be subject to rejection.~~

Once plans for public and /or private developments are prepared by any person or agency, they **will** be processed through the standard City review processes initiated with the **City's** Planning Department, as applicable, and in addition thereto **are** subject to review and approval of the City Council. Such plans may be required to include a plot plan, parking plan, drainage plan(s), landscaping plans, floor plans, roof plans, pre -fire plans, sign plans and four - sided elevations for all proposed improvements.

The development of sites and all public and private areas within the **DFD** Area **may** only be carried out according to plans and drawings approved by the City; ~~as applicable, and Agency in accordance with provisions of the Redevelopment Plan~~ and any conditions of approval imposed in connection with such review(s).

B. New Construction. Plans for new construction and /or additions to existing facilities may require City Council review to ensure appropriate compliance with applicable City requirements, including provisions of this DFD. This review process may include formal review and approval by the Planning Commission and City Council.

C. Existing Construction /Rehabilitation. Plans for rehabilitation of existing buildings generally require administrative City review and approval **before** the issuance of required building permits. This City review process incorporates City staff review of proposed plans to ensure compliance with the provisions of this DFD. Furthermore, plans for rehabilitation may also require the formal review and approval of the Planning Commission and City Council.

Properties that do not comply with the DFD can be maintained under the underlying zoning, however, should the use(s) or property become vacant for 180 days or more, then the property can no longer be utilized per the underlying zone and therefore must comply with the provisions of the DFD. All new uses will be subject to the standards of the DFD.

When appropriate, notice to surrounding properties, community outreach, and opportunities for early public participation in the design and development process may be required and are always encouraged.

**DFD.130** *Environmental Review.*

~~A. Development of buildings, structures, and public and private facilities within the South Bellflower Commercial Planning Area shall be subject to specific environmental review as part of the applicable City and Agency City Council review procedures. Such environmental review may include, but is not limited to, the following:~~

- ~~1. Completion of the City's Environmental Information Questionnaire;~~
- ~~2. Traffic, circulation, and /or parking impact study for any development proposal as may be required by the City Engineer;~~
- ~~3. A soils investigation report to be filed with the Agency City Council by the applicant identifying the status of soil contamination or other hazardous materials; or,~~
- ~~4. Any additional review including a full environmental impact report or negative declaration.~~

~~B. The cost for any such environmental review, consultants, and contract administration (if required) shall be paid by the property owner or developer.~~

Responsibility for Securing Permits and Paying Fees.

- A. Nothing contained in this DFD or in subsequent agreements can be construed in any way to exempt the developer, person or agency proposing the public or private development or facility (or his /her assignee, buyer, transferee, conveyee or lessee) from securing all permits and paying all fees required of developers of private property within the City of Bellflower, including any impact fees, public art fees and similar fees."

**17.65.150 Exhibits and Tables.**

- ~~A. Exhibit A: Vicinity Map~~  
~~B. Exhibit B: Aerial Photo~~  
~~C. Exhibit C: Boundary Map~~  
~~D. Appendix: Negative Declaration~~

**SECTION 5.** Construction. This Ordinance must be broadly construed in order to achieve the purposes stated in this Ordinance. It is the City Council's intent that the provisions of this Ordinance be interpreted or implemented by the City and others in a manner that facilitates the purposes set forth in this Ordinance.

**SECTION 6.** Enforceability. Repeal of any provision of the BMC does not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before this Ordinance's effective date. Any such repealed part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this Ordinance.

**SECTION 7.** Validity of Previous Code Sections. If this entire Ordinance or its application is deemed invalid by a court of competent jurisdiction, any repeal or amendment of the BMC or other city ordinance by this Ordinance will be rendered void and cause such previous BMC provision or other the city ordinance to remain in full force and effect for all purposes.

**SECTION 8.** Severability. If any part of this Ordinance or its application is deemed invalid by a court of competent jurisdiction, the city council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Ordinance are severable.

**SECTION 9.** Reliance on Record. Each and every finding and determination in this Ordinance is based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project. The findings and determinations constitute the independent findings and determinations of the City Council in all respects and are fully and completely supported by substantial evidence in the record as a whole.

**SECTION 10.** Publication. The City Clerk is directed to certify the

passage and adoption of this Ordinance; cause it to be entered into the City of Bellflower's book of original ordinances; make a note of the passage and adoption in the records of this meeting; and, within fifteen (15) days after the passage and adoption of this Ordinance, cause it to be published or posted in accordance with California law.

**SECTION 11.** Report. Pursuant to Government Code § 65858, the City Manager, or designee, must prepare a report for City Council consideration describing the measures taken to address the conditions which led to adoption of this Ordinance. This report must be provided to the City Council so that it may be considered and issued not later than 10 days before this Ordinance expires.

**SECTION 12.** Declaration of Urgency. Based on the findings set forth in Section 2, this is an urgency ordinance adopted for the immediate preservation of the public peace, health, safety, and welfare.

**SECTION 13.** Effective Date. This Ordinance will become effective immediately upon adoption pursuant to Government Code §§ 36937 and 65858 for the immediate preservation of the public peace, health, safety, and welfare. Pursuant to those statutes this Ordinance is adopted by a four-fifths vote.

**SECTION 14.** Expiration Date. After adoption, this Ordinance will be repealed by operation of law on June 23, 2016, unless a subsequent ordinance is adopted by the City Council that extends this date.

**URGENCY ORDINANCE NO. 13XX WAS DULY PASSED, APPROVED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF BELLFLOWER AT ITS REGULAR MEETING OF \_\_\_\_\_.**

\_\_\_\_\_  
**Dan Koops, Mayor**

**ATTEST:**

\_\_\_\_\_  
**Mayra Ochiqui, City Clerk**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
**Karl H. Berger, Interim City Attorney**

“Exhibit A”

**NOTE:** The proposed revisions to the various portions of the proposed DFD will be illustrated with, ~~italic strikethrough~~ for existing language that is proposed for elimination and **bold and underlined** for proposed new language.

**“DESIGN FOR DEVELOPMENT SOUTH BELLFLOWER OVERLAY ZONE”**

**DFD.010** Purpose and Intent.

~~The Bellflower Redevelopment Agency (RDA) desires~~ To encourage the development of the ~~South Bellflower Commercial Planning Area (as shown in Exhibit D and referred to as the 'Planning Area' or "DFD Area ")~~, to the highest and best possible use. It is the intent of the City Council to encourage high sales tax generating retail uses that will be able to utilize the extremely high freeway accessibility of the **DFD** Area. Furthermore, it is the intent of the City Council to promote high sales tax producing development while insisting upon high quality design and site planning.

The purpose of the ~~Design for Development~~ DFD is to plan for the future development of the **DFD** Area. It is the goal of the DFD to present a refined land use strategy to promote freeway and highway oriented commercial /retail uses that have a commercial /retail development intensity that is directly correlated to the unique business opportunity that the ~~Planning~~**DFD** Area provides because of the its location, visibility, and superior access to the regional freeway network.

This DFD supplements, augments, and focuses the goals, policies and objectives of the various ~~Planning and Redevelopment~~ documents affecting ~~this area~~**the DFD Area**. However, these standards are not inclusive of all applicable City procedures, provisions, regulations, and requirements that may apply to the development of any property within the ~~Planning~~**DFD** Area. Professional office use maybe be included into a development to increase the daytime professional population so long as it is well balanced with commercial /retail uses.

**DFD.020** General Objections.

~~The Agency~~City Council desires to encourage development concepts that will:

- A. Create a land use strategy that promotes intense freeway and highway- oriented commercial retail development;
- B. Provide for regional, local, and neighborhood access to and from the ~~Planning~~**DFD** Area, without negatively impacting the community character of Bellflower;
- C. Maintain and promote quality architectural and site planning principles in the development of the ~~Planning~~**DFD** Area;

D. Ensure that vehicular access to and from the *Planning***DFD** Area is designed in manner that is efficient, safe and can accommodate future growth and access demand.

**DFD.030** Special Controls.

Any development within this area ~~shall~~**must** comply with the regulations of this section in addition to the required development standards of the underlying zone. In the event of a conflict between a regulation for the DFD and a regulation for an underlying zone, the more restrictive regulation ~~shall control~~**controls**, and in case of doubt or ambiguity the determination thereof by the Planning Director shall be ~~is~~ conclusive, **subject to appeal as set forth in the Bellflower Municipal Code (“BMC”).**

~~Consistent with the purposes of this DFD, and pursuant to the authority of the Agency under Section 501, Paragraph 13; Section 610; Section 614; and, Section 622 of the Redevelopment Plan for Bellflower Redevelopment Project Area No. 1, the Agency hereby establishes the following controls and restrictions for Furthermore, development of the South Bellflower Commercial Planning Area DFD, which must apply in the Planning Area in addition to comply with the applicable General Plan requirements and guidelines, Zoning, Building Codes and other requirements of the Bellflower Municipal Code BMC)~~

~~17.65.040 Definitions.~~

~~For the purposes of this Design for Development, the following definitions shall apply;~~

**DFD.040** Definitions.

**Unless the contrary is stated or clearly appears from the context, the following definitions will govern the construction of the words and phrases used in this Ordinance. Words and phrases undefined in this Ordinance have the same meaning as set forth in the BMC.**

Automobile Dealership. A retail facility that specializes in the sale of automobiles and light and heavy -duty trucks and vehicles. Accessory uses for the service and repair of automobiles and vehicles, and the retail sales of goods and parts directly related to those automobiles and vehicles sold at the facility is permitted. “Used” or ‘Pre- owned” automobiles, trucks and other vehicles are not allowed to exceed twenty percent (20 %) of the sales, display and storage area of an Automobile Dealership.

Banquet Facility. A facility that specializes in the hosting of one or multiple gatherings of people which may involve live dance and entertainment, for the purposes of celebrating and /or honoring including, without limitation, anniversaries, awards ceremonies, bar - mitzvas, birthdays, private parties, quinceaneras, roasts, tributes, weddings, conducted within an enclosed building on the subject property. A banquet facility is not a night club, and may not be operated in any capacity resembling a night club.

“Big –Box” Retail Store. A commercial retail store that has a minimum interior square footage of at least 80,000 square feet, and most typically is at, or over 100,000 square feet, in interior floor area. Said commercial retail store specializes in “dry goods,” but may have grocery and perishable goods as an accessory sales item.

Community - Serving Commercial. Retail uses that serve as citywide community market area, such as supermarkets, pharmacies, restaurants, banks, office supplies, copy services and general retail stores.

Development. The physical alteration of any parcel or area of land, including buildings, structures, grading and other related changes by any private person or entity and /or by any public body or agency.

Drive - Through Facilities (also known as "Drive- Thru "). A facility that allows for the transaction of goods or services without having the business patron leave their motor vehicle.

Freeway- Oriented Commercial. Retail uses that are intended to serve the region where access from the freeway system is an integral component of their retail and marketing operation. Such retail uses tend to be very high volume in retail sales.

Motor Sports Dealership. A retail facility that specializes in the sale of all- terrain vehicles (ATVs), motorcycles for the purposes of off -road, motocross, or dual purposes, personal watercrafts such as jet skis, sea -doos, and /or wave runners, utility and recreation utility vehicles for the purposes of traveling off -road, and snowmobiles. Accessory uses for the service and repair of vehicles, and the retail sales of goods and parts directly related to those vehicles sold at the facility is permitted. "Used" or "Pre-owned" vehicles are not allowed to exceed twenty percent (20 %) of the sales, display and storage area of a Motor Sports Dealership.

Neighborhood Serving Commercial. Retail that is intended to serve the needs of adjacent residential neighborhoods and nearby businesses, such as sidewalk cafes, bakeries, dry cleaners, small markets or pharmacies, accounting /professional services, and medical offices.

Offices, Professional /Administrative. A commercial use where a building, room or series of rooms is used to conduct professional -type business (e.g., architect, lawyer, doctor, engineer, stockbroker, accountant, consultant, tax preparer, real estate, advertising and publicity).

Parking Lot. An open paved area that is designed to accommodate vehicles of patrons of those businesses where the parking lot is adjacent. Parking lots also contain such associated design features such as drive - aisles, landscaping, trash enclosures, customer - service cart corrals and similar features.

Parking Structure. A multi -level structure composed of interior ramps (exterior ramps not allowed) designed to accommodate the efficient and safe parking of vehicles of patrons of local businesses and open to the general public.

Regional Retail Use. A retail use that is contained within a "big box" style of structure

and retail concept, where the retail use is intended to serve the region and take advantage of high freeway and highway visibility.

Signs, Façade. A sign identifying the name of the store or business mounted on the exterior wall of the building in which said store or business is located. Typically, the facade sign is mounted on the front facade of the store.

Signs, Freeway Identification. A pylon sign structure that is intended to provide freeway-oriented store identification for the commercial activity that is located on the property on which the Freeway Identification sign is located.

Signs, Information. Signs that are intended to provide directional or similar information to the patron regarding subjects like parking direction, on-site store locations, leasing office location, shipping cart return locations, and similar items. An informational sign is intended to be read by store or business patrons that are already at the store or business location.

Signs, Monument -style Identification. A store identification sign that is located adjacent to the public street, and is intended to provide store identification to the motorist. Monument -style signage typically does not exceed a height greater than six (6) feet. In some cases, additional identification for satellite stores also located nearby the primary store is also provided on the Monument -style sign.

Signs, Store Identification. A sign that identifies the name of the store or business.

Strip Commercial Development. In-line retail /service oriented development geared towards attracting multiple non-credit tenants on parcels less than 1.5 acres with total combined building square footage of less than 15,000 square feet.

#### **DFD.050** Site Description.

~~The South Bellflower Commercial Planning~~**The DFD** Area is geographically defined by the Artesia Freeway (State Route 91) along the north, and Cedar Street along the south, with varying easterly and westerly boundaries on Artesia Boulevard, Ramona Street and Cedar Street.

This *Planning***DFD** Area surrounds an approximate three (3) block area with the length situated predominately on the Bellflower Boulevard axis, extending south of the 91 Freeway to the north side of Cedar Street; while the width of the *Planning***DFD** Area varies along Artesia Boulevard, Ramona Street and Cedar Street. The width of the *Planning***DFD** Area varies from street to street. Along Artesia Boulevard, the width of the *Planning***DFD** Area extends approximately 363 feet west and 624 feet east of Bellflower Boulevard. Along Ramona Street the width of the *Planning***DFD** Area extends approximately 291 feet west and 373 feet east of Bellflower Boulevard. Along Cedar Street the *Planning***DFD** Area extends approximately 290 feet west and 231 feet east of Bellflower Boulevard.

The 91- Freeway is “grade- separated “, in that it is at a substantially higher elevation from the project site, as well as the other portions of the City of Bellflower that the freeway abuts.

**DFD.060** Permitted and Prohibited Uses.

A. General Provisions. The uses permitted in the ~~Planning~~**DFD** Area must be compatible with the Bellflower General Plan, ~~the Bellflower Redevelopment Plan~~ and the ~~Bellflower Zoning Code~~.**BMC**. Freeway- oriented commercial uses, such as “big box” retailers and new automobile and motor sports sales facilities must be strongly encouraged.

~~All public and private developments within the DFD Area determined by the Bellflower City Council to cause significant unmitigated environmental impacts shall only be permitted to the extent such development is the subject of a statement of overriding considerations made or approved by the Bellflower City Council consistent with the procedures provided by applicable law for the approval of statements of overriding considerations.~~

B. Bellflower General Plan. The Bellflower General Plan designates the DFD Area as “Commercial.” The “**Commercial**” land use designation allows for traditional commercial and professional office uses. However, the location of the DFD Area in regards to the 91 Freeway and Artesia Boulevard provides for an opportunity to maximize freeway- oriented retail development.

~~3.1.2. Bellflower Redevelopment Plan. The Bellflower Redevelopment Plan includes all the property within the DFD Area. It is the intent of the Redevelopment Plan to maintain and expand commercial land use activity within this Area. The DFD is consistent with the Redevelopment Plan.~~

C. **Underlying** Zoning. The zoning in the DFD is intended to be consistent with, and conform to, the Bellflower General Plan. The zoning classification for the property within the DFD Area is General Commercial (C -G) and Light Industrial (M -1).

The uses permitted in the C -G an M -1 zone are typically retail commercial, professional office and industrial types of uses. However, within the DFD Area, those uses permitted in the C-G and M -1 zone of the DFD Area will be those which are provided in greater detail in Section **DFD.070**.

**DFD.070** Permitted Uses.

A. The following uses are permitted in the DFD:

1. Regional Retail Uses. A commercial retail use that is contained within a structure of not less than 75,000 square feet nor in excess of 150,000 square feet in floor area. If more than one Regional Retail Use is situated on the same parcel of land, and developed in a comprehensive manner, then the floor area of the single regional retail use store may be not less than 50,000 square feet. Accessory outdoor sales areas directly associated with the regional retail store are permitted.

2. Automobile Sales, New. New automobile and vehicle sales dealerships with accessory automobile service, parts and supply retail. Any accessory used, or pre-owned, automobile and vehicle sales require the approval of a conditional use permit.

3. 'Big -Box' Retail Store.

4. Community - Serving Commercial.

5. Free - standing commercial space to accommodate sit -down restaurant uses, when developed in conjunction with a comprehensive commercial shopping center.

6. Freeway- Oriented Commercial.

7. Motor Sports Sales.

8. Multiple- tenant stores complexes when developed in conjunction with a comprehensive commercial shopping center.

9. Neighborhood Serving Commercial.

10. Professional /Administrative Offices (second floor and above).

~~11. Parking structures.~~

**DFD.080** Conditional Uses.

A. The following uses are permitted in the DFD as follows:

1. Developments on parcels of less than 1.5 acres.

2. Drive - Through Facilities.

3. Parking structures.

~~4. Stealthed wireless telecommunications facilities.~~

**DFD.090** Prohibited Uses.

A. The following uses are strictly prohibited within the DFD Area:

1. Adult Businesses.

2. Ambulance service.

3. Auction house or store.

4. Automobile repair center

5. Automobile repair shop.
6. Billiards (three or less tables).
7. Bingo establishments (public and non - profit).
8. Bridge, chess, "go" clubs.
9. Carwash (automatic mechanical, hand operated, or self- serve), including those facilities that are accessory to gasoline service stations.
10. Check cashing and cash advancing.
11. ~~Churches and other religious institutions.~~
12. Civic and community clubs.
13. Collection centers (recyclable materials).
14. Community care facilities.
15. Contractor's office with outside storage area.
16. Consignment goods, as an accessory activity.
17. Dialysis center.
18. Driving, or driver training schools and /or classrooms.
19. Escort services.
20. Free - standing commercial stores of less than 10,000 square feet on individual parcels, not developed in conjunction with a comprehensive shopping center.
21. Fork life repair shop.
22. Fortune Telling.
23. Funeral parlor, mortuary, crematory.
24. Garage, public.
25. Home occupation in permitted residential structure /use.
26. Hospices, home health care.

27. Hospitals.
28. Hotels.
29. Ice storage house of not more than five (5) tons capacity.
30. Janitorial services.
31. Laboratories.
32. Laundromats and /or self -serve laundry facilities.
33. Limousine service.
34. Modeling studio.
35. Motels.
36. Motorcycle funeral escort service.
37. Nursery (flowers, trees or plans; with or without buildings).
38. ~~Off -premises signs.~~ Outdoor sales, storage or activities; either as a primary use or accessory to a permitted use. Such uses may include, ~~but not be limited to~~ **without limitation**, animal feed, small mammals (e.g., dogs and cats) and supplies, sales of produce and other food -stuff, newsstands and other similar activities.
39. Outside storage as a primary activity.
40. Patio, outdoor furniture, bar -b -que and fireplace sales and related merchandise.
41. Public utility offices, payment centers and distribution substation with microwave facilities (does not include ~~cell phone antenna sites and~~ support facilities, or facilities that have outside storage).
- ~~42. Residential uses.~~
42. Rest home, convalescent hospital.
43. Second -hand stores and pawnshops.
44. Security, private patrol services.
45. Strip commercial development.

46. Surplus Store.
47. Swimming pool supplies.
48. Taxi services.
49. Taxidermist.
50. Telephone exchange /telemarketing /answering service.
51. Ticket agency.
52. Tools and equipment sales and rental (heavy).
53. Towing company — vehicle (may include accessory vehicle storage).
54. Trade schools.
55. Training, educational and vocational schools and colleges (public and private).
56. Warehouse and /or storage uses.
57. Water and purifier stores.
58. Wholesale business.

**DFD.100** Development Standards.

A. In addition to the requirements set forth in Section DFD.110 ~~of this DFD~~, the following development standards *shall* apply to all public and private improvements and /or development in the *South Bellflower Commercial Planning* DFD Area.

~~B. Special Controls. The following special controls shall apply:~~

~~1. Bellflower General Plan. The following goals, objectives and policies of the Bellflower General Plan guide this DFD for the South Bellflower Commercial Planning Area, and are especially pertinent to this particular area. The DFD is based on the Bellflower General Plan as it currently exists.~~

~~a. Land Use Element:~~

~~i. Promote Artesia Boulevard as a major commercial corridor. (Bellflower General Plan Use Element, March 1997, page 6)~~

~~ii. Preserve and promote larger commercial centers while discouraging smaller, less viable commercial land use configurations which creep into residential areas. (Bellflower General Plan Land Use Element, March 1997, page 6)~~

~~iii. Carefully scrutinize plans for developments which will have a significant impact on the city or surrounding developments to ensure the highest quality design. (Bellflower General Plan Land Use Element, March 1997, page 6).~~

~~iv. Encourage rehabilitation or redevelopment of designated commercial and industrial areas. (Bellflower General Plan Land Use Element, March 1997, page 6).~~

~~v. Provide lot consolidation incentives for commercial parcels in order to create large, viable, commercial properties. (Bellflower General Plan Land Use Element, March 1997, page 14).~~

~~vi. Through zoning overlay districts, or Specific Plans, create unique commercial shopping opportunities. (Bellflower General Plan Land Use Element, March 1997, page 15).~~

~~vii. Conduct a study of the Lakewood Boulevard Corridor with specific attention to uses, parking, and design criteria in order to allow for and encourage improvements along this State Route. (Bellflower General Plan Land Use Element, March 1997, page 15).~~

~~viii. Other commercial corridors should be considered for assessment, study, and opportunities for improvement. (Bellflower General Plan Land Use Element, March 1997, page 15).~~

~~b. Circulation Element:~~

~~i. Use redevelopment funding sources to provide necessary transportation improvements within redevelopment project areas whenever funds are available. (Bellflower General Plan Circulation Element, March 1997, page 6-1).~~

~~i. ii. Accommodate off-street parking in new developments, working toward the elimination of future demand for on-street parking. As new development occurs within adequate off-street parking, eliminate adjacent on-street parking, whenever appropriate. (Bellflower General Plan Circulation Element, March 1997, page 6-2).~~

~~ii. iii. Minimize curb cuts from new development and redeveloped projects onto each of the arterials defined in this Circulation Element as major and secondary highways. (Bellflower General Plan Circulation Element, March 1997, page 6-2).~~

~~ii. iv. Promote reciprocal access between parcels to minimize driveways and curb cuts. (Bellflower General Plan Circulation Element, March 1997, page 6-3).~~

~~iv. v. Require new development projects to provide parking facilities consistent with zoning code requirements and ensure adequate off-street parking requirements in the zoning code. (Bellflower General Plan Circulation Element, March 1997, page 6-5).~~

~~2. Bellflower Redevelopment Plan. The Redevelopment Plan for the Bellflower~~

~~Redevelopment Project Area No. 1 (Bellflower Ordinance No. 768 — July 1991) state as follows:~~

~~a. Section 501.A.13. Encouragement of public and private improvements to prevent, mitigate or eliminate existing and anticipated blight conditions in the Project Area (page 7).~~

~~b. Section 610. General Controls and Limitations. All real property in the Project Area is hereby made subject to the controls and requirements of this Plan. No real property shall be developed, rehabilitated, or otherwise changed after the date of the adoption of this Plan, except in conformance with the provisions of this Plan (page 25).~~

~~c. Section 622 Design Guide. Within the limits, restrictions, and controls established in this Plan, the Agency is authorized to establish heights of buildings, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other development of both private and public areas within the Project Area. These may be established by the approval of specific developments or by the adoption of general restrictions and controls by resolution of the Agency. No new improvement shall be constructed and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated except in accordance with architectural, landscape, and site plans submitted to and approved in writing by the Agency and the Planning Commission unless allowed pursuant to the procedures of Section 623 (of this Plan). One of the objectives of this Plan is to create an attractive and pleasant environment in the Project Area. Therefore, such plans shall give consideration to good design, open space, and other amenities to enhance the aesthetic and otherwise architectural quality of the Project Area. The City Council and Planning Commission shall not approve any plans that do not comply with this Plan (page 27).~~

~~d. Section 800 Actions of the City. The City may aid and cooperate with the Agency in carrying out this Plan and may take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or the spread of conditions causing blight. Actions by the City may include, but are not limited to, the following:~~

~~i. Revision of Zoning Ordinances and /or the General Plan within the Project Area to permit the land uses and development authorized by this Plan (page 32).~~

~~ii. Imposition whenever necessary (by covenants of restrictions, conditional use permits or other means) of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use (page 32).~~

~~B. Development Intensity. Appropriate development intensities must be provided to encourage access of automobile traffic from the 91 Freeway and from the adjoining streets of Bellflower Boulevard, Artesia Boulevard, Ramona Street and Cedar Street. The intensity of development is intended to be automobile- oriented and be regionally attractive. A minimum lot size requirement of 1.5 acres (65,340 square feet) is required~~

for any new development within the ~~planning area~~**DFD Area** to encourage larger commercial /retail developments. Every effort must be made and demonstrated to assemble parcels to meet the minimum lot size requirements. Proposed developments of lots that are less than 1.5 acres will require a conditional use permit.

C. Building Heights. Structures in the DFD Area must be built to appropriate heights, subject to applicable requirements of the ~~City Zoning ordinances~~**BMC's zoning regulations** and requirements, except as approved by the City ~~and Agency~~ pursuant to the ~~provisions of the Bellflower Municipal Code. As used herein, "height" shall be defined as provided in the Bellflower Zoning Code (Chapter 179 of the Bellflower Municipal Code.)~~**BMC**.

**D. Building** ~~E. Building~~ Setbacks. Building setbacks ~~shall be~~ subject to the applicable setback requirements of the ~~Bellflower Zoning Code~~**BMC**. Greater setbacks may be required as determined by the reviewing and approval body. Every effort should be made to create varied wall - planes and building surfaces, as opposed to stark flat and uniform surfaces. Well thought -out building setbacks, which have varied wall - plane articulation, will make the buildings more attractive and appealing. Buildings in the DFD Area ~~shall~~**must** be designed and located on property in a manner to maximize the use of land, provide adequate and appealing landscaping and other site amenities.

E. Public Area /Open Space. The DFD Area is intended to be automobile oriented, in that the commercial activity is intended to provide a regional appeal. The location of the DFD Area is such that the DFD Area is easily accessible to the regional freeway system. Although the DFD Area is not intended to be a high pedestrian area, development within the DFD Area should have pedestrian access and amenities. In addition, the development within the DFD Area **must** provide decorative visual features located in key areas to maximize the visual appeal of the development from the major street arterials. For example, the south east corner of Bellflower Boulevard and Artesia Boulevard **must** be developed with some form of prominent focal element located on an open area that will also provide for pedestrian access. Such focal element may include, ~~but not be limited to~~**without limitation**, a prominent water feature, significant landscaping with vertical elements, public art, or similar features.

The edges of development within the DFD Area that is adjacent to the public streets **must** be developed with generous landscaped planter areas that include mounded earth, trees, boulder features, groundcover and similar landscaping treatment.

F. Landscaping. Open spaces, areas adjacent to the public right of way, and areas intended for pedestrian access **must** be provided with amenities and treatment that provide for an interesting and quality visual experience as viewed from the public street. Landscaping **must** be designed to provide for a pleasant pedestrian experience when it is placed adjacent to pedestrian areas. Landscaped planter areas within the parking lot areas **must** be constructed with six inch (6") Portland Cement concrete curbs around the perimeter of all landscaped parking lot planters. All landscaping **must** be installed **before** the City **issues** any certificate of occupancy for any development.

G. Parking and Parking Lots. Parking lots **must** be designed in such a manner as to provide for the convenient and easy access into and out of the development. All off - street parking **must** be designed and constructed pursuant to the **BMC**. All parking lots **must** be designed to maintain landscaped planter areas within the parking fields. Parking lots **must** also have designated “shopping cart corrals” thoughtfully designed and placed throughout the parking lot. Said shopping cart corrals **must** be delineated with raised concrete curb and landscaped planter areas. “Pipe- style’ shopping cart corrals ~~shall not be allowed.~~**are prohibited**. All parking lots, stalls, lighting, aisle width and ADA regulations must ~~be brought up to current code~~**comply with the BMC**.

H. Paving. Paving in public and private pedestrian areas (excluding the public right of way), **must** reflect a high standard of design quality and reinforce safe and efficient usage. Pedestrian crossings must be highly visible to pedestrians and motorists. Stamped, colored concrete **must** be used to delineate the entrances to the parking lot, pedestrian crosswalks, pedestrian walks and similar areas.

I. Architectural Design. It is the goal of this DFD to promote a building design that is functional, but is also unique, pleasant and visually memorable. Building architecture **must** utilize consistent themes that do not conflict in design technique and application. Building designs that mix architectural styles **are prohibited**. Extensive, boring, plain wall stretches of wall surfaces **are also prohibited**.

J. Signage. Formulation of a master signage program by the “**developer**’ as an integral part of the overall development concept is required. The master sign program **must** include the design and placement of the Freeway Identification Sign. Notwithstanding specific ~~Bellflower Zoning Code provisions~~**BMC regulations** having citywide application, the City Council intends to allow only signage essential and appropriate to the scale and character of a quality regional commercial development. Within this general framework, the City Council is receptive to innovative and imaginative signing techniques, such as video display signage.

#### **DFD.110** Access and Circulation.

A. Because the DFD Area is located adjacent to the 91 Freeway and is bounded by major arterials, the primary mode of access to the DFD Area will be by automobile. Although there are public transit bus routes that service the DFD Area, pedestrian access is envisioned to result mainly from patrons who drive to the development within the DFD Area; exit their automobiles and then access the businesses. Therefore, attention **must** be made to design safe, efficient and logical vehicle circulation within the DFD Area, as well as for ingress and egress.

B. Pedestrian Access. The public rights of way bounding the DFD Area **must** have public sidewalks that align the perimeter of the properties within the DFD Area. Since it is anticipated that the primary form of visitation to the businesses within the DFD Area **originates** from vehicles, pedestrian amenities **will** not be promoted as those design features would in other portions of the city. The internal parking lot(s) **must** be designed in such a manner as to separate vehicular and pedestrian traffic. The parking lot(s) **must** be designed to provide a distinctive and coherent pedestrian circulation system between parked vehicles and the buildings within the DFD Area. Thus, designated pedestrian walkways within the parking area **must** be provided. Such designated pedestrian walkways **must** be raised and separated from vehicular travel drive aisles.

Since bus service occurs on the public arterials abutting the DFD Area, dedication of land may be necessary in order to facilitate bus turnouts and bus stops. Pedestrian paths from bus stops to the interior of the DFD Area **must** be provided.

C. Vehicular Access. Access into the DFD Area **must** be made via the adjoining public arterials. It may be necessary for land dedication to be made in order to facilitate deceleration lanes that will allow for right turns into the DFD Area. Furthermore, unless prohibited because of a raised center median located in the public street abutting the DFD Area, all vehicle exit points from the DFD Area **must** have at least two (2) travel lanes (one exit lane to allow right turns and one exit lane to allow for left turns). The amount of driveway access points onto the public arterials **must** be kept to a minimum. The number, locations and width of driveways ~~shall be subject to the approval of the~~ **require** City Engineer **approval**. The parking lot(s) **must** be designed so that all vehicle circulation can occur on-site. ~~No vehicle shall have to enter onto a public street in order to~~ **Parking lot design must ensure that vehicles can move from one location to another location** within the parking lot **without needing to exit onto a public street**.

D. Loading. All development within the DFD Area **must** provide designated loading areas. Loading areas **must** be designed in such a manner as to be visually screened from view from the public street or areas of high public use. Such visual screening techniques may include "wing walls," landscaped berms, and lowered loading areas. Loading areas **must** be designed so that if a trailer is left in the loading area, it **is** not visible to a public street or an area of high public use and access. If necessary, the development within the DFD Area must provide a customer loading area that is separate from the service loading area. The customer loading area **must** be clearly delineated and designed so that it will not conflict with travel within the parking lot and **drive aisles**.

E. Bicycle Access. It is recognized that the primary mode of access to development within the DFD Area will be made via motorized vehicles. However, development within the DFD Area **must** provide bicycle storage facilities to allow for those patrons and employees who access the DFD Area via bicycle to store their bicycles in a manner so as not to create visual clutter or create a safety hazard.

F. Traffic Mitigation Measures. Development of the South Bellflower Commercial **DFD** Area pursuant to this DFD may result in additional traffic utilizing the adjoining public streets in the immediate area. In conjunction with the submittal of development plans ~~for the Development Review Board (DRB), or other city review procedures,~~ an applicant may be required to submit a circulation, parking and /or traffic impact analysis. As a result of any such traffic impact analysis, specific traffic mitigation measures may be imposed on new construction during the plan review and approval process. The requirement for traffic mitigation measures does not replace or reduce any requirements that may exist for the developer to pay relevant development impact fees, unless the developer enters into a Development Agreement with the City.

G. Public Right -of -Way Improvements. All development proposals are subject to requirements for public right -of -way dedication, improvements for street widening and /or reconfiguration, and /or other improvements that may reasonably be required by the City Engineer with the development plans submitted. Any such street or sidewalk improvements **must** be consistent with current City standards and any specific street improvement plans approved by the City and subject to the approval of the City Engineer. Such improvements may include, ~~but are not limited to~~ **without limitation**, sidewalks, drive approaches, curb & gutter, landscaped street medians, upgrading sewer main line between Ramona Street & Cedar Street, street furniture, streetlights, street trees, parkway planting, dedication of land for deceleration lanes and exclusive right turn lanes, bus stop turnouts and public art and open plaza areas.

1. Specifically, an offer of dedication will be required for development on property located on the east side of Bellflower Boulevard, between Beverly Street and Artesia Boulevard for the purposes of creating an additional northbound traffic lane to alleviate traffic congestion. As part of the dedication, all physical encroachments must be removed or modified to eliminate any encroachment into the right -of -way.

All proposals by any person or agency for construction or development within the South Bellflower Commercial **DFD** Area **are** subject to plan review, permit approval procedures, and environmental review as referred to in this DFD.

#### **DFD.120** Plan Review Procedures.

A. In the conceptual phase of planning a public or private project, early discussion with the **City's** Planning Department is required to review the scope of the project and to clarify City requirements, ~~as applicable. Plans that have been prepared without having been previously discussed with City and Agency staffs before beginning design work may be subject to rejection.~~

Once plans for public and /or private developments are prepared by any person or agency, they **will** be processed through the standard City review processes initiated with the **City's** Planning Department, as applicable, and in addition thereto **are** be subject to review and approval of the City Council. Such plans may be required to include a plot plan, parking plan, drainage plan(s), landscaping plans, floor plans, roof plans, pre -fire plans, sign plans and four -sided elevations for all proposed improvements.

The development of sites and all public and private areas within the **DFD** Area **may** only be carried out according to plans and drawings approved by the City, ~~as applicable, and Agency in accordance with provisions of the Redevelopment Plan~~ and any conditions of approval imposed in connection with such review(s).

B. New Construction. Plans for new construction and /or additions to existing facilities may require City Council review to ensure appropriate compliance with applicable City requirements, including provisions of this DFD. This review process may include formal review and approval by the Planning Commission and City Council.

C. Existing Construction /Rehabilitation. Plans for rehabilitation of existing buildings generally require administrative City review and approval **before** the issuance of required building permits. This City review process incorporates City staff review of proposed plans to ensure compliance with the provisions of this DFD. Furthermore, plans for rehabilitation may also require the formal review and approval of the Planning Commission and City Council.

Properties that do not comply with the DFD can be maintained under the underlying zoning, however, should the use(s) or property become vacant for 180 days or more, then the property can no longer be utilized per the underlying zone and therefore must comply with the provisions of the DFD. All new uses will be subject to the standards of the DFD.

When appropriate, notice to surrounding properties, community outreach, and opportunities for early public participation in the design and development process may be required and are always encouraged.

**DFD.130** *Environmental Review.*

~~A. Development of buildings, structures, and public and private facilities within the South Bellflower Commercial Planning Area shall be subject to specific environmental review as part of the applicable City and Agency City Council review procedures. Such environmental review may include, but is not limited to, the following:~~

- ~~1. Completion of the City's Environmental Information Questionnaire;~~
- ~~2. Traffic, circulation, and /or parking impact study for any development proposal as may be required by the City Engineer;~~
- ~~3. A soils investigation report to be filed with the Agency City Council by the applicant identifying the status of soil contamination or other hazardous materials; or,~~
- ~~4. Any additional review including a full environmental impact report or negative declaration.~~

~~B. The cost for any such environmental review, consultants, and contract administration (if required) shall be paid by the property owner or developer.~~

Responsibility for Securing Permits and Paying Fees.

- A. Nothing contained in this DFD or in subsequent agreements can be construed in any way to exempt the developer, person or agency proposing the public or private development or facility (or his /her assignee, buyer, transferee, conveyee or lessee) from securing all permits and paying all fees required of developers of private property within the City of Bellflower, including any impact fees, public art fees and similar fees."

~~17.65.150 Exhibits and Tables.~~

- ~~A. Exhibit A: Vicinity Map~~  
~~B. Exhibit B: Aerial Photo~~  
~~C. Exhibit C: Boundary Map~~  
~~D. Appendix: Negative Declaration~~

Doc 339783



**Attachments  
available for  
viewing in the  
City Clerk's Office.**