



staff report

TO: Honorable Mayor and Members of the City Council

ATTENTION: Jeffrey L. Stewart, City Manager

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

SUBJECT: Consideration and possible action to conduct a Public Hearing to consider a Negative Declaration (ND 16-03), a Zone Change (ZC 16-02) and a Zoning Ordinance Text Amendment No. ZOTA 16-03 for the Design for Development for the South Bellflower Commercial Area (DFD); and read by title only, waive further reading, and introduce Ordinance No. 13XX – An Ordinance approving Zone Change Case No. ZC 16-02 to change the existing zone of several properties from “C-G” (General Commercial) or “M-1” (Light Industrial District) to Design for Development for the South Bellflower Commercial Area (DFD) and Zoning Ordinance Text Amendment Case No. ZOTA 16-03 amending the Bellflower Municipal Code to add Chapter 17.65, “Design for Development for the South Bellflower Commercial Area (DFD)” to Title 17. Applicant: City of Bellflower.

DATE: October 10, 2016

EXECUTIVE SUMMARY

On July 14, 2008, the Bellflower Redevelopment Agency (“RDA”) adopted Resolution No. RA-08-04 establishing 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). On May 9, 2016, the City Council adopted Urgency Ordinance No. 1313, establishing a moratorium for interim development controls in the DFD for 45 days; then on June 13, 2016, the City Council Adopted Ordinance No. 1315, extending Urgency Ordinance No. 1313 (expiration date of June 13, 2017). The urgency ordinance also removed some uses from the DFD because they did not impact the public health, safety, or welfare. The urgency ordinance provided staff with time to create a new DFD Ordinance.

On September 19, 2016, the Planning Commission recommended approval of the zoning ordinance text amendment case No. ZOTA 16-03 and zone change case No. ZC 16-02 as presented. If approved, this proposed ordinance will approve Zone Change Case No. ZC 16-02 to change the existing zone of several properties from “C-G” (General Commercial) or “M-1” (Light Industrial District) to Design for Development for the South Bellflower Commercial Area (DFD), approving Zoning Ordinance Text Amendment Case No. ZOTA 16-03 amending the Bellflower Municipal Code to add Chapter 17.65, “Design for Development for the South Bellflower Commercial Area (DFD)” to Title 17 on parcels located in the DFD Area and properties owned by the City of Bellflower and amend Bellflower Municipal Code Section 17.12.010 to include “DFD Design for Development for the South Bellflower Commercial Area”.

RECOMMENDATION TO CITY COUNCIL

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

FISCAL IMPACT

None

PUBLIC NOTICE

A Notice of Public Hearing was published in the Herald American (Bellflower Edition) newspaper on September 29, 2016; and public hearing notices were posted at City Hall, Brakensiek Library, Bellflower Substation, Thompson Park, and Simms Park on September 28, 2016, and public hearing notices were sent to property owners within the project area and sent to property owners within a 300' radius of the project area.

CEQA STATUS

Pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000, *et seq.*) and CEQA Guidelines (California Code of Regulations, Title 14, §§ 15000, *et seq.*), an environmental assessment has been conducted for this project in compliance with the California Environmental Quality Act (CEQA) Guidelines. An Initial Study and a Negative Declaration have been prepared which were made available for public review from July 21, 2016 through August 9, 2016. The City received four (4) comments regarding this project.

BACKGROUND

While development standards were adopted in 2008 by the Redevelopment Agency, improvements in the economy since that time merited a reexamination of the DFD including, without limitation, its jurisdictional boundaries, regulations, and development standards. Adopting the urgency ordinance ensured the City could continue implementing development controls within the DFD during the time that Staff drafts comprehensive new regulations to promote economic development. Without these regulations, properties in the DFD are only subject to the C-G or M-1 zone regulations. The urgency ordinance removed the following uses from the DFD because the uses, either "CUP required" or "prohibited," did not impact the public health, safety, or welfare: Stealthed wireless telecommunications facilities, Churches, and other religious institutions, Off-premises signs and Residential uses.

Since the adoption of the urgency ordinance, Staff had the opportunity to review the 2008 Resolution and draft the attached ordinance that closely reflects the 2008 vision. The new ordinance introduced at the September 19, 2016, Planning Commission Meeting includes the following additional changes from the 2008 Resolution: 1) The boundary of the DFD is adjusted by removing three parcels that have already fulfilled the goal with the development of the Golden Corral; 2) eliminating the prohibition on hotels and subjecting

such uses to a Conditional Use Permit (CUP); and 3) Staff recognized the redundancy of language regarding nonconforming uses and as such, removed the language as the Zoning Ordinance already contains provisions regarding Nonconformities. Following the Planning Commission meeting, Staff also added a provision to allow alcohol sales subject to a Conditional Use Permit.

Furthermore, the new ordinance will establish the DFD as a new Zoning Chapter within the Bellflower Municipal Code and change the zoning designations for several properties within the DFD Area, described as follows:

- **Zoning Ordinance Text Amendment (ZOTA):** A ZOTA to add Chapter 17.65 to Title 17 of the Bellflower Municipal Code (BMC). Chapter 17.65 will be referred to as “Design For Development for the South Bellflower Commercial Area (DFD).” The proposed provisions for the DFD chapter are included in the draft ordinance (Attachment A).
- **Zone Change:** A Zone Change to change the zoning designations for several properties from either “C-G” or “M-1” to “DFD.”

➤ **September 19, 2016, Planning Commission Meeting**

On September 19, 2016, the Planning Commission held a public hearing to consider the project. The Planning Commission discussed: 1) whether the DFD should explicitly prohibit “Cannabis Sales;” and 2) whether the easterly boundary should be expanded. In response to the Planning Commission’s comments, Staff indicated that the draft ordinance could be revised upon formal action. However, the Planning Commission took action to adopt the resolution, as presented, and did not give further direction to modify the draft ordinance to address the two items mentioned above. Therefore, no additional changes were made to the draft ordinance.

Below shows the actual changes being made to the DFD that reflects the Urgency Ordinance and what was presented to the Planning Commission. The changes are reflected as follows (see **bold and underlined** texts for added language and ~~*italicized strikethrough*~~ for removed text):

- Section 17.65.080 Conditional Uses of the DFD.
 1. *Developments on parcels of less than 1.5 acres.*
 2. *Drive - Through Facilities.*
 3. *Parking structures.*
 4. ~~*Stealthed wireless telecommunications facilities.*~~
- **4. Hotel, motel, or rooming house. Pursuant to the development standards outlined in the BMC.**
- **5. Alcohol sales (on-site or off-site sales; primary use or accessory use).**
- Section 17.65.090 Prohibited Uses of the DFD.
 11. ~~*Churches and other religious institutions.*~~
 27. ~~*Hotels.*~~
 38. ~~*Off - premises signs.*~~
 43. ~~*Residential uses.*~~

- Modify DFD Area: Remove the following parcels (7161-004-033, 7161-004-001 & 7161-004-004) within the DFD area.
- Section 17.65.120 for Nonconforming Language: The following paragraph was inadvertently included in the Urgency ordinance and will be removed from the final DFD since the DFD is subject to the nonconforming chapter of the Bellflower Municipal Code:

~~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 previous underlying zone and therefore must comply with the provisions of the DFD. All new uses will be subject to the standards of the DFD.~~

CONCLUSION

The proposed ZOTA and Zone Change are consistent with the General Plan and findings, as discussed in Ordinance No. 13XX (Attachment A). In addition, the proposed ZOTA and Zone Change will not be detrimental to the existing community or surrounding neighborhood as the allowable uses and development standards are designed to facilitate and encourage high quality uses that will further improve the quality of life in the community.

ATTACHMENTS

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CITY OF BELLFLOWER

ORDINANCE NO. 13XX

AN ORDINANCE APPROVING ZONE CHANGE CASE NO. ZC 16-02 TO CHANGE THE EXISTING ZONE ON SEVERAL PROPERTIES FROM "C-G" (GENERAL COMMERCIAL) or "M-1" (LIGHT INDUSTRIAL DISTRICT) TO DESIGN FOR DEVELOPMENT FOR THE SOUTH BELLFLOWER COMMERCIAL AREA (DFD) AND ZONING ORDINANCE TEXT AMENDMENT CASE NO. ZOTA 16-03 AMENDING THE BELLFLOWER MUNICIPAL CODE (BMC) TO ADD CHAPTER 17.65 "DESIGN FOR DEVELOPMENT FOR THE SOUTH BELLFLOWER COMMERCIAL AREA (DFD)" TO TITLE 17; APPLICANT: CITY OF BELLFLOWER

THE CITY COUNCIL DOES ORDAIN AS FOLLOWS:

SECTION 1. Zone Change / Zoning Ordinance Text Amendment Findings.

Pursuant to Bellflower Municipal Code ("BMC") Section 17.104.030, the City Council finds as follows:

- A. It is the purpose of this action to encourage the most appropriate use of the land; to conserve and stabilize the value of property; and promote the public peace, health, safety, morale, and general welfare, all in accordance with the General Plan.
- B. There are changed conditions since the existing Design for Development zone ("DFD") became effective. Such changes justify the addition of Chapter 17.65, captioned Design for Development for the South Bellflower Commercial Area (DFD) to the BMC. Specifically, the DFD is intended to help the City achieve the highest and best possible uses in the DFD zoning area by promoting freeway and highway oriented commercial/retail uses.
- C. The proposed action will not adversely affect property values or establish adverse land use precedent because the DFD includes reasonable regulations regarding uses, construction, and development within the DFD Area and to ensure such regulations are applied in a nondiscriminatory manner. Implementing the DFD will protect the City from the potential effects and impacts of activities inconsistent with the intent and purpose of the DFD. The proposed zone change from C-G (General Commercial) and M-1 (Light Industrial) District to (DFD) would allow 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 DFD Area provides because of the its location, visibility, and superior access to the regional freeway network. Furthermore, all future uses and development must comply with all of the requirements of the (DFD).

- D. The changes effected by the proposed action will contribute to the preservation of the public, peace, health, safety, and welfare by clarifying provisions of the BMC that were previously unclear or erroneous and effectuating City policy regarding land use and development with the DFD area. Furthermore, the action will eliminate potential new uses, construction, and development not consistent with intent and purpose of the DFD.
- E. The proposed action will not adversely affect the BMC. The intent of the DFD is to evaluate various economic commercial development opportunities (e.g., big box retail type uses). Furthermore, the proposed DFD will not change the existing land use designation for properties within the DFD area, which is "C" Commercial or "I" Industrial.

SECTION 2. Zone Change. Based on the above findings, the Zoning Map is amended as set forth in attached Exhibit "A", which is incorporated by reference.

SECTION 3. BMC Text Amendment. Section 17.12.010 of the Bellflower Municipal Code ("BMC") is amended to read as follows. The proposed revisions to the the Zoning Ordinance will be illustrated with *italic strikethrough* for existing language that is proposed for elimination and **bold and underlined** for proposed new language:

"17.12.010 Zones Enumerated.

For purposes relating to the orderly development of the City of Bellflower, and in order to carry out the provisions of this title, the City is hereby divided into ~~thirteen (13)~~ **fourteen (14)** zones known as the following:

SF	Single Family Residential
R1	Low Density
AE	Agricultural Estate Zone
R-2	Medium Density Residential
R-3	Multiple Residential
SCH	Senior Citizen Housing
C-G	General Commercial Zone
T-C	Bellflower Town Overlay Zone
M-1	Light Industrial Zone
PD	Planned Development Zone
O-S	Open Space Zoning Zone
P	Public Uses
MU	Mixed Use
<u>DFD</u>	<u>Design for Development for the South Bellflower Commercial Area</u>

SECTION 4. BMC Text Amendment. A new Chapter 17.65 entitled "Design for Development for the South Bellflower Commercial Area (DFD)" is added to the BMC and to read as follows:

**DESIGN FOR DEVELOPMENT FOR THE SOUTH BELLFLOWER COMMERCIAL
AREA (DFD)**

- 17.65.010 - Purpose and Intent.
- 17.65.020 - General Objections.
- 17.65.030 - Special Controls.
- 17.65.040 - Definitions.
- 17.65.050 - Site Description and Location Map.
- 17.65.060 - Permitted and Prohibited Uses.
- 17.65.070 - Permitted Uses.
- 17.65.080 - Conditional Uses.
- 17.65.090 - Prohibited Uses.
- 17.65.100 - Development Standards.
- 17.65.110 - Access and Circulation.
- 17.65.120 - Plan Review Procedures.
- 17.65.130 - Responsibility for Securing Permits and Paying Fees.

17.65.010 Purpose and Intent.

To encourage the development of the Design for Development for the South Bellflower Commercial Area (DFD) 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 City Council's intent to promote high sales tax producing development while insisting upon high quality design and site planning.

The purpose of the 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 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 documents affecting 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 DFD Area. Professional office use may be included into a development to increase the daytime professional population so long as it is well balanced with commercial/retail uses.

17.65.020 General Objectives.

The 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 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 DFD Area; and

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

17.65.030 Special Controls.

Any development within the DFD area must comply with the regulations of this Chapter in addition to the required development standards of the C-G (General Commercial) zone. In the event of a conflict between a regulation for the DFD and a regulation for the C-G (General Commercial) zone, the more restrictive regulation controls, and in case of doubt or ambiguity the determination thereof by the Director of Planning and Building Services is conclusive, subject to appeal as set forth in this Code.

17.65.040 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 Chapter. Words and phrases undefined in this Chapter have the same meaning as set forth in this Code.

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 mitzvahs, 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 a "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-doods, 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.

17.65.050 Site Description and Location Map.

A. 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 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 DFD Area varies along Artesia Boulevard, Ramona Street and Cedar Street. The width of the DFD Area varies from street to street. Along Artesia Boulevard, the width of the DFD Area extends approximately 363 feet west and 888 feet east of Bellflower Boulevard. Along Ramona Street the width of the DFD Area extends approximately 291 feet west and 373 feet east of Bellflower Boulevard. Along Cedar Street the 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.

17.65.060 Permitted and Prohibited Uses.

A. General Provisions. The uses permitted in the DFD Area must be compatible with the Bellflower General Plan and this Code. Freeway-oriented commercial uses, such as "big box" retailers and new automobile and motor sports sales facilities, must be strongly encouraged.

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.

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

The uses permitted in the C-G and M-1 zones are typically retail commercial, professional office and industrial types of uses. However, within the DFD Area, permitted uses are listed in Section 17.65.070.

D. Uses. This Chapter constitutes permissive regulations, whereby only those uses or facilities that are listed are allowed, except as provided through an administrative determination, an administrative use permit, or other discretionary action.

17.65.070 Permitted Uses.

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).

17.65.080 Conditional Uses.

The following uses are conditionally permitted in the DFD:

1. Developments on parcels of less than 1.5 acres.
2. Drive-through Facilities.
3. Parking structures.

4. Hotel, motel, or rooming house pursuant to Bellflower Municipal Code Chapter 17.44.
5. Alcohol sales (on-site or off-site sales; primary use or accessory use).

17.65.090 Prohibited Uses.

The following uses are strictly prohibited within the DFD:

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. Civic and community clubs.
12. Collection centers (recyclable materials).
13. Community care facilities.
14. Contractor's office with outside storage area.
15. Consignment goods, as an accessory activity.
16. Dialysis center.
17. Driving, or driver training schools and/or classrooms.
18. Escort services.
19. Free-standing commercial stores of less than 10,000 square feet on individual parcels, not developed in conjunction with a comprehensive shopping center.
20. Fork life repair shop.

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21. Fortune Telling.
22. Funeral parlor, mortuary, crematory.
23. Garage, public.
24. Home occupation in permitted residential structure/use.
25. Hospices, home health care.
26. Hospitals.
28. Ice storage house of not more than five (5) tons capacity.
29. Janitorial services.
30. Laboratories.
31. Laundromats and/or self-serve laundry facilities.
32. Limousine service.
33. Modeling studio.
34. Motorcycle funeral escort service.
35. Nursery (flowers, trees or plans; with or without buildings).
36. Outdoor sales, storage or activities; either as a primary use or accessory to a permitted use. Such uses may include, 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.
37. Outside storage as a primary activity.
38. Patio, outdoor furniture, bar-b-que and fireplace sales and related merchandise.
39. Public utility offices, payment centers and distribution substation with microwave facilities (does not include support facilities, or facilities that have outside storage).
40. Rest home, convalescent hospital.
41. Second-hand stores and pawnshops.
42. Security, private patrol services.
43. Strip commercial development.
44. Surplus store.
45. Swimming pool supplies.

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

17.65.100 Development Standards.

A. In addition to the requirements set forth in Section 17.65.110, the following development standards apply to all public and private improvements and/or development in the DFD Area.

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 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 BMC's C-G (General Commercial) zoning regulations and requirements, except as approved by the City pursuant to the BMC.

D. Building Setbacks. Building setbacks are subject to the applicable setback requirements of the C-G (General Commercial) zone. 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 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, 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 this Code. 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 are prohibited. All parking lots, stalls, lighting, aisle width and ADA regulations must comply with this Code.

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. 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.

17.65.110 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 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 require City Engineer approval. The parking lot(s) must be designed so that all vehicle circulation can occur on-site. Parking lot design must ensure that vehicles can move 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, 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.

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 DFD Area are subject to plan review, permit approval procedures, and environmental review as referred to in this DFD.

17.65.120 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.

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 as required by this Code 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 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.

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.

17.65.130 Responsibility for Securing Permits and Paying Fees.

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."

SECTION 5. General Plan Findings. This Ordinance is consistent with the General Plan. The General Plan's contains goals, objectives, and policies to encourage opportunities to sensitively integrate different, but compatible, land uses and to organize land uses to avoid creating nuisances among adjacent land uses; to preserve and promote larger commercial centers while discouraging small less viable commercial land use configurations which creep into residential areas; to retain strong themes identifying Bellflower as a city of visual and community quality; and to provide lot consolidation incentives for commercial parcels in order to create large viable, commercial properties. Furthermore, the proposed DFD will not change the existing land use designation for properties within the DFD area, which is "C" Commercial or "I" Industrial as stated in the General Plan.

SECTION 6. Environmental Review Findings. The City Council finds as follows:

- A. The City reviewed the project's environmental impacts under the California Environmental Quality Act (Pub. Res. Code §§ 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 Cal. Code of Reg. §§15000, et seq., the "CEQA Guidelines") and the City of Bellflower's Procedures for Implementing CEQA;
- B. An Initial Study of Environmental Impacts and Negative Declaration (ND) were prepared for this Ordinance;
- C. The Initial Study and Negative Declaration were made available to the public for review and comment from July 21, 2016, to and including August 9, 2016.
- D. A duly noticed Public hearing was held by the City Council of the City of Bellflower on October 10, 2016 at which time evidence was heard on the Initial Study and Negative Declaration and staff report. At the hearing, the City Council fully reviewed and carefully considered the Initial Study and Negative Declaration, together with any comments received during the public review period, and determined that the Negative Declaration was consistent with CEQA. The adoption of this Ordinance will not result in significant environmental impacts and that no further environmental review is required.
- E. The City Clerk, or designee, is directed to file a Notice of Determination in accordance with Pub. Res. Code §§ 21152, 21167(f); 14 CCR § 15094; and any other applicable laws.

SECTION 7. 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, and reflect the independent judgment of the City Council. 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 8. Continuity. Repeal of any provision of the Bellflower Municipal Code 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 9. Savings Clause. Repeal of any provision of the BMC or any other regulation by this Ordinance 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 10. 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 11. Validity of Previous Code Sections. If this the entire Ordinance or its application is deemed invalid by a court of competent jurisdiction, any repeal of the BMC or other regulation by this Ordinance will be rendered void and cause such BMC provision or other regulation to remain in full force and effect for all purposes.

SECTION 12. Effective Date. This Ordinance will become effective on the 31st day following its passage and adoption.

SECTION 13. Supersession. This Ordinance supersedes Urgency Ordinance No. 1315 in its entirety.

SECTION 14. The City Clerk must certify as to the adoption of this ordinance and cause the summary thereof to be published within fifteen calendar (15) days of the adoption and post a certified copy of this ordinance, including the vote for and against the same, in the office of the City Clerk, in accordance with Government Code § 36993, for the City of Bellflower.

ORDINANCE NO. 13XX HAD ITS FIRST READING ON _____, ITS SECOND READING ON _____, AND WAS DULY PASSED, APPROVED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF BELLFLOWER AT ITS REGULAR MEETING OF _____.

Dan Koops, Mayor

Attest:

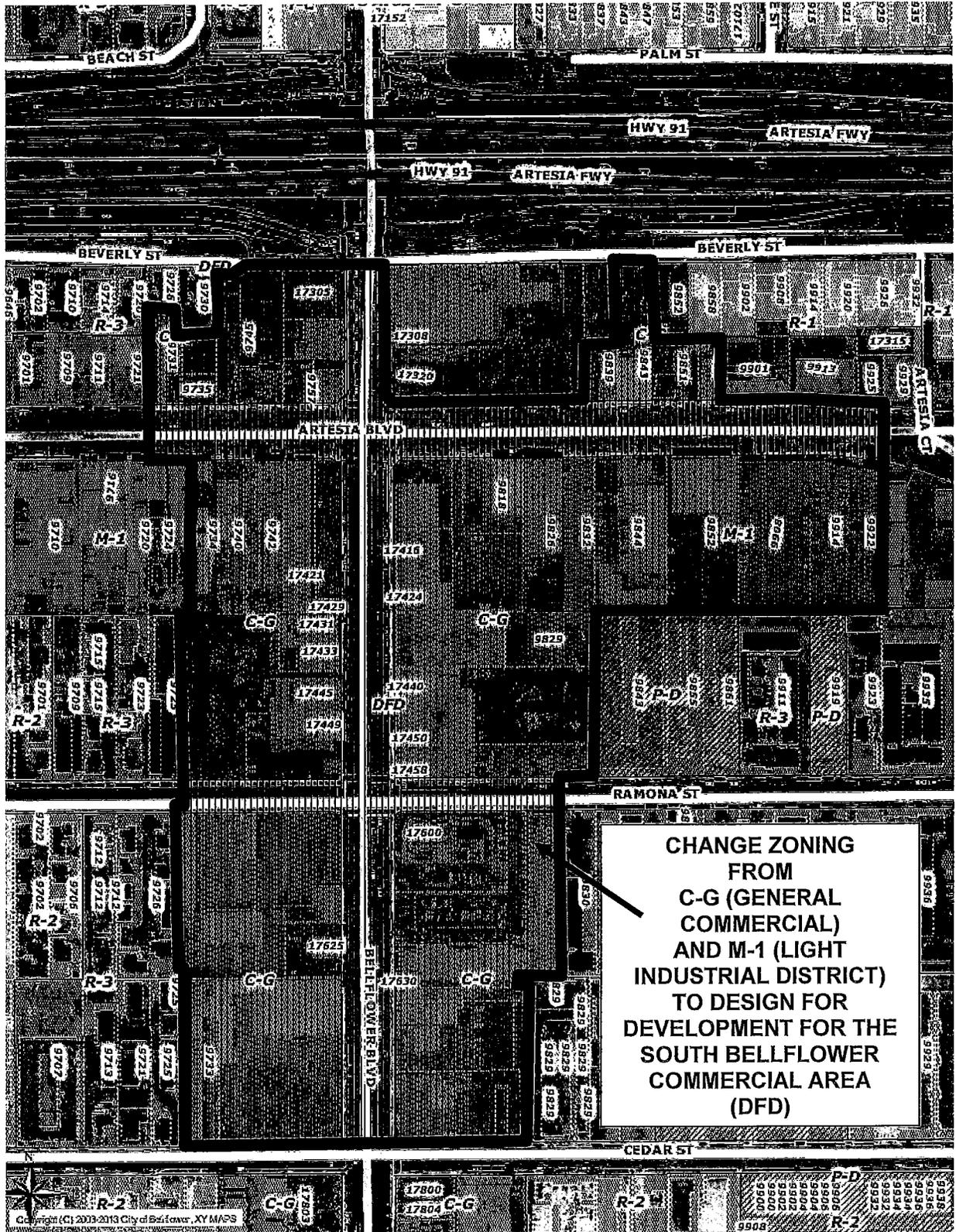
Mayra Ochiqui, City Clerk

APPROVED AS TO FORM:

Karl H. Berger, City Attorney

Attachment: Exhibit A

Exhibit A - ZONE CHANGE MAP



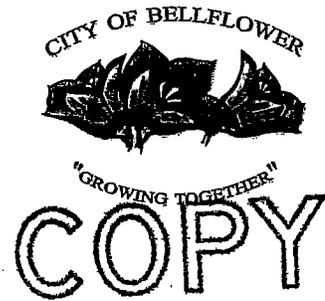
The City of Bellflower

Families. Businesses. Futures.

16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 www.bellflower.org

**NOTICE OF INTENT TO ADOPT
A NEGATIVE DECLARATION**



Notice is hereby given that the City of Bellflower has prepared an Environmental Initial Study for the following location:

ORIGINAL FILED

PROJECT: Zoning Ordinance Text Amendment Case No. ZOTA 16-03
Zone Change Case No. ZC 16-02
Negative Declaration No. ND 16-03

JUL 21 2016

LOS ANGELES COUNTY CLERK

LOCATION: The project 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 and Ramona Street. (See page 33 for Aerial Map)

PROJECT DESCRIPTION: Zoning Ordinance Text Amendment ("ZOTA") amending Bellflower Municipal Code Title 17 (Zoning) to add Chapter 17.65 (Design for Development (DFD) for the South Bellflower Commercial Area). The project also involves a change of zone from "C-G" (General Commercial) or "M-1" (Light Industrial District) to "DFD" (Design For Development (DFD) for the South Bellflower Commercial Area). The DFD zoning will add definitions, add permitted uses, conditionally permitted uses, prohibited uses, add development standards and establish procedures for new development and new uses.

APPLICANT: City of Bellflower

Based on the environmental information gathered and analyzed for the project during the Initial Study process, the City of Bellflower has determined that there is no substantial evidence, in light of the whole record, that the project may have a significant effect on the environment. Therefore, a Negative Declaration for the project is proposed pursuant to the requirements of the California Environmental Quality Act (CEQA).

The 20-day public review period for this document begins on July 21, 2016 and expires on August 9, 2016.

The Initial Study, and Negative Declaration are available online (www.bellflower.org) and may be reviewed by the public during normal business hours at: 1) The City of Bellflower, Planning Division located at 16600 Civic Center Drive, Bellflower, CA, and 2) Los Angeles County Library in the City of Bellflower located at 9945 E. Flower Street, Bellflower, CA.

The Planning Commission of the City of Bellflower will conduct a public hearing to consider the proposed Negative Declaration in conjunction with Zoning Ordinance Text Amendment Case No. ZOTA 16-03 and Zone Change Case No. ZC 16-02 on **Monday, August 15, 2016**, at 7:00 pm or as soon thereafter as possible, in the Bellflower City Council Chambers, City Hall, 16600 Civic Center Drive, Bellflower, California.

Please address all public comments (before the close of the environmental review period noted above) to: City of Bellflower, Attn: Jason P. Clarke, Senior Planner, 16600 Civic Center Drive, Bellflower, CA 90706, (562) 804-1424, ext. 2248, jclarke@bellflower.org.

**CITY OF BELLFLOWER
ENVIRONMENTAL CHECKLIST FORM**

PROJECT TITLE: Zoning Ordinance Text Amendment Case No. ZOTA 16-03
Zone Change Case No. ZC 16-02
Negative Declaration No. ND 16-03

**LEAD AGENCY
NAME AND ADDRESS:** City of Bellflower
16600 Civic Center Drive
Bellflower, CA 90706

**CONTACT PERSON(S)
AND PHONE NUMBER:** Jason P. Clarke, Senior Planner
(562) 804-1424, ext. 2248

PROJECT LOCATION: The project 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 and Ramona Street. The proposed project is comprised of several parcels. (See page 33 for Aerial Map)

**PROJECT SPONSOR'S
NAME AND ADDRESS:** City of Bellflower
16600 Civic Center Drive
Bellflower, CA 90706

GENERAL PLAN DESIGNATION: The proposed text amendment and zone change will pertain to the following land use designations: Commercial and Industrial.

ZONING CLASSIFICATION: The proposed text amendment and zone change will change existing "C-G" (General Commercial) or "M-1" (Light Industrial District) zones to "DFD" (Design For Development (DFD) for the South Bellflower Commercial Area).

PROJECT DESCRIPTION (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.):

Zoning Ordinance Text Amendment ("ZOTA") amending Bellflower Municipal Code Title 17 (Zoning) to add Chapter 17.65 (Design for Development (DFD) for the South Bellflower Commercial Area). The project also involves a change of zone from "C-G" (General Commercial) or "M-1" (Light Industrial District) to "DFD" (Design For Development (DFD) for the South Bellflower Commercial Area). The DFD zoning will add definitions, add permitted uses, conditionally permitted uses, list prohibited uses, add development standards and establish procedures for new development and new uses. The Proposed Project is comprised of Assessor Parcel Numbers: 7161 - 003 - 023, 7161 - 003 - 026, 7161- 003 -027, 7161- 003 - 028, 7161- 003 - 029, 7161 -003- 030, 7161 - 003 - 031, 7161 - 004 - 005, 7161- 004- 006, 7161- 004 -008, 7161 - 004 - 009, 7161 - 007 -004, 7161- 007 -005, 7161 - 008 -001, 7161 - 008 - 002, 7161- 008 - 003, 7161- 008 - 004, 7161 - 008 - 005, 7161- 008 - 007, 7161 -008- 008, 7161 - 008 - 009, 7161 - 008 - 010, 7161 - 008 - 011, 7161 - 008 - 012, 7161- 008- 013, 7161- 008 - 014, 7161 - 008 -021, 7161 - 009 -001, 7161 - 009 -002, 7161 - 009 -003, 7161 - 009 - 004, 7161 - 009 - 036, 7161 - 009 - 037, 7161- 009 - 038, 7161- 009 -039, 7161- 012 - 001, 7161 -012- 002, 7161 - 012 - 003, 7161 - 012 - 029, 7161 - 012 - 040, 7161 - 013 -

Page 2 of 33

015, 7161- 013- 016, 7161- 013 -031, 7161 - 013 -076, 7161 - 013 -079, 7161- 013 - 080, 7161 - 013 -081, 7161 - 013 -082 and property owned by the City of Bellflower (Assessor Parcel Numbers: 7161 - 008 -900, 7161 - 008 -905, and 7161 - 013 -901).

SURROUNDING LAND USES AND SETTING (Briefly describe the project’s surroundings.):

This Planning Area surrounds an approximate three block area with the length situated predominately on the Bellflower Boulevard axis, running south of the 91 Freeway to the north side of Cedar Street while the width of the Planning Area varies along Artesia Boulevard, Ramona Street, and Cedar Street. The width of the Planning Area extends approximately 363 feet west and 888 feet east of Bellflower Boulevard. Along Ramona Street, the width of the Planning Area extends approximately 291 feet west and 373 feet east of Bellflower Boulevard. Along Cedar Street, the Planning Area extends approximately 290 feet west and 231 feet east of Bellflower Boulevard.

The Planning Area is composed of C-G (General Commercial) zoned properties along Bellflower Boulevard with portions of Artesia Boulevard zoned M-1 (Light Industrial District). The project site is bounded to the north by O-S (Open Space) (91-Freeway), R-1 (Low Density Residential) and R-3 (Multiple Residential) zoning, to the south by C-G (General Commercial) zoning, and to the east and west by a combination of C-G (General Commercial), M-1 (Light Industrial District) and R-3 (Multiple Residential) zoning.

OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (i.e., permits, financing approval, or participation agreement):

None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION (To be completed by the Lead Agency): On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



 Signature

July 20, 2016
 Date

Jason P. Clarke, Senior Planner
 Printed Name

City of Bellflower
 For

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (i.e., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (i.e., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take into account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.

- b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (i.e., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 - 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 - 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II. AGRICULTURE RESOURCES.
 In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the Calif. Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the Calif. Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.
 Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES, continued.				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutants concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES.

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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IV. BIOLOGICAL RESOURCES, continued.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES.

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS.

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

VI. GEOLOGY AND SOILS, continued.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS.

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation Adopted for the purpose of reducing the emission of Greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

y) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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VIII. HAZARDS AND HAZARDOUS MATERIALS, continued.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and , as a result, would create a significant hazard to the public or environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY.

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY, continued.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. LAND USE AND PLANNING.

Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XI. MINERAL RESOURCES.
Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XII. NOISE. Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIII. POPULATION AND HOUSING.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIV. PUBLIC SERVICES.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. RECREATION.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. TRANSPORTATION/TRAFFIC.

Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (i.e., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII. UTILITIES AND SERVICE SYSTEMS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

I. **AESTHETICS. Would the project:**

- a. Have a substantial adverse effect on a scenic vista?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project site is within an existing developed urban setting. The proposed project will not have a substantial adverse effect on any scenic vistas. There are no historic buildings within the vicinity of the proposed project. The project will not degrade the visual character of the vicinity. The project will not create new sources of substantial light or glare that would adversely affect day or nighttime views in the area. The Design for Development (DFD) requires a comprehensive development review procedure that will require new landscaping within parking lots, setback areas and at major project access points. Therefore, there will not be a potential for a significant impact upon the environment due to aesthetic considerations.

- b. Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. See reason listed under I.a.

- c. Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. See reason listed under I.a.

- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. See reason listed under I.a.

II. **AGRICULTURE RESOURCES. Would the project:**

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project site is within an existing developed urban setting. There is no farmland on the subject site. Therefore, the project will not result in the conversion of any farmland to a nonagricultural use.

- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project site is within an existing developed urban setting. The General Plan and Zoning designations for the subject area is either Commercial or Industrial. The proposed project would maintain the existing development and land use pattern of the present urban environment. There will be no conflict with any contracts entered into agreement pursuant to Section 51200 et seq. of the California Government Code.

- c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. Since there is no farmland or agricultural land at the subject project site, the project will not result in the conversion of any existing farmland or agricultural land, to a nonagricultural uses.

III. AIR QUALITY. Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project site is a fully developed commercial corridor within the City of Bellflower. There are a variety of existing commercial land uses that are currently operating within the project area. The entire project area will continue to operate as commercial or industrial property that is oriented towards the existing 91-freeway (SR-91) that abuts the project area to the north. The project does not have the characteristics to conflict or obstruct the implementation of any applicable air quality plan. The project does not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The project does not have the criteria-pollutant that would exceed any applicable federal or state air quality standard. The project will not result in the exposure of sensitive receptors to substantial pollutant concentration. The project will not create objectionable odors that might otherwise affect a substantial number of people.

Therefore, there will not be a potential for a significant effect upon the environment as a result of air quality impacts.

- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

No Impact. See reason listed under III.a.

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

No Impact. See reason listed under III.a.

- d. Expose sensitive receptors to substantial pollutants concentrations?

No Impact. See reason listed under III.a.

- e. Create objectionable odors affecting a substantial number of people?

No Impact. See reason listed under III.a.

IV. BIOLOGICAL RESOURCES. Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project site is within an existing developed urban setting. As such, there are no known species on the project site that have been identified as a candidate, sensitive, or special status species in local or regional plans, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service that would adversely affected, either directly or indirectly, by the project.

Furthermore, there are no federally protected wetlands that would be impacted by the proposed project, as defined by Section 404 of the Clean Water Act within the City of Bellflower. The project will not interfere with the movement of any native resident or migratory fish or wildlife species. The project will not affect any established wildlife corridors. The project will not impede the use of native nursery sites. The project does not conflict with any local policies or ordinances protecting biological resources. The project does not conflict with any provisions of an adopted Habitat Conservation Plan. Lastly, the project involves amending the zoning code by adding the DFD zoning that will add definitions, add permitted uses, conditionally permitted uses, list prohibited uses, add development standards and establish procedures for new development and new uses. Therefore, no impacts upon biological resources will result.

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. See reason listed under IV.a.

- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other mean?

No Impact. See reason listed under IV.a.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. See reason listed under IV.a.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. See reason listed under IV.a.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. See reason listed under IV.a.

V. CULTURAL RESOURCES. Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The City of Bellflower is located within a highly developed urban area of southeast Los Angeles County and does not have any historical area recorded with the State Historic Preservation Office. In addition, the project involves amendments to the zoning regulations by adding definitions, permitted uses, conditionally permitted uses, listing prohibited uses, adding development standards and establish procedures for new development and new uses. The new regulations will not, in and of itself, lead to or allow new construction, grading or other physical alterations to the environment that are not already permissible. Therefore, it is concluded that the proposed text amendment and zone change would not have a significant impact on any cultural resources.

- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

No Impact. See reason listed under V.a.

- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. See reason listed under V.a.

- d. Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. See reason listed under V.a.

VI. GEOLOGY AND SOILS. Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact/Less Than Significant. The project site is located in the southwesterly portion of the City of Bellflower, which is located within the southeast portion of Los Angeles County. This region has many active and potentially active faults, which could impact the project site. However, the site is not within an Alquist-Priolo Special Study zone. There no known active faults in the City of Bellflower. The closest active fault is in the Newport Inglewood Fault Zone located about 5 miles south east of the City. The project site has the potential to be impacted by earthquakes and related hazards – mainly from ground shaking, which is not uncommon throughout the region. Although the site is in an area that has been identified as susceptible to liquefaction, all construction will required to provide soils and geologic studies that will require enhanced foundations, or other construction techniques. These specific measures will be addressed when specific development projects are proposed and evaluated. Bellflower is virtually flat, thus the project site will not substantially be affected by landslides or mudflows. Therefore, there will not be a potential for a significant impact upon the environment as a result of any geologic or soils issue.

- ii) Strong seismic ground shaking?

Less Than Significant. See reason listed under VI.a.i.

- iii) Seismic-related ground failure, including liquefaction?

No impact. See reason listed under VI.a.i.

- iv) Landslides?

No Impact. See reason listed under VI.a.i.

- b. Result in substantial soil erosion or the loss of topsoil?

No Impact. The proposed project will not result in substantial erosion or the loss of topsoil. Future development will be required to prepare erosion control plans.

- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact. The project is not located on geological unit or soil in such a way that would cause the soil to become unstable, or result in any other geologic defect.

- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

No impact. Although the project area will be located in an area recognized as having expansive soil, at this time, the project does not include the construction of buildings. All future structures will be designed by incorporating the most current California Building Standards Codes, as adopted by the City of Bellflower and the County of Los Angeles in effect at the time a permit application is filed.

VII. GREENHOUSE GAS EMISSIONS

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

No impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The zoning regulations include adding definitions, permitted uses, conditionally permitted uses, listing prohibited uses, adding development standards and establish procedures for new development and new uses. Furthermore, the project site is a fully developed commercial corridor within the City of Bellflower. The zoning regulations will not, in and of itself, lead to or allow new construction, grading or other physical alterations to the environment that are not already permissible. Therefore, the project will not generate greenhouse gas emissions. All future development will be in compliance with the City of Bellflower's Climate Action Plan and be evaluated on a case-by-case basis. For these reasons, it is concluded that the proposed text amendment will have no impact on greenhouse gas emissions.

- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions or greenhouse gases?

No impact. See reason listed under VII.a.

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- a. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The proposed project will not require the transport, use or disposal of any significant amounts of hazardous material. The range of potential uses that could occur as a result of the proposed project are those that are typical of commercial - retail uses. No potential hazardous material may be included within the project scope unless separate environmental analysis is performed. The proposed project (the Design for Development) does not involve the handling of hazardous materials of any significant level. Therefore, the project will not create a significant hazard that would result from the accidental release of hazardous materials. The proposed project will not emit any hazardous emissions, nor does it involve the handling of hazardous or acutely hazardous materials, substances or waste. The proposed use is not on a hazardous materials site, which is included on any list compiled pursuant to Government Code Section 65962.5

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No Impact. See reason listed under VIII.a.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. See reason listed under VIII.a.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and , as a result, would create a significant hazard to the public or environment?

No Impact. See reason listed under VIII.a.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project site is not located within any airport land use plan. The project will not create a safety hazard for people residing or working in the project area. The project site is not located in the vicinity of any private airstrip, thus the project will not create a safety hazard for people residing or working in the project area. The project will neither impair the implementation of, nor physically interfere with any adopted emergency response plan or evacuation plan. The project does not include any structures that would be subject to risk from a wild fire. The project site contains existing development, that could be recycled into new buildings and structures pursuant to a development review process. Therefore the risk of loss, injury or death from wildfires would be reduced as a result of the project.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working within the project area?

No Impact. See reason listed under VIII.e.

- g. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

No Impact. See reason listed under VIII.e.

- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. See reason listed under VIII.e.

IX. HYDROLOGY AND WATER QUALITY. Would the project:

- a. Violate any water quality standards or waste discharge requirements?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project will not violate any water quality standards or waste discharge requirements. Future development will be required to comply with State and City water quality requirements and procedures.

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume

or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The proposed project will not substantially deplete groundwater supplies nor will it interfere substantially with groundwater recharge to create a net deficit in aquifer volumes or a lowering of the local groundwater table. The project is already developed and is not a recharge area.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project will not substantially alter any drainage patterns in a manner that would result in substantial erosion or siltation on or off site. The site is virtually flat. The Artesia Freeway (SR -91) abuts the project site to the north. Major public streets bound the other three sides of the project area. The project site is located within a fully developed urban environment that has existing storm drain infrastructure. The proposed will not substantially alter any drainage patterns in a manner that would result in flooding on or off site. The proposed project will not create or contribute to water runoff in a manner that would exceed the capacity of existing or planned storm water drainage systems, nor will it provide substantial additional sources of pollution runoff. The potential range of uses that could occur upon the subject site will closely resemble those uses that presently exist, in regards to the potential for the development of commercial retail uses.

Therefore the ratio of impervious land will remain unchanged as a result of this project. Furthermore, the City of Bellflower and the project are subject to the provisions of the State of California Water Board's stormwater runoff requirements and, where determined necessary, best management practices (i.e. landscaped swales) will be implemented into the construction and future use of the site.

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact. See reason listed under IX.c.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. See reason listed under IX.c.

- f. Otherwise substantially degrade water quality?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. Water quality will not be substantially degraded by the proposed project for the reasons discussed in Response "a".

- g. Place housing within 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The proposed project is intended to facilitate the existing land use of commercial retail. No residential uses are proposed to be integrated into the list of potential land uses. No housing will be placed within a 100 -year flood hazard zone. The proposed project will not cause any persons or structures to be exposed to significant risk of loss, injury, or death caused by any flooding. The closest major body of water is the San Gabriel River, which is located on the easterly boundary of the City of Bellflower, and not within close proximity of the project site. The San Gabriel River does not pose a threat to the project with regards to seiche or tsunami activity. Bellflower is located well inland from the Pacific Ocean and is virtually flat; therefore, the project will not be significantly impacted by any mudflow.

- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. See reason listed under IX.g.

- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. See reason listed under IX.g.

- j. Inundation by seiche, tsunami, or mudflow?

No Impact. See reason listed under IX.g.

X. LAND USE AND PLANNING. Would the project:

- a. Physically divide an established community?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The proposed project will not disrupt or divide the physical arrangement of an established community, including a low income or minority community. The proposed project will create a planning and development review framework that will allow for the utilization of existing commercially developed land in a more comprehensive manner.

- b. Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The proposed project is compatible with the General Plan and the Zoning Map designation of Commercial and Industrial and, therefore, presents no conflict with the General Plan or the Zoning Map. The proposed project presents no conflicts with adopted redevelopment plans, as the project is consistent with the existing Bellflower Redevelopment Plan.

- c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. Bellflower is a fully urbanized area, with no applicable habitat conservation plans or natural community conservation plans that the project would conflict with. Therefore, the proposed project will not result in a potential for a significant effect upon the environment as a result of land use and planning impacts.

XI. MINERAL RESOURCES. Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project will not result in the loss of availability for a known mineral resource that would be of value to the region and the residents of the state. There are no mineral recovery sites delineated by the City of Bellflower General Plan, and as such, the proposed project will not result in the loss of such sites. Therefore, there will not be a potential for a

significant impact upon the environment due to the loss or compromising of mineral resources.

- b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. See reason listed under XI.a.

XII. NOISE. Would the project result in:

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. Construction activities may result in increases in ambient noise levels in the vicinity of project site on an intermittent basis. Noise levels may fluctuate depending on construction phase, equipment type and duration of use, and distance between noise source and listener. The project will comply with local requirements concerning the permitted hours of construction and hours of operation once opened to the public.

- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The proposed project will not result in the exposure of persons to or generation of excessive groundborne vibrations or groundborne noise, since excessive noise levels will not be generated.

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project will not result in a substantial permanent increase in ambient noise levels in the project vicinity above existing noise levels as a result of the proposed project. The project will not result in a change in land use designation, and will remain as commercial property.

- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. Construction taking place under the proposed plan may result in an insignificant temporary increase in ambient noise levels in the project vicinity above existing levels, as a result of construction activities. Noise levels may fluctuate depending on construction phase, equipment type and duration of use. Those construction projects will comply with local requirements concerning the permitted hours of construction.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project is not located within an airport land use plan area, thus the project will not expose any persons residing or working in the area to excessive noise levels.

- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. There are no private airstrips in the City of Bellflower, therefore the project will not expose any persons residing or working in the area to excessive noise levels. Therefore, the proposed project will not result in an impact upon the environment as a result of noise generation.

XIII. POPULATION AND HOUSING. Would the project:

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The proposed project will not induce population growth. Since the City of Bellflower is nearly "built-out," and the project is consistent with the existing range of uses that currently are allowed within the General Commercial (CG) and M -1 (Light Industrial) zoning designation. Changes to the current population levels are not anticipated. The proposed project may result in the displacement of six existing housing units. However, the City of Bellflower process new residential units as "in-fill"

construction on a yearly basis. Therefore, the project will not require the construction or relocation of any dwelling units. If any persons are displaced as a result of a future project that would occur as a result of the implementation of the proposed planning document, the project will have to conform and address residential relocation benefits pursuant to existing State law. Therefore, there will not be a substantial impact upon the environment as a result of the significant displacement of persons or the loss of housing.

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. XIII.a.

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. See reason listed under XIII.a.

XIV. PUBLIC SERVICES.

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- i) Fire protection?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project will provide for the better utilization of existing commercially developed land. The project will not require additional police or fire services. The project will not be required to provide additional fire flow protection. The project will have no effect on schools, and seeks to improve the functionality of an existing commercial area. The project will not have a significant impact on local roads, public facilities or on governmental services. Therefore, there will not be a potential for a significant effect upon the environment as a result of impacts upon public services.

- ii) Police protection?

No Impact. See reason listed under XIV.a.i.

- iii) Schools?

No Impact. See reason listed under XIV.a.i.

iv) Parks?

No Impact. See reason listed under XIV.a.i.

v) Other public facilities?

No Impact. See reason listed under XIV.a.i.

XV. RECREATION.

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The potential range of uses that could be established within the project area would not impact existing recreational resources. Furthermore, the project would not substantially result in, or substantially increase the deterioration of any existing or proposed park facilities. Therefore, the project will not be executed in a manner that would otherwise have an adverse physical effect on the environment.

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. See reason listed under XV.a.

XVI. TRANSPORTATION/TRAFFIC. Would the project:

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

No Impact. The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The proposed project is not anticipated to cause an increase in traffic at a level which is substantial in relation to the existing traffic load and capacity of the adjacent street system. The project will be consistent in land use to what is currently allowed to occur within the boundaries of the project, as well as what currently exists. The project will not exceed, either individually or cumulatively, the level of service standards established by the county congestion management agency for designated roads and highways. The proposed project does not propose to directly nor indirectly, change air traffic patterns. The project will not create any safety risks with regards to air traffic. The proposed project will not result in the

creation of alterations to any design feature(s) that would produce a hazard, including sharp curves and dangerous intersections. The proposed project will neither impede nor obstruct emergency access. The design of the project will ensure that sufficient emergency access is provided and maintained. The proposed project will not be required to meet all relevant off - street parking standards. There will be no parking impacts.

- b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

No Impact. See reason listed under XVI.a.

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. See reason listed under XVI.a.

- d. Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (i.e., farm equipment)?

No Impact. See reason listed under XVI.a.

- e. Result in inadequate emergency access?

No Impact. See reason listed under XVI.a.

- f. Result in inadequate parking capacity?

No Impact. See reason listed under XVI.a.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The project will be consistent to what is currently allowed within the project boundaries, as well as what currently exists. The project will not generate wastewater that might exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board.

- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The proposed project will not require the construction or expansion of any water or wastewater treatment facilities.

- c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The proposed project will not require construction of new off-site stormwater drainage facilities.

- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. The existing water system has sufficient capacity to accommodate the proposed project.

- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The proposed project will not exceed the environmental thresholds for water treatment.

- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

No Impact. The proposed project continues the utilization of the project site as commercial property. Any refuse generated as a result of a project that could occur as a result of the proposed planning document would be required to maintain adequate solid waste and recycling services. The project is not expected to generate a significant level of trash. The proposed project will have no impact on existing landfills.

- g. Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The project will comply with all applicable federal, state and local statutes and regulations pertaining to solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact. The area in which the site is located is developed as an urban environment. Nearby land uses are similar to those found within the project site. Therefore, it is unlikely that the proposed project would affect any rate or

endangered wildlife. It is also unlikely that cultural resources would be affected by the proposed project.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

No Impact. The project does not seek short-term environmental goals at the expense of long term environmental goals. The impacts that are produced will not be individually or cumulatively considerable.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. The proposed project, because of its scale and type, would not cause substantial adverse effects on human beings, either directly or indirectly.

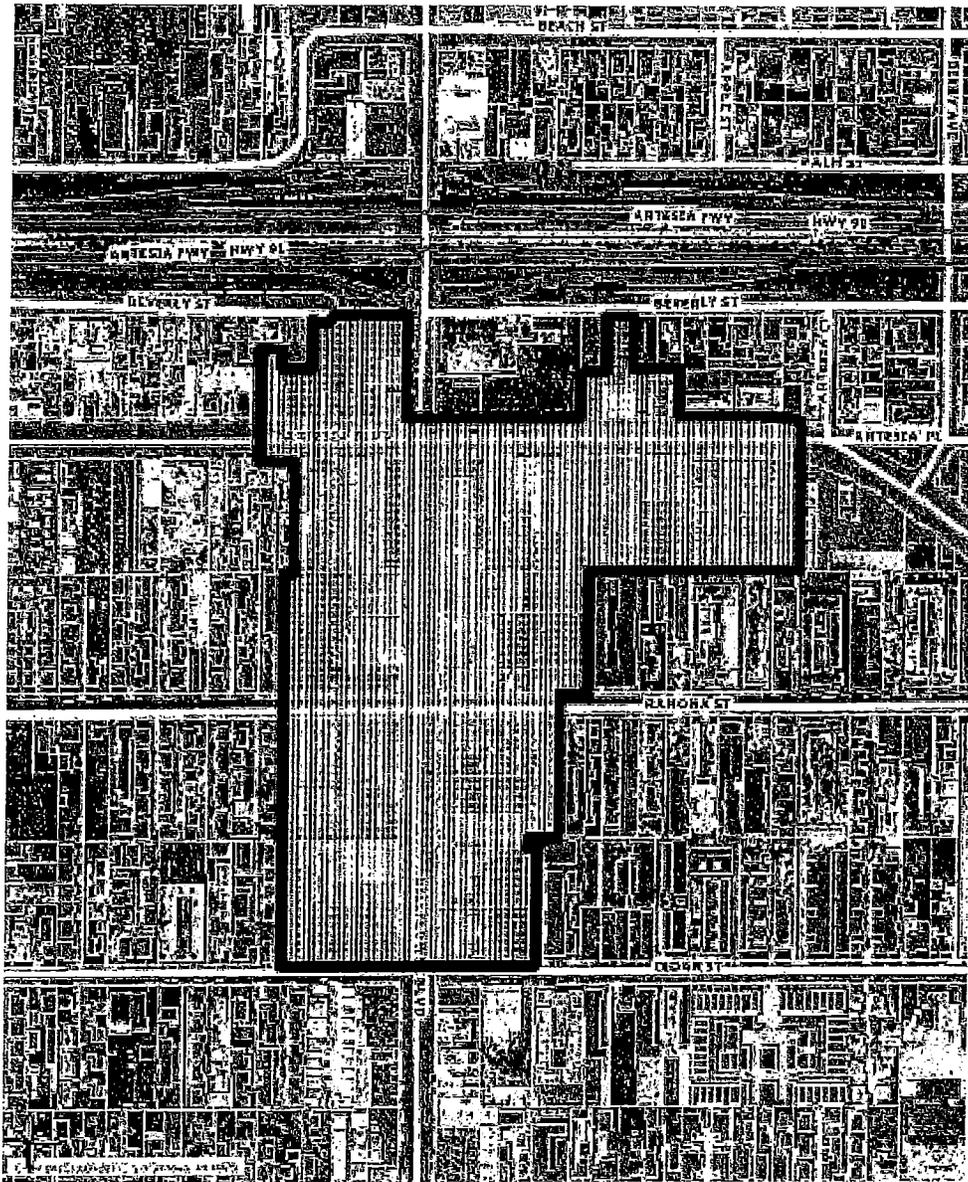
XIX. DISCUSSION OF ENVIRONMENTAL EVALUATION.

The proposed project includes a zoning ordinance text amendment and zone change to allow for future commercial development within an existing commercial area. The project involves adding a new zoning designation that will add definitions, add permitted uses, conditionally permitted uses, prohibited uses, add development standards and establish procedures for new development and new uses. The modified regulations will not, in and of itself, lead to or allow new construction, grading, other physical alterations to the environment that are not already permissible or change the land use. Site specific environmental impacts that result from future development proposals will be evaluated on a case-by-case basis.

XX. SOURCES.

1. The City of Bellflower General Plan, *City of Bellflower*, 1994, 1998, 2003, 2010, 2013
2. The City of Bellflower Municipal Code, City of Bellflower, 2016
3. State Register of Historical Buildings, *California Office of Historic Preservation*, 1994

EXHIBIT A – DFD AREA



Doc 344045

RESPONSES TO COMMENTS DOCUMENT

**INITIAL STUDY AND
NEGATIVE DECLARATION 16-03
FOR THE PROPOSED DESIGN FOR
DEVELOPMENT FOR THE SOUTH BELLFLOWER
COMMERCIAL AREA (DFD)**

Lead Agency:

CITY OF BELLFLOWER
16600 Civic Center Drive
Bellflower, California 90706

October, 2016

I. BACKGROUND

The City of Bellflower prepared an Initial Study and Negative Declaration to evaluate environmental impacts resulting with the proposed Zoning Ordinance Text Amendment and Zone Change for the Design for Development for the South Bellflower Commercial Area (DFD).

II. PUBLIC REVIEW PROCESS (COMMENT LETTERS AND RESPONSES)

The Initial Study and Negative Declaration document (ND) for the proposed project was circulated for a 20-day public review period from July 21, 2016 to August 9, 2016 for review and comment by the public, public agencies, and organizations. A Notice of Intent to Adopt (NOI) was prepared and placed in the Herald American Bellflower Edition and posted at the Registrar-Recorder County Clerk's Office. The City also transmitted by certified mail copies of the Initial Study and Negative Declaration document to the following public agencies:

1. Clifton M. Brakensiek Library
2. City of Long Beach
3. City of Norwalk
4. City of Downey
5. City of Paramount
6. City of Lakewood
7. City of Artesia
8. City of Cerritos
9. South Coast Air Quality Management District
10. State of California Native American Heritage Commission
11. Los Angeles Regional Water Quality Control Board, Region 4
12. California Resources Agency
13. Registrar-Recorder / County Clerk
14. Southern California Edison
15. Los Angeles County Department of Public Works
16. Los Angeles County Fire Department
17. Los Angeles County Sanitation Districts (Districts 2, 3, 18)
18. Metropolitan Transportation Authority (MTA)
19. So. Calif. Assoc. of Governments
20. Bellflower Somerset Mutual Water
21. Paramount Unified School District
22. CR&R (Solid Waste)
23. Bellflower Unified School District
24. Los Angeles County Sheriff's Dept., Bellflower Substation
25. St. John Bosco High School
26. Caltrans – State of Calif.; Department of Transportation
27. Southern Calif. Gas Co.
28. Cerritos College
29. Southern California Department of Toxic Substances Control
30. Downey Unified School District
31. Norwalk Transportation
32. Long Beach Public Transp. Co.
33. Greater Los Angeles County Vector Control District
34. Comcast
35. LA County Regional Planning Dept.; Environmental Assessment Section
36. Water Replenishment District of Southern California
37. Crimson Pipeline L.P.
38. Los Angeles County Department of Public Works
39. So Cal Gas Transmission

40. Empire Transportation
41. California Asset Management
42. Gabrielino Tongva Nation
43. Soboba Band of Luiseno Indians
44. Gabrielino-Tongva Tribe
45. Gabrieleno Band of Mission Indians – Kizh Nation
46. Gabrieleno/Tongva San Gabriel Band of Mission Indians
47. Gabrielino Tongva Indians of California Tribal Council

Of these agencies, comment letters were received from the following agencies:

- SoCalGas; Ms. Katrina Regan, Planning Supervisor; September 8, 2016.

Section IV contains the original comments letters. Those comments in the letter that are considered “significant” (according to Section 15088(c) of the CEQA Guidelines), which are comments that raised appropriate environmental issues will be addressed. Those comments that are outside of the scope of CEQA review will be forwarded for consideration to City decision-makers as part of the approval process for the proposed project.

The responses to those comments received during the public review period are provided in Section V. The responses are intended to be reasoned and factual, with particular emphasis made to significant environmental issues. The City has provided the agency that commented on the Initial Study and Negative Declaration document with a copy of the City’s responses to their comments at least 10 days before approval of the Initial Study and Negative Declaration document (Section 15088(b) of the CEQA Guidelines).

III. CONSIDERATION AND ADOPTION OF THE INITIAL STUDY AND NEGATIVE DECLARATION

According to Section 15074 of the CEQA Guidelines, the City shall “consider the proposed Negative Declaration...together with any comments received during the public review process. The decision-making body shall adopt the proposed Negative Declaration...only if it finds on the basis of the whole record before it (including the Initial Study and any comments received), that there is no substantial evidence that the project (DFD) will have a significant effect on the environment and that the Negative Declaration...reflects the (City’s) independent judgment and analysis.”

IV. COMMENTS RECEIVED DURING THE PUBLIC REVIEW PERIOD

The following comment letters were received during the 20-day public review period, which have been bracketed to isolate the individual comments, as necessary.

V. RESPONSES TO COMMENTS RECEIVED DURING THE PUBLIC REVIEW PERIOD

The following responds to the comments that were received during the public review period.

Comment Letter 1: SoCalGas; Ms. Katrina Regan, Planning Supervisor; September 8, 2016.

Response to Comment 1-1: The comment indicated that the Gas Company provides the following comments only as an information service: There are facilities in the area where the project is proposed and said facilities could be installed, altered, or abandoned as necessary

without any significant impact on the environment. The applicant (i.e. City) will be made aware of this. Further response is not required.

Response to Comment 1-2: The comment also indicated the ability to serve the area can be affect by action of the federal regulatory agencies (California Public Utilities Commission). Should these agencies take any action, which affect gas supply or the conditions under which service is available, gas service will be provided in accordance with the revised condition. The applicant (i.e. City) will be made aware of this. Further response is not required.

Response to Comment 1-3: The comment also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations), which could affect construction of main and/or service line extension (i.e. if hazardous wastes were encountered in the process of installing the line). The regulations can only be determined around the time contractual arrangements are made and construction has begun. The comment provided contact information for construction particulars and any cost associated with initiating service. The applicant (i.e. City) will be made aware of this. Further response is not required.

Comment Letter 2: Chevron Pipe Line Company; Mr. Dave Zerler (Contractor); July 25, 2016.

Response to Comment 2-1: The comment indicated that Chevron Chevron Pipe Line Company has not facilities in the scope of the project area. The applicant (i.e. City) will be made aware of this. Further response is not required.



A Semptra Energy utility

1919 S. State College Blvd.
Anaheim, CA 92806-6114

COMMENT LETTER 1

September 8, 2016

City of Bellflower
16600 Civic Center Dr.
Bellflower, CA 90706

Attn: Jason Clarke

**Subject: Notice of Intent to Adopt a Negative Declaration for Zoning Ordinance Text
Amendment Case No. ZOTA 16-03; Bellflower**

Thank you for providing the opportunity to respond to this Environmental Document. This letter is not to be interpreted as a contractual commitment to serve the proposed project but only as an information service. Its intent is to notify you that the Southern California Gas Company has facilities in the area where the above named project is proposed. Gas facilities within the service area of the project could be installed, altered or abandoned as necessary without any significant impact on the environment.

1-1

The availability of natural gas service is based upon conditions of gas supply and regulatory agencies. As a Public Utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. Our ability to serve can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affect gas supply or the conditions under which service is available, gas service will be provided in accordance with the revised conditions.

1-2

This letter is also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations), which could affect construction of a main and/or service line extension (i.e., if hazardous wastes were encountered in the process of installing the line). The regulations can only be determined around the time contractual arrangements are made and construction has begun.

1-3

Information regarding construction particulars and any costs associated with initiating service may be obtained by contacting our area Service Center at 800-427-2200.

Sincerely,

Katrina Regan
Planning Supervisor
SouthEast Region - Anaheim Planning & Engineering

KR/rl
EIR.doc



Dave Zerler
Conflict Inquiry Specialist

July 25, 2016

COMMENT LETTER 2

To: Jason Clarke:

Chevron Pipe Line Company has determined that it has no facilities inside the scope of your proposed **Zoning Ordinance Text Amendment Case No. ZOTA 16-03 project**. If you would like further confirmation of this, utilize the USA system and a Chevron inspector will respond.

A-1

Sincerely,

Dave Zerler (Contractor)
Chevron Pipe Line Company

[REDACTED]
PO BOX [REDACTED]
L.A. CA 90009

[REDACTED] FR. COM

[REDACTED] office

[REDACTED] cell

[REDACTED] FAX

owner of;

17416 - 17422

Bellflower. Blvd.

Bellflower. CA 90706

Property owner of 17416-17422 Bellflower Boulevard - DFD Concerns: what will the City allow at these locations? The property owner indicated that he has a copy of the DFD document. Will the City entertain getting the property owners together to discuss the DFD? This person will be attending the Planning Commission meeting on September 19, 2016.

From: [REDACTED]
Property owner 17450/17440 Bellflower Blvd

8/01/2016

To: City of Bellflower

Re: Zoning Change from "C-6 to "DFO" in south Bellflower Commercial Area.

Attn: Art Bashmakian

Gentleman: This proposed change to our current zoning parameters could make the future approval of many types of legitimate business's that are allowable now left to the discretion of a few individuals that may have their own hidden agenda. This change can and will cause a huge devaluation in the property values way before it increases them and will lead to a blighted commercial community. You are on a path of ruining peoples current and future life's ,mine included, leaving them in despair. I ask you to search your souls before you take this action which in no way will guarantee the attraction of new business's to the City but inversely cause many breaches and litigation between existing property owners and business people with the City.

Further I like to point out that this "letter of notice" was sent out by regular mail not Certified as I would think it should be for such an important matter to property owners with thousands of dollars at stake. Can you prove that all property owners have been notified?.

You have not giving ample time for property and business owners to totally investigate the ramifications of such a rapid change in zoning and prepare an argument and pleading.

Could a committee be formed that combines the property owners, business owners, city and prospective developers to implement a seamless redevelopment of this area ?.

I'm not adverse to change but I am adverse to the hasty method of new compliance's passed without the apathy of the property or business owners being financial capable to comply.

Thank you and may the Lord be with you.

[REDACTED]



staff report

TO: Honorable Chairman and Members of the Planning Commission

ATTENTION: Art Bashmakian, Director of Planning and Building Services

FROM: Jason P. Clarke, Senior Planner

SUBJECT: Consideration and possible action to conduct a Public Hearing and adopt Resolution No. PC 16-09 recommending the City Council adopt and approve a Negative Declaration No. ND 16-03, Zoning Ordinance Text Amendment Case No. ZOTA 16-03 to amend the Bellflower Municipal Code to introduce Chapter 17.65, "Design for Development for the South Bellflower Commercial Area (DFD)", and Zone Change Case No. ZC 16-02 to change the existing zone of several properties from "C-G" (General Commercial) or "M-1" (Light Industrial District) to Design for Development for the South Bellflower Commercial Area (DFD). The project 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 and Ramona Street.

DATE: September 19, 2016

RECOMMENDATION

Staff recommends the Planning Commission:

1. Adopt Resolution No. PC 16-09, recommending the City Council approve of Negative Declaration No. ND 16-03; Zoning Ordinance Text Amendment Case No. ZOTA 16-03 and Zone Change Case No. ZC 16-02;
2. Alternatively, discuss and take other action related to this item.

PUBLIC NOTICE

A Notice of Public Hearing was published in the Herald American Bellflower Edition newspaper on Thursday, July 21, 2016 and public hearing notices were sent on July 20, 2016 to property owners within the project area and sent to property owners within a 300' radius of the project area; public hearing notices were posted at City Hall and the Brakensiek Library on July 21, 2016; and a public hearing notice was posted on the subject site on August 5, 2016.

CEQA STATUS

An environmental assessment has been conducted for this project in compliance with the California Environmental Quality Act (CEQA). An Initial Study and a Negative

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.

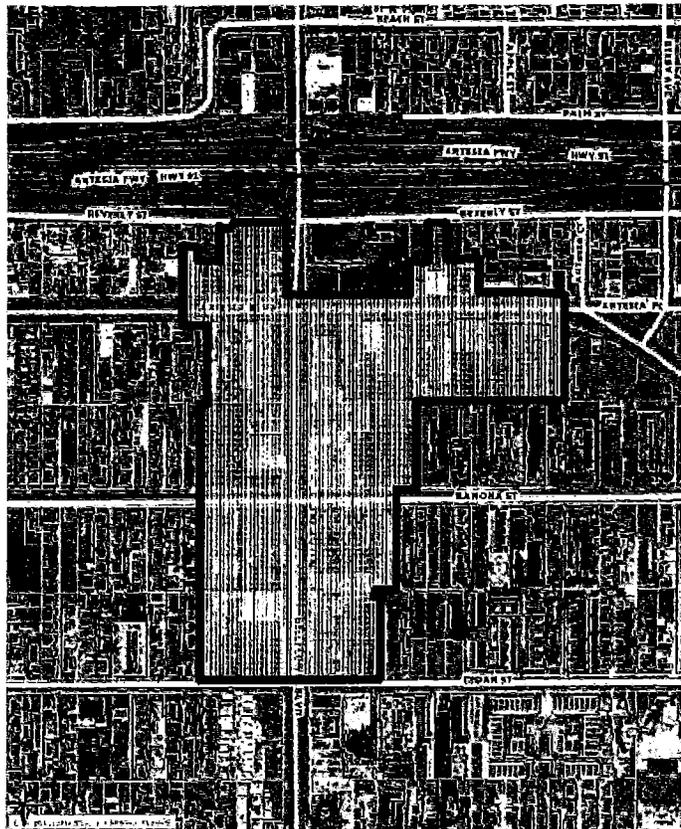
On June 13, 2016, City Council Adopted Ordinance No. 1315 extending Ordinance No. 1313 because the 45-day urgency ordinance was set to expire on June 23, 2016. Ordinance No. 1313 expires on June 13, 2017, unless a subsequent ordinance is adopted by the City Council that extends this date.

BACKGROUND

- ***Proposed Project Location***

The proposed DFD Area surrounds an approximate three block area with the length situated predominately on the Bellflower Boulevard axis, running south of the 91 Freeway to the north side of Cedar Street while the width of the Planning Area varies along Artesia Boulevard, Ramona Street, and Cedar Street. The width of the Planning Area extends approximately 363 feet west and 888 feet east of Bellflower Boulevard. Along Ramona Street, the width of the Planning Area extends approximately 291 feet west and 373 feet east of Bellflower Boulevard. Along Cedar Street, the Planning Area extends approximately 290 feet west and 231 feet east of Bellflower Boulevard.

The Planning Area is composed of C-G (General Commercial) zoned properties along Bellflower Boulevard with portions of Artesia Boulevard zoned M-1 (Light Industrial District). The existing uses within the DFD include vacant land, vacant buildings, parking lots, city owned property, a pool hall, commercial retail and office uses, commercial shopping centers/strips, auto repair, a bank, and fast food restaurants. The project site is



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bounded to the north by O-S (Open Space) (91-Freeway), R-1 (Low Density Residential) and R-3 (Multiple Residential) zoning, to the south by C-G (General Commercial) zoning, and to the east and west by a combination of C-G (General Commercial), M-1 (Light Industrial District) and R-3 (Multiple Residential) zoning.

The DFD area includes the following Assessor Parcel Numbers: 7161-003-023, 7161-003-026, 7161-003-027, 7161-003-028, 7161-003-029, 7161-003-030, 7161-003-031, 7161-004-005, 7161-004-006, 7161-004-008, 7161-004-009, 7161-007-004, 7161-007-005, 7161-008-001, 7161-008-002, 7161-008-003, 7161-008-004, 7161-008-005, 7161-008-007, 7161-008-008, 7161-008-009, 7161-008-010, 7161-008-011, 7161-008-012, 7161-008-013, 7161-008-014, 7161-008-021, 7161-009-001, 7161-009-002, 7161-009-003, 7161-009-004, 7161-009-036, 7161-009-037, 7161-009-038, 7161-009-039, 7161-012-001, 7161-012-002, 7161-012-003, 7161-012-029, 7161-012-040, 7161-013-015, 7161-013-016, 7161-013-031, 7161-013-076, 7161-013-079, 7161-013-080, 7161-013-081, 7161-013-082 and property owned by the City of Bellflower (Assessor Parcel Numbers: 7161-008-900, 7161-008-905, and 7161-013-901).

- ***Request***

Repeal Ordinance No. 1313 and No. 1315 (DFD Urgency Ordinance) and establish the DFD as a new Zoning Chapter within the Bellflower Municipal Code and change the zoning for several properties within the DFD Area. This process includes adding definitions, adding permitted uses, adding conditionally permitted uses, listing prohibited uses, adding development standards and adding a review process.

The intent of the DFD is similar to the 2008 document which is to evaluate various economic commercial development opportunities (e.g., big box retail type uses). The proposed DFD includes language that is different and similar to the 2008 DFD document. For example, some uses are being eliminated and some properties are being removed and language is being maintained. Furthermore, the proposed DFD will not change the existing land use designation for properties within the DFD area, which is "C" Commercial or "I" Industrial.

- ***Requested Entitlements***

The following discretionary approvals are being requested to implement the DFD:

- **Zoning Ordinance Text Amendment (ZOTA):** A ZOTA is being requested to add Chapter 17.65 to the Bellflower Municipal Code (BMC). Chapter 17.65 will be titled the Design For Development for the South Bellflower Commercial Area (DFD).
- **Zone Change:** A zone change is being requested to change the zoning designation on a property from either C-G (General Commercial) zone or M-1 (Light Industrial District) to Design for Development for the Bellflower South Commercial Area (DFD). There are approximately 51 properties within the DFD Area; 42 properties are zoned CG and 9 properties are zoned M-1.

DISCUSSION

- ***Zone Change***

Planning Law requires cities and counties to set forth goals, policies, and implementation programs for the long-term physical development of the community. Section 65302 (a) of the Government Code requires preparation of a land use element which designates the proposed general distribution and general location of the uses of land for housing, business, industry, public buildings, and open space.

The City of Bellflower's General Plan Land Use Element contains provisions that relate to the physical development of the City and to the organization of the City's environment in a functional and aesthetic pattern. The Land Use Element serves as the primary vehicle for ensuring the logical organization of residential, commercial, industrial, public/quasi-public (institutional/civic), and open space land uses to meet the needs of the community. Pursuant to BMC Section 17.104.030, the Zone Change request meets the four findings as outlined in Resolution No. PC 16-09.

- ***General Plan and Zoning Consistency***

The project area is designated by the Land Use Element of the Bellflower General Plan as "I for Industrial" and "C for Commercial". The uses permitted in the DFD Area must be compatible with the Bellflower General Plan and the BMC. Freeway- oriented commercial uses, such as 'big box' retailers and new automobile and motor sports sales facilities must be strongly encouraged. 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.

- ***Intent and purpose of the DFD***

The intent of the DFD is to encourage the development of properties in the DFD Area for the highest and best possible use. To encourage high sales tax generating retail uses that will be able to utilize the extremely high freeway accessibility of the DFD Area. Furthermore, to promote high sales tax producing development while insisting upon high quality design and site planning.

The purpose of the DFD is to plan for the future development of the 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 DFD Area provides because of the its location, visibility, and superior access to the regional freeway network. The DFD focuses on existing and proposed uses and/or buildings.

- **DFD Objectives**

The objectives of the DFD is to encourage development concepts that will create a land use strategy that promotes intense freeway and highway-oriented commercial retail development; provide for regional, local, and neighborhood access to and from the DFD Area, without negatively impacting the community character of Bellflower; maintain and promote quality architectural and site planning principles in the development of the DFD Area; and ensure that vehicular access to and from the DFD Area is designed in manner that is efficient, safe and can accommodate future growth and access demand.

- **Feature of the DFD (Development Standards)**

Any development within the DFD area must comply with the regulations of the DFD 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 controls, and in case of doubt or ambiguity the Planning Director's determination is conclusive, subject to appeal as set forth in the BMC. The following development standards are proposed to apply to all public and private improvements and/or development in the DFD Area; the example given below is the minimum lot size and a title list of all the other development standards:

- **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 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.
- Building Heights
- Building Setbacks
- Public Area /Open Space
- Landscaping
- Parking and Parking Lots
- Paving
- Architectural Design
- Signage

- **Allowed Uses in the DFD**

The uses permitted in the C-G and 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 the DFD list of permitted, conditionally permitted or prohibited uses.

- ***Modifications to the DFD***

Many changes have occurred since 2008 when the original DFD was approved by the RDA. 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 important to not only adopt the DFD to continue helping new businesses flourish within the downtown area but to also make the DFD more flexible to changing land use patterns. The following five items below reflect the changes to be made to the DFD:

- ***Modify DFD Area:*** The current DFD Urgency Ordinance includes the following parcels (7161-004-033, 7161-004-001 & 7161-004-004) within the DFD area. The proposed DFD will not include the above parcels in the DFD area because those parcels are already developed with a restaurant use (i.e. Golden Corral) that complies with the definition, goal and intent of the DFD. The use is defined as a "Community - Serving Commercial" and is developed on combined parcels greater than 1.5 acres (i.e. 101,089 s.f./ 2.3 2 acres).
- ***Prohibited Uses:*** The current DFD Urgency Ordinance lists "hotels" as a prohibited use. The proposed ordinance would place hotels on the conditionally permitted use list to be consistent with the BMC which conditionally permits Hotel, Motel or Rooming House in the C-G (General Commercial) zone subject to development standards. Based on the above, the following changes from the Urgency ordinance are proposed:

17.65.090 Prohibited Uses.

A. The following use(s) are strictly prohibited within the DFD Area:

~~27. Hotels. (REMOVE)~~

17.65.080 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. **Hotel, motel or rooming house. Pursuant to the development standards outlined in the BMC.**

- Nonconforming Language: The following paragraph was inadvertently included in the Urgency ordinance and will be removed from the final DFD since the DFD is subject to the nonconforming chapter of the Bellflower Municipal Code:

~~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 previous underlying zone and therefore must comply with the provisions of the DFD. All new uses will be subject to the standards of the DFD. (REMOVE)~~

- DFD Interpretation: The current DFD Urgency Ordinance defines “Development - as 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.” For the purpose of clarifying the definition of the “development,” tenant improvements completed on buildings built on parcels with less than 1.5 acres within the DFD, will be require a Conditional Use Permit.

- **Structure of DFD**

The proposed Zoning Ordinance Text Amendment pertaining to the DFD is included as Attachment C of the Staff Report. The DFD zoning document contains a list of permitted, conditionally permitted, and prohibited uses. The DFD is organized as follows:

Chapter 17.65 – DESIGN FOR DEVELOPMENT FOR THE SOUTH BELLFLOWER COMMERCIAL AREA (DFD)

- 17.65.010 - Purpose and Intent.*
- 17.65.020 - General Objections.*
- 17.65.030 - Special Controls.*
- 17.65.040 - Definitions.*
- 17.65.050 - Site Description*
- 17.65.060 - Permitted and Prohibited Uses.*
- 17.65.070 - Permitted Uses.*
- 17.65.080 - Conditional Uses.*
- 17.65.090 - Prohibited Uses.*
- 17.65.100 - Development Standards.*
- 17.65.110 - Access and Circulation.*
- 17.65.120 - Plan Review Procedures.*
- 17.65.130 - Responsibility for Securing Permits and Paying Fees.*

CONCLUSION

The proposed ZOTA and Zone Change is consistent with the General Plan. In addition, the proposed ZOTA and Zone Change will not be detrimental to the existing community or surrounding neighborhood and will create additional commercial opportunities. Furthermore, future uses and developments will be reviewed on a case-

by-case basis to ensure compliance with all requirements of the DFD.

ATTACHMENTS

- A. Resolution No. PC 16-09 (for ND 16-03, ZOTA 16-03 and ZC 16-02) with “Zone Change Map” Exhibit and “Draft Ordinance Establishing the DFD” Exhibit
- B. Environmental Documents (Initial Study & ND 16-03)
- C. Responses to Comments
- D. Staff Reports and Ordinances Nos. 1313 and 1315
- E. Resolution RA-08-04 (Staff Report, Neg Dec and DFD Document)
- F. Aerial, Assessor’s Map, Zoning Map & Land Use Map
- G. Public Comments

CITY OF BELLFLOWER

RESOLUTION NO. PC 16-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELLFLOWER RECOMMENDING THE CITY COUNCIL ADOPT NEGATIVE DECLARATION NO. ND 16-03 AND APPROVE ZONING ORDINANCE TEXT AMENDMENT CASE NO. ZOTA 16-03 AND ZONE CHANGE CASE NO. ZC 16-02 AMENDING THE BELLFLOWER MUNICIPAL CODE TO ADD CHAPTER 17.65 DESIGN FOR DEVELOPMENT FOR THE SOUTH BELLFLOWER COMMERCIAL AREA (DFD) TO TITLE 17 OF THE ZONING ORDINANCE.

The Planning Commission of the City of Bellflower does resolve as follows:

SECTION 1. Recitals.

1. On July 14 2008, the Bellflower Redevelopment Agency ("RDA") adopted Resolution No. RA-08-04 which established the "Design for Development for the South Bellflower Commercial Planning Area (DFD)."
2. On June 22, 2015, the City Council approved and amended the DFD to allow a "Temporary Uses" section and "Temporary Storage of Vehicles" section.
3. On May 9, 2016, the City Council adopted Ordinance No. 1313, an urgency ordinance establishing interim development controls in the Design for Development for the South Bellflower Commercial Area (DFD) for 45 days. The urgency ordinance also removed the following uses from the DFD because the uses did not impact the public health, safety, or welfare: Stealthed wireless telecommunications facilities, Religious Institutions, Off-Premises Signs and Residential Uses.
4. On June 13, 2016, the City Council adopted Ordinance No. 1315 extending Ordinance No. 1313, so that it will expire on June 13, 2017, unless a subsequent ordinance is adopted by the City Council that extends this date.
5. The Planning Commission of the City of Bellflower is proposing Zoning Ordinance Text Amendment Case No. ZOTA 16-03 and Zone Change Case No. ZC 16-02 related to BMC Chapter 17.65 Design for Development for the South Bellflower Commercial Area (DFD).
6. In addition, the City reviewed the project's environmental impacts under the California Environmental Quality Act (Pub. Res. Code §§ 21000, *et seq.*, "CEQA") and the regulations promulgated thereunder, and in accordance with the provisions of CEQA, an Initial Study has been prepared and a Negative Declaration has been adopted pursuant to this Resolution:
7. Notice of a Public Hearing before the Planning Commission was duly given and published in the time, form, and manner as required by law.

8. The Planning Commission opened the public hearing to receive public testimony and other evidence regarding the application including, without limitation, information provided to the Planning Commission by Applicant, and closed the hearing at the August 15, 2016 meeting.
9. The Planning Commission considered the information provided by City staff, public testimony, and the Applicant. This Resolution, and its findings, are made based upon the evidence presented to the Planning Commission at its August 15, 2016 hearing including, without limitation, the staff report.

SECTION 2. Environmental Review Findings. The Planning Commission finds as follows:

1. An Initial Study of Environmental Impacts and Negative Declaration (ND) were prepared for the project in accordance with the provisions of the California Environmental Quality Act (CEQA), State CEQA Guidelines, and the City of Bellflower's Procedures for Implementing CEQA.
2. That the Initial Study and Negative Declaration were made available to the public for review and comment from July 21, 2016, to and including August 9, 2016.
3. A duly noticed Public hearing was held by the Planning Commission of the City of Bellflower on August 15, 2016 at which time evidence was heard on the Initial Study and Negative Declaration and staff report. At the hearing, the Planning Commission fully reviewed and carefully considered the Initial Study and Negative Declaration, together with any comments received during the public review period, and determined that the Negative Declaration was consistent with CEQA.

SECTION 3. Zone Change / Zoning Ordinance Text Amendment Findings. Pursuant to BMC Section 17.104.030, the Planning Commission finds as follows:

1. It is the purpose of the Zone Change and Zoning Ordinance to encourage the most appropriate use of the land; to conserve and stabilize the value of property; and promote the public peace, health, safety, morale, and general welfare, all in accordance with the General Plan.
2. There are changed conditions since the existing DFD became effective to warrant the addition of Chapter 17.65 Design for Development for the South Bellflower Commercial Area (DFD) to the City of Bellflower Municipal Code in that 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.
3. The proposed Zone Change and Zoning Ordinance Text Amendment will not adversely affect property values or establish adverse land use precedent because the DFD includes reasonable regulations regarding uses, construction, and development within the DFD Area and to ensure such regulations are

applied in a nondiscriminatory manner. Implementing the DFD will protect the City from the potential effects and impacts of activities inconsistent with the intent and purpose of the DFD. The proposed zone change from C-G (General Commercial) and M-1 (Light Industrial) District to Design for Development for the South Bellflower Commercial Area (DFD) would allow 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 DFD Area provides because of the its location, visibility, and superior access to the regional freeway network. Furthermore, all future uses and development must comply with all of the requirements of the Design for Development for the South Bellflower Commercial Area (DFD).

4. The changes effected by the proposed Zone Change and Zoning Ordinance Text Amendment will contribute to the preservation of the public, peace, health, safety, and welfare by clarifying provisions of the Zoning Ordinance that were previously unclear or erroneous and effectuating City policy regarding land use and development with the DFD area. Furthermore, the zone change and ZOTA will eliminate potential new uses, construction, and development not consistent with intent and purpose of the DFD.
5. The proposed Zone Change and Zoning Ordinance Text Amendment will not adversely affect the BMC and Title 17 (Zoning Ordinance) because the zone change will create a new zoning designation "DFD" and ZOTA will establish the DFD with standards. The intent of the DFD is to evaluate various economic commercial development opportunities (e.g., big box retail type uses). Also, the DFD allows for commercial uses; it includes its own definitions, list of permitted uses, list of conditionally permitted uses, listing prohibited uses, include development standards and include a review process. Furthermore, the proposed DFD will not change the existing land use designation for properties within the DFD area, which is "C" Commercial or "I" Industrial.

SECTION 4. Zone Change. The proposed Zone Change from on a property from either C-G (General Commercial) zone or M-1 (Light Industrial District) to Design for Development for the Bellflower South Commercial Area (DFD) is attached hereto as Exhibit A and incorporated herein as though set forth in full by this reference.

SECTION 5. Text Amendment. The proposed Zoning Ordinance Text Amendment to add Chapter 17.65 Design for Development for the South Bellflower Commercial Area (DFD) to Title 17 is attached hereto as Exhibit B and incorporated herein as though set forth in full by this reference.

SECTION 6. General Plan Findings. The proposed Zoning Ordinance Text Amendment is consistent with the General Plan. The General Plan's contains goals, objectives, and policies to encourage opportunities to sensitively integrate different, but compatible, land uses and to organize land uses to avoid creating nuisances among adjacent land uses; to preserve and promote larger commercial centers while discouraging small less viable commercial land use configurations which creep into

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residential areas; to retain strong themes identifying Bellflower as a city of visual and community quality; and to provide lot consolidation incentives for commercial parcels in order to create large viable, commercial properties. Furthermore, the proposed DFD will not change the existing land use designation for properties within the DFD area, which is "C" Commercial or "I" Industrial.

SECTION 7. Recommendation. Based on the foregoing, the Planning Commission recommends the City Council adopt Negative Declaration No. ND 16-03 and approve Zoning Ordinance Text Amendment Case No. ZOTA 16-03 and Zone Change Case No. ZC 16-02.

SECTION 8. Reliance on Record. Each and every finding and determination in this Resolution is based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project, and reflect the independent judgment of the Planning Commission. The findings and determinations constitute the independent findings and determinations of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 9. Limitations. The Planning Commission's analysis and evaluation of this ordinance is based on the best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the project is the Planning Commission's lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions. Somewhat related to this are the limitations on the City's ability to solve what are in effect regional, state and national problems and issues. The City must work within the political framework within which it exists and with the limitations inherent in that framework.

SECTION 10. Effective Date. This Resolution will become effective immediately upon adoption and remain effective until superseded by a subsequent resolution.

SECTION 11. The Planning Commission Chairman, or presiding officer, is hereby authorized to affix his signature to this Resolution signifying its adoption by the Planning Commission of the City of Bellflower, and the Planning Commission Secretary, is directed to attest thereto.

SECTION 12. The Planning Commission Secretary is directed to mail a copy of this Resolution to the Applicant and to any other person requesting a copy.

PASSED AND ADOPTED BY THE PLANNING COMMISSION OF THE CITY OF BELLFLOWER THIS 19th DAY OF SEPTEMBER 2016

Ray Hamada, Chairman

ATTEST:

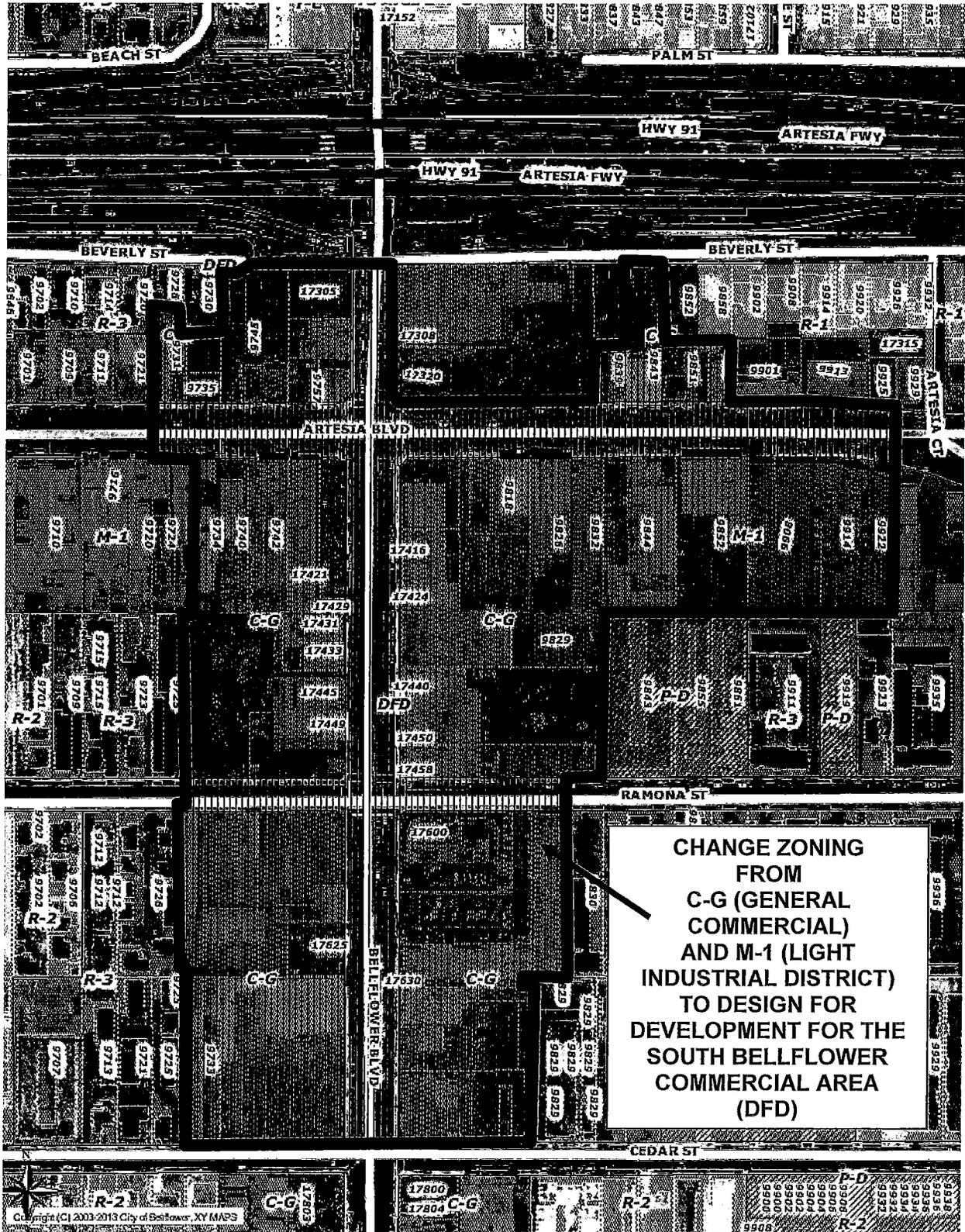
Art Bashmakian, AICP
Secretary

APPROVED AS TO FORM:

David H. King, Assistant City Attorney

Exhibit A: Zone Change Map
Exhibit B: Proposed Ordinance

Exhibit A - ZONE CHANGE MAP



"Exhibit B"

ORDINANCE NO. XXXX

AN ORDINANCE AMENDING THE BELLFLOWER MUNICIPAL CODE TO ESTABLISH CHAPTER 17.65 DESIGN FOR DEVELOPMENT FOR THE SOUTH BELLFLOWER COMMERCIAL AREA (DFD).

The Bellflower City Council does ordain as follows:

SECTION 1: The Bellflower Municipal Code ("BMC") is amended to add Chapter 17.65 "Design for Development for the South Bellflower Commercial Area (DFD)" to the Zoning Ordinance as follows:

Chapter 17.65

DESIGN FOR DEVELOPMENT FOR THE SOUTH BELLFLOWER COMMERCIAL AREA (DFD)

17.65.010 Purpose and Intent.

To encourage the development of the Design for Development for the South Bellflower Commercial Area (DFD) 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 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 DFD Area provides because of 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 documents affecting 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 DFD Area. Professional office use may be included into a development to increase the daytime professional population so long as it is well balanced with commercial/retail uses.

17.65.020 General Objectives.

The 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;

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B. Provide for regional, local, and neighborhood access to and from the 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 DFD Area; and

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

17.65.030 Special Controls.

Any development within the DFD area must comply with the regulations of this section in addition to the required development standards of the C-G (General Commercial) zone. In the event of a conflict between a regulation for the DFD and a regulation for the C-G (General Commercial) zone, the more restrictive regulation controls, and in case of doubt or ambiguity the determination thereof by the Director of Planning and Building Services is conclusive, subject to appeal as set forth in the Bellflower Municipal Code ("BMC").

17.65.040 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 mitzvahs, 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,

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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 a "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-

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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.

17.65.050 Site Description.

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 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 DFD Area varies along Artesia Boulevard, Ramona Street and Cedar Street. The width of the DFD Area varies from street to street. Along Artesia Boulevard, the width of the DFD Area extends approximately 363 feet west and 888 feet east of Bellflower Boulevard. Along Ramona Street the width of the DFD Area extends approximately 291 feet west and 373 feet east of Bellflower Boulevard. Along Cedar Street the 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.

17.65.060 Permitted and Prohibited Uses.

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

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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.

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

The uses permitted in the C-G and M-1 zones are typically retail commercial, professional office and industrial types of uses. However, within the DFD Area, permitted uses are listed in Section 17.65.070.

17.65.070 Permitted Uses.

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).

17.65.080 Conditional Uses.

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The following uses are conditionally permitted in the DFD:

1. Developments on parcels of less than 1.5 acres.
2. Drive-through Facilities.
3. Parking structures.
4. Hotel, motel or rooming house pursuant to Bellflower Municipal Code Chapter 17.44.

17.65.090 Prohibited Uses.

The following uses are strictly prohibited within the DFD:

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. Civic and community clubs.
12. Collection centers (recyclable materials).
13. Community care facilities.
14. Contractor's office with outside storage area.
15. Consignment goods, as an accessory activity.
16. Dialysis center.
17. Driving, or driver training schools and/or classrooms.

18. Escort services.
19. Free-standing commercial stores of less than 10,000 square feet on individual parcels, not developed in conjunction with a comprehensive shopping center.
20. Fork life repair shop.
21. Fortune Telling.
22. Funeral parlor, mortuary, crematory.
23. Garage, public.
24. Home occupation in permitted residential structure/use.
25. Hospices, home health care.
26. Hospitals.
28. Ice storage house of not more than five (5) tons capacity.
29. Janitorial services.
30. Laboratories.
31. Laundromats and/or self-serve laundry facilities.
32. Limousine service.
33. Modeling studio.
34. Motorcycle funeral escort service.
35. Nursery (flowers, trees or plants; with or without buildings).
36. Outdoor sales, storage or activities; either as a primary use or accessory to a permitted use. Such uses may include, 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.
37. Outside storage as a primary activity.
38. Patio, outdoor furniture, bar -b -que and fireplace sales and related merchandise.
39. Public utility offices, payment centers and distribution substation with microwave facilities (does not include support facilities, or facilities that have outside storage).

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40. Rest home, convalescent hospital.
41. Second-hand stores and pawnshops.
42. Security, private patrol services.
43. Strip commercial development.
44. Surplus store.
45. Swimming pool supplies.
46. Taxi services.
47. Taxidermist.
48. Telephone exchange/telemarketing/answering service.
49. Ticket agency.
50. Tools and equipment sales and rental (heavy).
51. Towing company — vehicle (may include accessory vehicle storage).
52. Trade schools.
53. Training, educational and vocational schools and colleges (public and private).
54. Warehouse and/or storage uses.
55. Water and purifier stores.
56. Wholesale business.

17.65.100 Development Standards.

A. In addition to the requirements set forth in Section 17.65.110, the following development standards apply to all public and private improvements and/or development in the DFD Area.

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 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

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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 BMC's C-G (General Commercial) zoning regulations and requirements, except as approved by the City pursuant to the BMC.

D. Building Setbacks. Building setbacks are subject to the applicable setback requirements of the BMC's C-G (General Commercial) zone. 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 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, 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

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corrals are prohibited. All parking lots, stalls, lighting, aisle width and ADA regulations must 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 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.

17.65.110 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.

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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 require City Engineer approval. The parking lot(s) must be designed so that all vehicle circulation can occur on-site. Parking lot design must ensure that vehicles can move 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, 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, 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.

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 DFD Area are subject to plan review, permit approval procedures, and environmental review as referred to in this DFD.

17.65.120 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.

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 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.

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.

17.65.130 Responsibility for Securing Permits and Paying Fees.

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.

SECTION 2: ENVIRONMENTAL DETERMINATION. In accordance with the California Environmental Quality Act (Cal. Pub. Res. Code §§ 21000, et seq.; "CEQA") and CEQA regulations (Cal. Code Regs. tit. 14, §§ 15000, et seq.), an Initial Study and Negative Declaration have been prepared in accordance with the provisions of CEQA. The City Council adopted the Initial Study and Negative Declaration at its meeting on _____, 2016. The Initial Study and Negative Declaration determined that this adoption of this ordinance will not result in significant environmental impacts and that no further environmental review is required.

SECTION 3: SAVINGS CLAUSE. Repeal of any provision of the BMC or any other regulation by this Ordinance 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 4: 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 5: VALIDITY OF PREVIOUS CODE SECTIONS. If this the entire Ordinance or its application is deemed invalid by a court of competent jurisdiction, any repeal of the BMC or other regulation by this Ordinance will be rendered void and cause such BMC provision or other regulation to remain in full force and effect for all purposes.

SECTION 6: The City Clerk must certify as to the adoption of this ordinance and cause the summary thereof to be published within fifteen calendar (15) days of the adoption and post a certified copy of this ordinance, including the vote for and against the same, in the office of the City Clerk, in accordance with Government Code § 36993, for the City of Bellflower.

PASSED, APPROVED, AND ADOPTED this ____ day of _____, 2016.

Dan Koops, Mayor

ATTEST:

Mayra Ochiqui, City Clerk

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I HEREBY CERTIFY that the above and foregoing ordinance was duly passed and adopted by the Bellflower City Council at its regular meeting held on _____ of _____, 2016, by the following vote, to wit:

AYES;
NOES;
ABSENT:

APPROVED AS TO FORM:

Karl H. Berger, City Attorney



staff report

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. 1313 – 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. 1313, 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.

Staff Report – Urgency Ordinance No. 1313 (DFD)

May 9, 2016

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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. 1313.....	4
B. Resolution RA-08-04 (Staff Report, Neg Dec and DFD Document).....	42

Doc 339745

CITY OF BELLFLOWER

ORDINANCE NO. 1313

**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.

To encourage the development of the 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 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 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 documents affecting 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 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 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 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 DFD Area;
- D. Ensure that vehicular access to and from the 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 must comply with the regulations of this section in addition to the required development standards of the underlying zone. In the

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event of a conflict between a regulation for the DFD and a regulation for an underlying zone, the more restrictive regulation controls, and in case of doubt or ambiguity the determination thereof by the Planning Director is conclusive, subject to appeal as set forth in the Bellflower Municipal Code ("BMC").

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.

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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-doo's, 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

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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 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 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 DFD Area varies along Artesia Boulevard, Ramona Street and Cedar Street. The width of the DFD Area varies from street to street. Along Artesia Boulevard, the width of the DFD Area extends approximately 363 feet west and 624 feet east of Bellflower Boulevard. Along Ramona Street the width of the DFD Area extends approximately 291 feet west and 373 feet east of Bellflower Boulevard. Along Cedar Street the 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 **DFD** Area must be compatible with the Bellflower General Plan and the BMC. Freeway- oriented commercial uses, such as "big box" retailers and new automobile and motor sports sales facilities must be strongly encouraged.

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.

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).

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The uses permitted in the C -G and 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).**

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.**

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. Civic and community clubs.
12. Collection centers (recyclable materials).
13. Community care facilities.
14. Contractor's office with outside storage area.
15. Consignment goods, as an accessory activity.
16. Dialysis center.
17. Driving, or driver training schools and /or classrooms.
18. Escort services.
19. Free - standing commercial stores of less than 10,000 square feet on individual parcels, not developed in conjunction with a comprehensive shopping center.
20. Fork life repair shop.
21. Fortune Telling.

22. Funeral parlor, mortuary, crematory.
23. Garage, public.
24. Home occupation in permitted residential structure /use.
25. Hospices, home health care.
26. Hospitals.
27. Hotels.
28. Ice storage house of not more than five (5) tons capacity.
29. Janitorial services.
30. Laboratories.
31. Laundromats and /or self -serve laundry facilities.
32. Limousine service.
33. Modeling studio.
34. Motels.
35. Motorcycle funeral escort service.
36. Nursery (flowers, trees or plans; with or without buildings).
37. Outdoor sales, storage or activities; either as a primary use or accessory to a permitted use. Such uses may include, 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.
38. Outside storage as a primary activity.
39. Patio, outdoor furniture, bar -b -que and fireplace sales and related merchandise.
40. Public utility offices, payment centers and distribution substation with microwave facilities (does not include support facilities, or facilities that have outside storage).
41. Rest home, convalescent hospital.
42. Second -hand stores and pawnshops.

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

DFD.100 Development Standards.

A. In addition to the requirements set forth in Section DFD.110, the following development standards apply to all public and private improvements and /or development in the DFD Area.

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 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 BMC's zoning regulations and requirements, except as approved by the City pursuant to the BMC.

D. Building Setbacks. Building setbacks are subject to the applicable setback requirements of the 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 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, 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 are prohibited. All parking lots, stalls, lighting, aisle width and ADA regulations must 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 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 require City Engineer approval. The parking lot(s) must be designed so that all vehicle circulation can occur on-site. Parking lot design must ensure that vehicles can move 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, 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, 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.

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 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 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."

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.

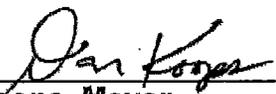
SECTION 11. Report. Pursuant to Government Code § 65858, the City Manager, or designee, must prepare a report for City Council consideration describing the measures taken to address the conditions which led to adoption of this Ordinance. This report must be provided to the City Council so that it may 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. 1313 WAS DULY PASSED, APPROVED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF BELLFLOWER AT ITS REGULAR MEETING OF MAY 9, 2016.



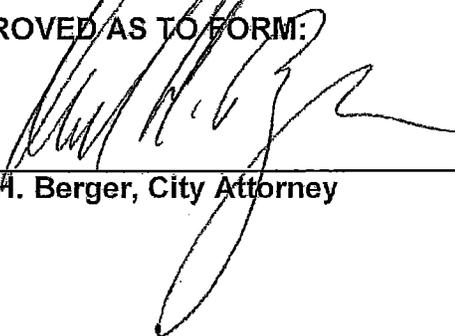
Dan Koops, Mayor

ATTEST:



Mayra Ochiuki, City Clerk

APPROVED AS TO FORM:



Karl H. Berger, City Attorney



staff report

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 to consider extending and amending Urgency Ordinance No. 1313 which implemented interim development regulations in the Design For Development (DFD) for the South Bellflower Commercial Area; and adopt Urgency Ordinance No. 1315 – An Urgency Ordinance amending Ordinance No. 1313 to extend temporary moratorium establishing interim development controls in the Design For Development (DFD) for the South Bellflower Commercial Area.

DATE: June 13, 2016

EXECUTIVE SUMMARY

On May 9, 2016, the City Council adopted urgency Ordinance No. 1313 establishing a temporary (45-day) moratorium establishing interim development controls in the Design For Development for the South Bellflower Commercial Area (DFD). That ordinance will expire on June 23, 2016, if not extended.

Pursuant to Government Code Section 65858(b), cities can extend the moratorium for 22 months and 15 days (for a total of two years) by a four-fifths vote of the legislative body. However, only a 12-month time extension is proposed as staff can analyze and conduct an adequate study within that time period (if not sooner) and formulate new regulations and codify the DFD.

If adopted, the ordinance would extend the time period for the moratorium establishing interim development controls in the Design For Development for the South Bellflower Commercial DFD Area (DFD).

A copy of the May 9, 2016 staff report and Ordinance is attached and incorporated by reference.

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. 1315 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

A Notice of Public Hearing was published in the Herald American Bellflower Edition Newspaper on Thursday, June 2, 2016. On Wednesday, June 1, 2016, a Public Hearing Notice was posted at City Hall, Brakensiek Library, Bellflower Substation, Thompson Park, and Simms Park.

CEQA STATUS

Adopting this Urgency 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 minor alterations in land use. This Ordinance, therefore, is categorically exempt from further CEQA review under CEQA Guidelines § 15305. This Ordinance does not authorize any new construction or development entitlements. 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 65858 REPORT

Government Code Section 65858(d) requires 10 days before the expiration of the moratorium, the City Council must issue a written report describing the measure taken to alleviate the condition which led to the adoption of the ordinance.

Since May 9, 2016, the Planning Department has taken measures and actions to alleviate the conditions set forth in Ordinance No. 1313, which are:

- Continue analyzing the DFD for additional modifications and updates.
- Consider codifying the DFD area to a “specific plan” or “planned development”.
- Modified the urgency ordinance to remove the following language that does not impact the public health, safety, or welfare:

Conditional Uses

Stealthed wireless telecommunications facilities.

Prohibited Uses

Churches and other religious institutions.

Off - premises signs.

Residential uses.

The work program will result in the necessary revisions to the Bellflower Municipal Code within a reasonable amount of time. Pursuant to Government Code Section 65858(b), the City may extend Ordinance No. 1313 for an additional 22 months and 15 days (for a total of two years) by a four-fifths vote of the legislative body. However, only a 12-month time extension is proposed because it is anticipated that a code amendment addressing the issue could be completed sooner.

ATTACHMENTS

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Urgency Ordinance No. 1313.....	9

CITY OF BELLFLOWER

ORDINANCE NO. 1315

AN URGENCY ORDINANCE AMENDING ORDINANCE NO. 1313
TO EXTEND THE TEMPORARY MORATORIUM ON
ESTABLISHING INTERIM DEVELOPMENT CONTROLS IN THE
DESIGN FOR DEVELOPMENT (DFD) FOR THE SOUTH
BELLFLOWER COMMERCIAL AREA

THE 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. On May 9, 2016, the City Council adopted Urgency Ordinance No. 1313; establishing interim development controls in the Design For Development (DFD) for the South Bellflower Commercial Area.
- B. At its public hearing on June 13, 2016, the City Council considered the report required by Government Code § 65858.
- C. The findings and conclusions set forth in Ordinance No. 1313 are incorporated by this reference as if fully set forth.
- D. The City Council further finds that the Moratorium is a matter of local and City-wide importance and is not directed towards any particular entity that currently seeks to construct or develop within the DFD area.
- E. 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 moratorium imposed by this Ordinance will not in any way deprive any person of rights granted by state or federal laws, because the moratorium is short in duration and essential to protect the public health, safety, and welfare.

SECTION 3. *Amendment.* The City Council amends the Moratorium as follows:

- A. Section 14 of Ordinance No. 1313 is amended to read:

"Expiration Date. After adoption, this Ordinance will be repealed by operation of law on June 13, 2017, unless a subsequent ordinance is adopted by the City Council that extends this date."

B. Other than amended by this Section, all other regulations of Ordinance No. 1313 remain the same.

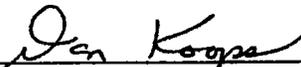
SECTION 4. Environmental Assessment. Adoption of this Ordinance is exempt from further environmental review under the California Environmental Quality Act (California Public Resources Code §§ 21000, *et seq.*, "CEQA") and CEQA Guidelines (14 California Code of Regulations §§ 15000, *et seq.*) because it establishes rules and procedures for minor alterations in land use. This Ordinance, therefore, is categorically exempt from further CEQA review under CEQA Guidelines §15305. This Ordinance does not authorize any new construction or development entitlements. 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 5. Declaration of Urgency. Based on the findings set forth in Section 2, this is an urgency ordinance adopted upon 4/5 vote for the immediate preservation of the public peace, health, safety, and welfare.

SECTION 6. The City Clerk, or her duly appointed deputy, 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 7. 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.

URGENCY ORDINANCE NO. 1315 WAS DULY PASSED, APPROVED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF BELLFLOWER AT ITS REGULAR MEETING OF JUNE 13, 2016.



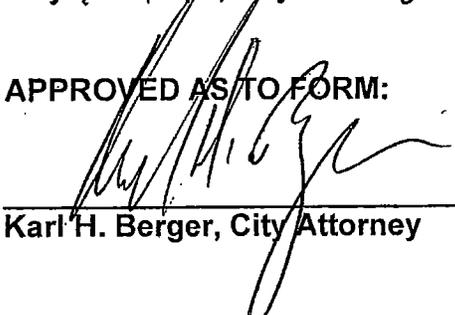
Dan Koops, Mayor

ATTEST:



Mayra Ochiqui, City Clerk

APPROVED AS TO FORM:



Karl H. Berger, City Attorney



staff report

TO: Honorable Chair and Members of the Redevelopment Agency

ATTENTION: Michael J. Egan, Executive Director

FROM: Brian K. Lee, Deputy Executive Director

SUBJECT: Public Hearing to Consider Establishing a Design for Development (DFD) for the South Bellflower Commercial Planning Area

RESOLUTION NO. RA-08-XX - A RESOLUTION OF THE BELLFLOWER REDEVELOPMENT AGENCY APPROVING NEGATIVE DECLARATION NO ND 08-07 AND A DESIGN FOR DEVELOPMENT (DFD) FOR THE SOUTH BELLFLOWER COMMERCIAL PLANNING AREA

CEQA STATUS: An environmental assessment has been conducted for this project in compliance with the California Environmental Quality Act (CEQA). An Initial Study and a Negative Declaration have been prepared and are attached. Based on the environmental assessment, the proposed project is not anticipated to have a significant impact on the environment.

PUBLIC NOTICE. A Notice of Public Hearing was published in the Press Telegram newspaper on June 24, 2008, and a total of 212 property owners were included in the mailing. A copy of the notice and the mailing list is on record in the Planning Division.

DATE. July 14, 2008

RECOMMENDATION

Adopt Resolution No. RA-08-XX.

FISCAL IMPACT

None at this time.

BACKGROUND

The portion of the community that is subject to the proposed DFD is uniquely situated in regard to the significant opportunity for economic commercial development. The DFD is immediately adjacent to the 91 Freeway to the south and includes properties at the intersections of Bellflower and Artesia Boulevards, Bellflower Boulevard and Ramona Street, and Bellflower Boulevard and Cedar Street.

RDA Staff Report - DFD for the South Bellflower Commercial Planning Area

July 14, 2008

Page 2 of 2

The manner in which the 91 Freeway relates to the DFD in regard to the elevation grade is such that any development on the DFD will be highly visible to the traffic along the 91 Freeway. It is because of the very unique and important opportunity that this area presents that the DFD is proposed. Only properties in the redevelopment project area are included within the DFD boundary area.

DISCUSSION

The DFD concept is essentially a planning tool that will allow the Bellflower Redevelopment Agency to more fully evaluate development and economic development opportunities within the boundaries of the proposed DFD. The DFD is a document that provides a clearer articulation of the expectations of what the Agency would like to encourage within the DFD boundaries.

In addition to articulating what the economic development vision for this area is, the DFD also creates a development review procedure in order for the Agency to thoroughly consider all development and economic development proposals.

- **Zoning and General Plan.** The DFD does not change the existing land use designation or the existing zoning classification for properties within the DFD boundaries. Thus, the existing zoning and land use designation remains as it presently exists.

ATTACHMENTS

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Doc 180127

BELLFLOWER REDEVELOPMENT AGENCY

RESOLUTION NO. RA-08-04

**A RESOLUTION OF THE BELLFLOWER REDEVELOPMENT
AGENCY APPROVING NEGATIVE DECLARATION NO. ND
08-07 AND THE DESIGN FOR DEVELOPMENT (DFD) FOR
THE SOUTH BELLFLOWER COMMERCIAL PLANNING
AREA**

WHEREAS, the Bellflower Redevelopment Agency (the "Agency") is a duly constituted redevelopment agency and is undertaking certain activities necessary for redevelopment under the provisions of the California Community Redevelopment Law (Health and Safety Code Sections 33000 et seq.) and pursuant to the Redevelopment Plan ("Redevelopment Plan") for the Bellflower Redevelopment Project (the "Project"); and

WHEREAS, Sections 501, 610, 622, and 800, respectively of the Redevelopment Plan authorize the Bellflower Redevelopment Agency, within the limits, restrictions and controls established in the Redevelopment Plan, to establish a Design for Development ("DFD") that contain various development and design controls necessary for property development of both private and public areas within the Bellflower Redevelopment Project Area; and

WHEREAS, the Planning Area surrounds an approximate three block area with the length situated predominately on the Bellflower Boulevard axis, running south of the 91 Freeway to the north side of Cedar Street while the width of the Planning Area varies along Artesia Boulevard, Ramona Street, and Cedar Street. The width of the Planning Area extends approximately 363 feet west and 888 feet east of Bellflower Boulevard. Along Ramona Street, the width of the Planning Area extends approximately 291 feet west and 373 feet east of Bellflower Boulevard. Along Cedar Street, the Planning Area extends approximately 290 feet west and 231 feet east of Bellflower Boulevard; and

WHEREAS, the Proposed Project is comprised of Assessor Parcel Numbers: 7161-003-023, 7161-003-026, 7161-003-027, 7161-003-028, 7161-003-029, 7161-003-030, 7161-003-031, 7161-004-001, 7161-004-004, 7161-004-005, 7161-004-006, 7161-004-008, 7161-004-009, 7161-004-033, 7161-007-004, 7161-007-005, 7161-008-001, 7161-008-002, 7161-008-003, 7161-008-004, 7161-008-005, 7161-008-007, 7161-008-008, 7161-008-009, 7161-008-010, 7161-008-011, 7161-008-012, 7161-008-013, 7161-008-014, 7161-008-021, 7161-009-001, 7161-009-002, 7161-009-003, 7161-009-004, 7161-009-036, 7161-009-037, 7161-009-038, 7161-009-039, 7161-012-001, 7161-012-002, 7161-012-003, 7161-012-029, 7161-012-040, 7161-013-015, 7161-013-016, 7161-013-031, 7161-013-076, 7161-013-079, 7161-013-080, 7161-013-081, 7161-013-082 and property owned by the City of Bellflower (Assessor Parcel Numbers: 7161-008-900, 7161-008-905, and 7161-013-901); and

WHEREAS, Section 501 of the Redevelopment Plan proposes to eliminate blight and prevent the spread of blight and blighting influences, and to strengthen the economic base of the Project Area and the community; and

WHEREAS, the extent of blight and blighting influences within the area of the South Bellflower Commercial Planning Area requires the establishment of development and design controls for the redevelopment of said area in order to eliminate blight and to ensure development that is of the highest quality and best possible use. The DFD encourages regional-scale commercial retail development (commercial retail development that takes advantage of the high visibility of the area and the high volume of traffic along the major transportation corridors) in and at the proposed DFD Area, while still assuring that the controls necessary to mitigate environmental impacts of development upon Bellflower are established to protect the general public interest and welfare as well as insuring long-term viability of the area; and

WHEREAS, the City has previously prepared and certified a Final Environmental Impact Report (FEIR) for the Bellflower Redevelopment Project Area No. 1 (Ordinance No. 768); and

WHEREAS, the approval of the DFD is a redevelopment implementation activity whose environmental impacts are assessed in the previous FEIR referenced above; and

WHEREAS, the Agency has prepared an Initial Study Checklist in accordance with and pursuant to the California Environmental Quality Act of 1970 (CEQA) and State and local regulations and guidelines adopted pursuant thereto, and such Initial Study Checklist assesses the environmental impacts of the DFD; and

WHEREAS, no environmental impacts will be generated by the adoption of the DFD and the DFD is within the scope of the previously prepared FEIR of the Redevelopment Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE BELLFLOWER REDEVELOPMENT AGENCY OF THE CITY OF BELLFLOWER AS FOLLOWS:

SECTION 1. The Agency finds and determines that:

- (i) The Agency hereby certifies that the Initial Study Checklist of the environmental impacts with respect to the proposed DFD has been prepared and completed in compliance with the California Environmental Quality Act of 1970 and State and local regulations and guidelines adopted pursuant thereto;

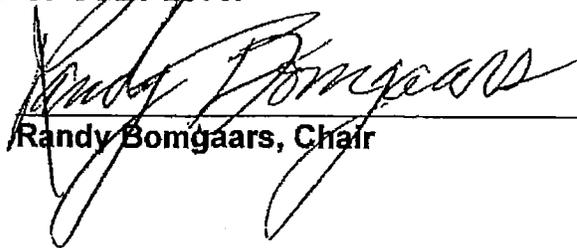
- (ii) The Agency hereby further certifies that the FEIR for the Bellflower Redevelopment Plan and the Initial Study Checklist were presented to the members of the Agency, and that the information contained in the FEIR and the Initial Study Checklist has been reviewed and considered by the Agency members; and
- (iii) The Agency hereby further certifies that the Initial Study Checklist represents the Agency's independent judgment and analysis.

SECTION 2. The Agency finds that no substantial changes are proposed in the Project, or with respect to the circumstances under which the Project is to be undertaken, as a result of the approval of the DFD, and that the adoption of the DFD will have no significant effect on the environment.

SECTION 3. That the attached text and map containing the development and design controls for the area south of State Route 91 (91 Freeway), north of Cedar Street with varying easterly and westerly boundaries on Artesia Boulevard and Ramona Street, which is called the South Bellflower Commercial Planning Area, is hereby adopted as the Design for Development for this area.

SECTION 4. The Chair, or presiding officer, is hereby authorized to affix his signature to this Resolution signifying its adoption by the Bellflower Redevelopment Agency and the Secretary, or her duly appointed deputy, shall attest thereto.

PASSED, APPROVED, AND ADOPTED BY THE BELLFLOWER REDEVELOPMENT AGENCY THIS 14th DAY OF JULY 2008.


Randy Bomgaars, Chair

ATTEST:


Debra D. Bauchop, Secretary

Attachments

Bellflower Redevelopment Agency

DESIGN FOR DEVELOPMENT

FOR

**SOUTH BELLFLOWER COMMERCIAL
PLANNING AREA**

July 14, 2008

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**DESIGN FOR DEVELOPMENT
SOUTH BELLFLOWER COMMERCIAL
PLANNING AREA**

1. 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 RDA to encourage high sales tax generating retail uses that will be able to utilize the extremely high freeway accessibility of the Planning Area. Furthermore, it is the intent of the RDA 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 Planning 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 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. 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 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.

1.1. General Objections

The Agency desires to encourage development concepts that will:

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

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

1.2. Special Controls

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 development of the South Bellflower Commercial Planning Area DFD, which shall apply in the Planning Area in addition to applicable General Plan requirements and guidelines, Zoning, Building Codes and other requirements of the Bellflower Municipal Code (BMC)

1.3. Definitions

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

1.3.1 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.

1.3.2 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, but not limited to 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.

1.3.3 "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.

- 1.3.4** 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.
- 1.3.5** 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.
- 1.3.6** 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.
- 1.3.7** 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.
- 1.3.8** 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-doo's, 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.
- 1.3.9** 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.
- 1.3.10** 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, etc).

- 1.3.11** **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.
- 1.3.12** **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.
- 1.3.13** **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.
- 1.3.14** **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 façade sign is mounted on the front façade of the store.
- 1.3.15** **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.
- 1.3.16** **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.
- 1.3.17** **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.
- 1.3.18** **Signs, Store Identification.** A sign that identifies the name of the store or business.

- 1.3.19** 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.

2. Site Description

The South Bellflower Commercial Planning 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 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 Area varies along Artesia Boulevard, Ramona Street and Cedar Street. The width of the Planning Area varies from street to street. Along Artesia Boulevard, the width of the Planning Area extends approximately 363 feet west and 888 feet east of Bellflower Boulevard. Along Ramona Street the width of the Planning Area extends approximately 291 feet west and 373 feet east of Bellflower Boulevard. Along Cedar Street the Planning 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.

3. Permitted and Prohibited Uses.

- 3.1 General Provisions.** The uses permitted in the Planning Area shall be compatible with the Bellflower General Plan, the Bellflower Redevelopment Plan and the Bellflower Zoning Code. Freeway-oriented commercial uses, such as "big box" retailers and new automobile and motor sports sales facilities shall be strongly encouraged.

All public and private developments within the DFD Area determined by the Bellflower Redevelopment Agency 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 Redevelopment Agency consistent with the procedures provided by applicable law for the approval of statements of overriding considerations.

- 3.1.1.** 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.

3.1.3. Bellflower Zoning Code. 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 and 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 3.2 of this DFD.

3.2 Permitted Uses. The following uses are permitted in the DFD as follows:

3.2.1. 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.

3.2.2. 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.

3.2.3. "Big-Box" Retail Store.

3.2.4. Community-Serving Commercial.

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

- 3.2.6. Freeway-Oriented Commercial.
- 3.2.7. Motor Sports Sales.
- 3.2.8. Multiple-tenant stores complexes when developed in conjunction with a comprehensive commercial shopping center.
- 3.2.9. Neighborhood Serving Commercial.
- 3.2.10. Professional/Administrative Offices (second floor and above).

3.3 Conditional Uses.

- 3.3.1 Developments on parcels of less than 1.5 acres.
- 3.3.2 Drive-Through Facilities.
- 3.3.3 Parking structures.
- 3.3.4 Stealthed wireless telecommunications facilities.

3.4 Prohibited Uses. The following uses are strictly prohibited within the DFD Area:

- 3.4.1 Adult Businesses.
- 3.4.2 Ambulance service.
- 3.4.3 Auction house or store.
- 3.4.4 Automobile repair center
- 3.4.5 Automobile repair shop.
- 3.4.6 Billiards (three or less tables).
- 3.4.7 Bingo establishments (public and non-profit).
- 3.4.8 Bridge, chess, "go" clubs.

Bellflower Redevelopment Agency
DFD South Bellflower Commercial Planning Area
Page 10 of 22

- 3.4.9 Carwash (automatic mechanical, hand operated, or self-serve), including those facilities that are accessory to gasoline service stations.
- 3.4.10 Check cashing and cash advancing.
- 3.4.11 Churches and other religious institutions.
- 3.4.12 Civic and community clubs.
- 3.4.13 Collection centers (recyclable materials).
- 3.4.14 Community care facilities.
- 3.4.15 Contractor's office with outside storage area.
- 3.4.16 Consignment goods, as an accessory activity.
- 3.4.17 Dialysis center.
- 3.4.18 Driving, or driver training schools and/or classrooms.
- 3.4.19 Escort services.
- 3.4.20 Free-standing commercial stores of less than 10,000 square feet on individual parcels, not developed in conjunction with a comprehensive shopping center.
- 3.4.21 Fork life repair shop.
- 3.4.22 Fortune Telling.
- 3.4.23 Funeral parlor, mortuary, crematory.
- 3.4.24 Garage, public.
- 3.4.25 Home occupation in permitted residential structure/use.
- 3.4.26 Hospices, home health care.
- 3.4.27 Hospitals.
- 3.4.28 Hotels.

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Bellflower Redevelopment Agency
DFD South Bellflower Commercial Planning Area
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- 3.4.29 Ice storage house of not more than five (5) tons capacity.
- 3.4.30 Janitorial services.
- 3.4.31 Laboratories.
- 3.4.32 Laundromats and/or self-serve laundry facilities.
- 3.4.33 Limousine service.
- 3.4.34 Modeling studio.
- 3.4.35 Motels.
- 3.4.36 Motorcycle funeral escort service.
- 3.4.37 Nursery (flowers, trees or plants; with or without buildings).
- 3.4.38 Off-premises signs.
- 3.4.39 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 animal feed, small mammals (i.e., dogs and cats, etc.) and supplies, sales of produce and other food-stuff, newsstands and other similar activities.
- 3.4.40 Outside storage as a primary activity.
- 3.4.41 Patio, outdoor furniture, bar-b-que and fireplace sales and related merchandise.
- 3.4.42 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).
- 3.4.43 Residential uses.
- 3.4.44 Rest home, convalescent hospital.
- 3.4.45 Second-hand stores and pawnshops.
- 3.4.46 Security, private patrol services.
- 3.4.47 Strip commercial development.

- 3.4.48 Surplus Store.
- 3.4.49 Swimming pool supplies.
- 3.4.50 Taxi services.
- 3.4.51 Taxidermist.
- 3.4.52 Telephone exchange/telemarketing/answering service.
- 3.4.53 Ticket agency.
- 3.4.54 Tools and equipment sales and rental (heavy).
- 3.4.55 Towing company – vehicle (may include accessory vehicle storage).
- 3.4.56 Trade schools.
- 3.4.57 Training, educational and vocational schools and colleges (public and private).
- 3.4.58 Warehouse and/or storage uses.
- 3.4.59 Water and purifier stores.
- 3.4.60 Wholesale business.

4. Development Standards.

In addition to the requirements set forth in Section 5 of this DFD, the following development standards shall apply to all public and private improvements and/or development in the South Bellflower Commercial Planning Area.

4.1 Special Controls. The following special controls shall apply:

- 4.1.1. 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:

July 14, 2008

- 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).
 - 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).
 - iii. Minimize curb cuts from new development and redevelopment 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).
 - iv. Promote reciprocal access between parcels to minimize driveways and curb cuts. (Bellflower General Plan Circulation Element, March 1997, page 6-3).
 - 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).
- 4.1.2. 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 Agency 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).

4.2 Development Intensity. Appropriate development intensities shall 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 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.

- 4.3 Building Heights.** Structures in the DFD Area shall be built to appropriate heights, subject to applicable requirements of the City Zoning ordinances 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 19 of the Bellflower Municipal Code.)
- 4.4 Building Setbacks.** Building setbacks shall be subject to the applicable setback requirements of the Bellflower Zoning Code. 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 be designed and located on property in a manner to maximize the use of land, provide adequate and appealing landscaping and other site amenities.
- 4.5 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 shall 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 shall 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, 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 shall be developed with generous landscaped planter areas that include mounded earth, trees, boulder features, groundcover and similar landscaping treatment.

- 4.6 Landscaping.** Open spaces, areas adjacent to the public right of way, and areas intended for pedestrian access shall be provided with amenities and treatment that provide for an interesting and quality visual experience as viewed from the public street. Landscaping shall 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 shall be constructed with six inch (6") Portland Cement concrete curbs around the perimeter of all landscaped parking lot planters. All landscaping shall be installed prior to the issuance by the City of any certificate of occupancy for any development.
- 4.7 Parking and Parking Lots.** Parking lots shall 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 shall be designed and constructed pursuant to the Bellflower Zoning Code. All parking lots shall be designed to maintain landscaped planter areas within the parking fields. Parking lots shall also have designated "shopping cart corrals" thoughtfully designed and placed throughout the parking lot. Said shopping cart corrals shall be delineated with raised concrete curb and landscaped planter areas. "Pipe-style" shopping cart corrals shall not be allowed. All parking lots, stalls, lighting, aisle width and ADA regulations must be brought up to current code.
- 4.8 Paving.** Paving in public and private pedestrian areas (excluding the public right of way), shall reflect a high standard of design quality and reinforce safe and efficient usage. Pedestrian crossings shall be highly visible to pedestrians and motorists. Stamped, colored concrete shall be used to delineate the entrances to the parking lot, pedestrian crosswalks, pedestrian walks and similar areas.
- 4.9 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 shall utilize consistent themes that do not conflict in design technique and application. Building designs that mix architectural styles shall be avoided. Extensive, boring, plain wall stretches of wall surfaces shall also be avoided.
- 4.10 Signage.** Formulation of a master signage program by the "developer" as an integral part of the overall development concept shall be required. The master sign program shall include the design and placement of the

Freeway Identification Sign. Notwithstanding specific Bellflower Zoning Code provisions having citywide application, the Agency intends to allow only signage essential and appropriate to the scale and character of a quality regional commercial development. Within this general framework, the Agency is receptive to innovative and imaginative signing techniques, such as video display signage.

5. Access and Circulation.

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 shall be made to design safe, efficient and logical vehicle circulation within the DFD Area, as well as for ingress and egress.

5.1 Pedestrian Access. The public rights of way bounding the DFD Area shall 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 shall originate from vehicles, namely automobiles; pedestrian amenities shall not be promoted as those design features would in other portions of the city. The internal parking lot(s) shall be designed in such a manner as to separate vehicular and pedestrian traffic. The parking lot(s) shall 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 shall be provided. Such designated pedestrian walkways shall be raised and separated from vehicular travel driveaisles.

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 shall be provided.

5.2 Vehicular Access. Access into the DFD Area shall 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 shall 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 shall be kept to a minimum. The number, locations and width of

driveways shall be subject to the approval of the City Engineer. The parking lot(s) shall be designed so that all vehicle circulation can occur on-site. No vehicle shall have to enter onto a public street in order to move from one location to another location within the same parking lot.

- 5.3 Loading.** All development within the DFD Area shall provide designated loading areas. Loading areas shall 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 shall be designed so that if a trailer is left in the loading area, it shall not be visible to a public street or an area of high public use and access. If necessary, the development within the DFD Area shall provide a customer loading area that is separate from the service loading area. The customer loading area shall be clearly delineated and designed so that it will not conflict with travel within the parking lot and driveaisles.
- 5.4 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 shall 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.
- 5.5 Traffic Mitigation Measures.** Development of the South Bellflower Commercial Planning 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 and/or Agency.

5.6 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 shall be consistent with current City standards and any specific street improvement plans approved by the City and/or Agency and subject to the approval of the City Engineer. Such improvements may include, but are not limited to, 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.

5.6.1 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 Planning Area shall be subject to plan review, permit approval procedures, and environmental review as referred to in this DFD.

6. Plan Review Procedures.

In the conceptual phase of planning a public or private project, early discussion with the City's Community Development Department and Agency staff is required to review the scope of the project and to clarify the City and Agency 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 shall be processed through the standard City and Agency review processes initiated with the City's Community Development Department, as applicable, and in addition thereto shall be subject to review and approval of the Agency. 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.

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The development of sites and all public and private areas within the South Bellflower Commercial Planning Area shall 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).

- 6.1 New Construction.** Plans for new construction and/or additions to existing facilities may require City and Agency review to ensure appropriate compliance with applicable City and Agency requirements, including provisions of this DFD. This review process may include formal review and approval by the Planning Commission, City Council and Agency.
- 6.2 Existing Construction/Rehabilitation.** Plans for rehabilitation of existing buildings generally require administrative City review and approval prior to the issuance of required building permits. This City review process incorporates Agency 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, City Council and Agency.

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.

7. Environmental Review.

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 review procedures. Such environmental review may include, but is not limited to, the following:

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

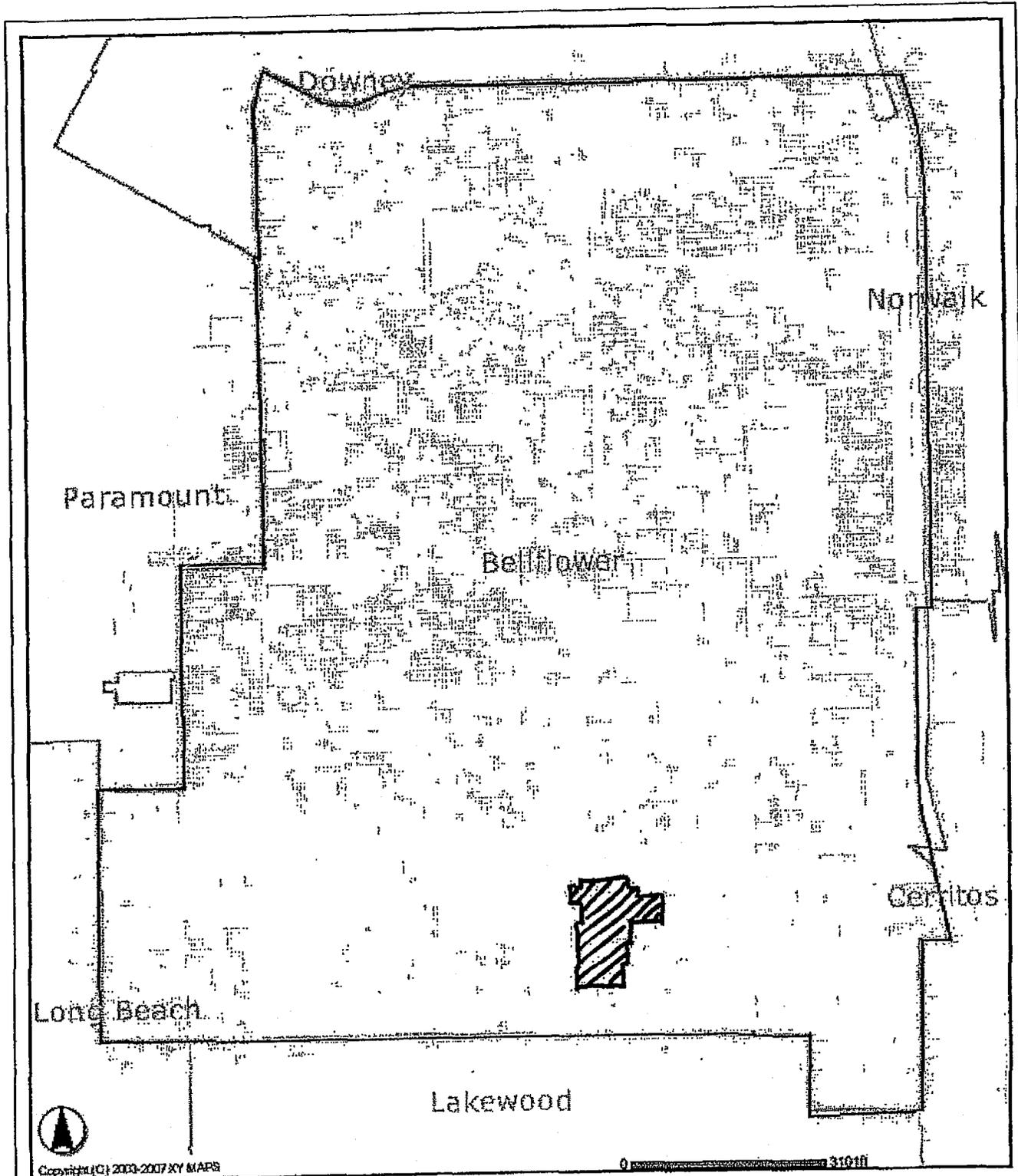
The cost for any such environmental review, consultants, and contract administration (if required) shall be paid by the property owner or developer.

8. Responsibility for Securing Permits and Paying Fees.

Nothing contained in this DFD or in subsequent agreements shall 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.

9. Exhibits and Tables.

1. Exhibit A: Vicinity Map
2. Exhibit B: Aerial Photo
3. Exhibit C: Boundary Map
4. Appendix: Negative Declaration

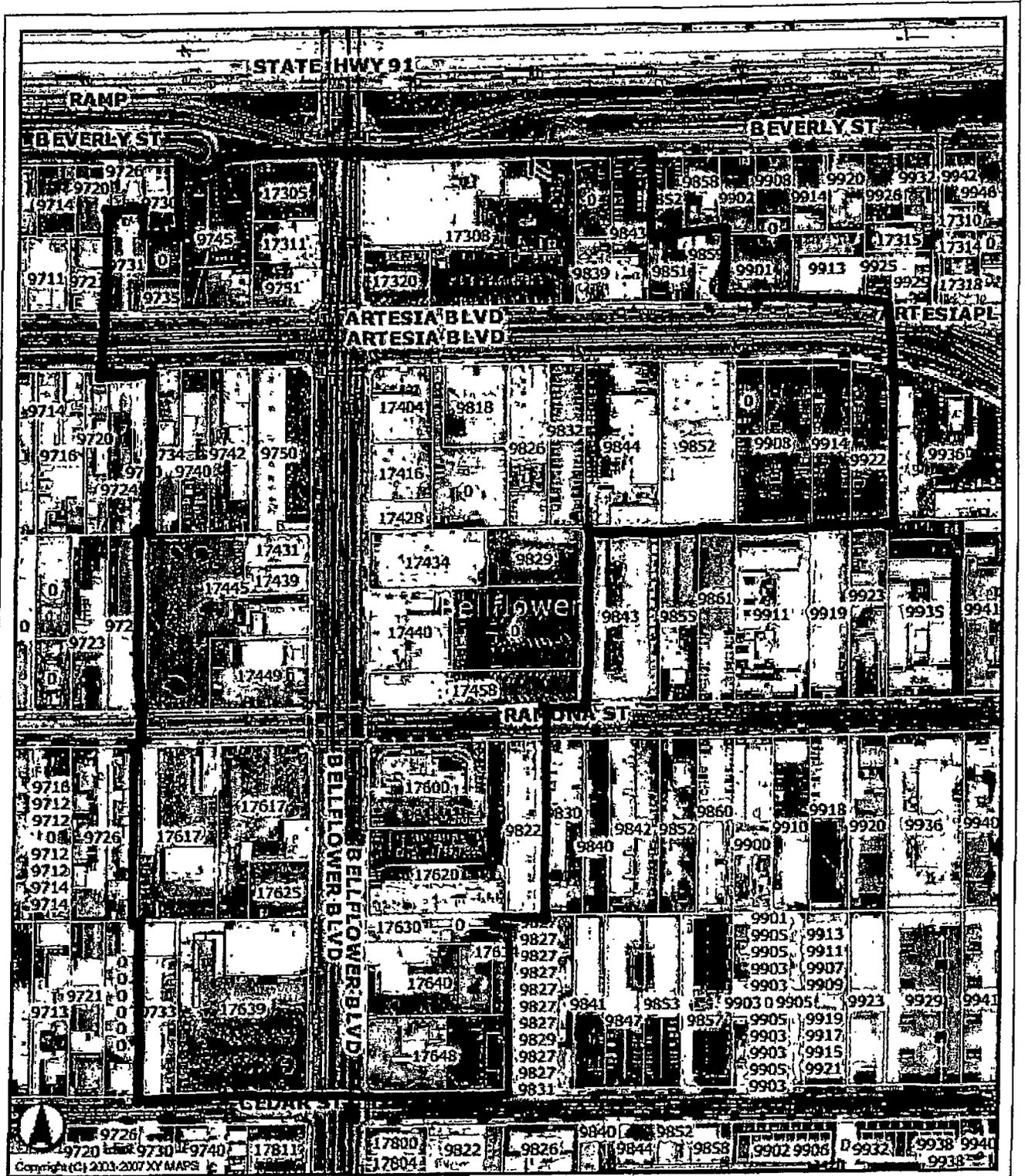


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City of Bellflower
Design for Development
South Bellflower Commercial Planning Area
Vicinity Map

EXHIBIT: A

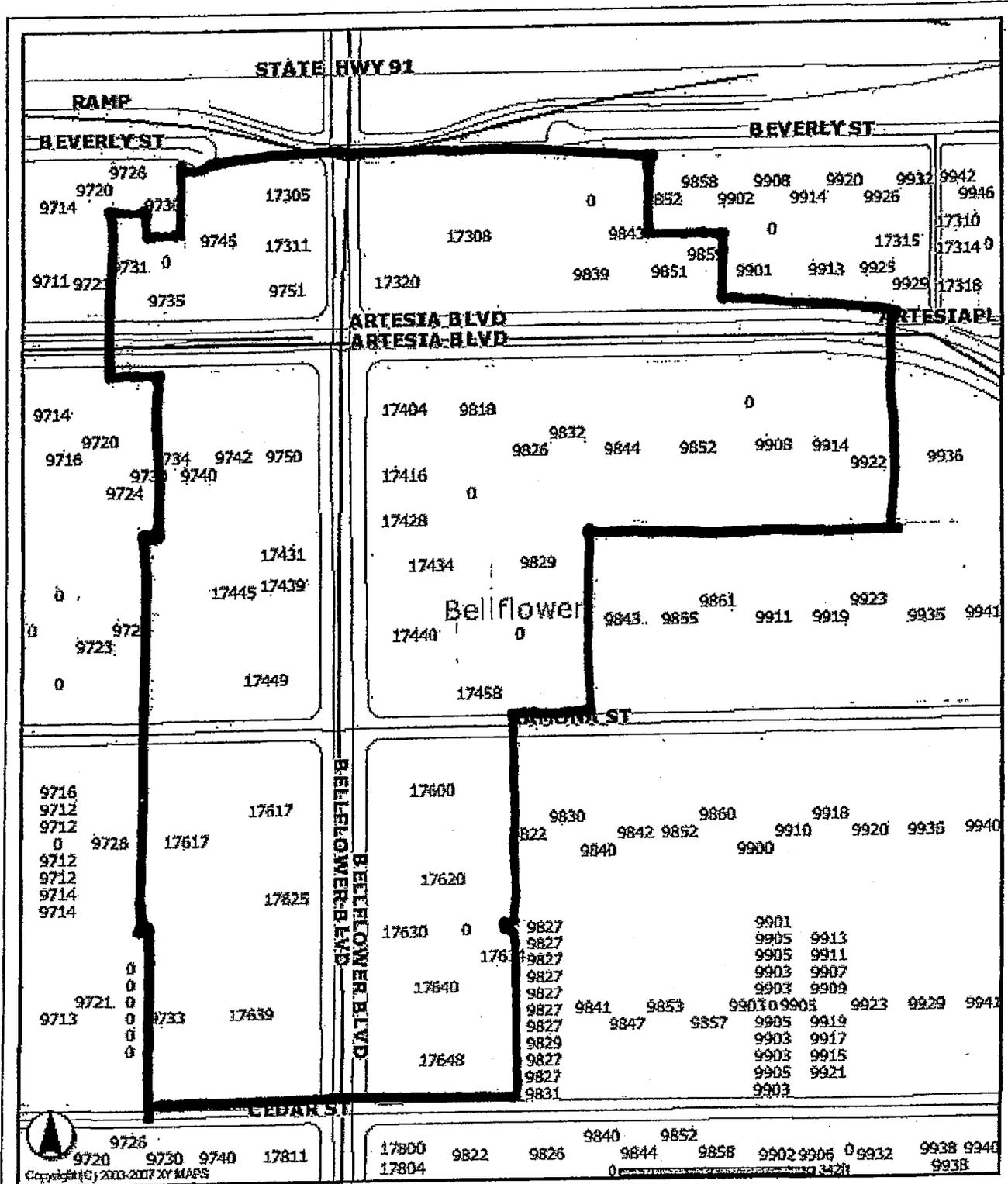


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City of Bellflower
 Design for Development
 South Bellflower Commercial Planning Area

Aerial Photo

EXHIBIT: B



City of Bellflower
 Design for Development
 South Bellflower Commercial Planning Area
 Boundary Map

EXHIBIT: C

The City of Bellflower

Families. Businesses. Futures.

16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 www.bellflower.org



NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

Notice is hereby given that the City of Bellflower has prepared an Environmental Initial Study for the following location:

- PROJECT:** Negative Declaration No. ND 08-07
Design for Development: South Bellflower Commercial Planning Area
for the Bellflower Redevelopment Agency.
- LOCATION:** Project 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 and Ramona Street.
- PROJECT:** The proposed project involves the establishment of the Design for Development: South Bellflower Commercial Planning Area
- APPLICANT:** City of Bellflower Redevelopment Agency

Based on the environmental information gathered and analyzed for the project during the Initial Study process, the City of Bellflower has determined that there is no substantial evidence, in light of the whole record, that the project may have a significant effect on the environment. Therefore, a Negative Declaration for the project is proposed pursuant to the requirements of the California Environmental Quality Act (CEQA)

The 20-day public review period for this document begins on June 24, 2008 and expires on July 14, 2008.

The proposed Negative Declaration is available for public review between 8:30 a.m. and 5:00 p.m., Monday through Friday at: 1) The City of Bellflower, Planning Division located at 16600 Civic Center Drive, Bellflower, CA, and 2) Los Angeles County Library in the City of Bellflower located at 9945 E. Flower Street, Bellflower, CA.

The Redevelopment Agency of the City of Bellflower will conduct a public hearing to consider the proposed Negative Declaration in conjunction with Design for Development: South Bellflower Boulevard Commercial Planning Area on **Monday, July 14, 2008**, at 7:00 p.m. or as soon thereafter as possible, in the Bellflower City Council Chambers, City Hall, 16600 Civic Center Drive, Bellflower, California.

Please address all public comments (before the close of the environmental review period noted above) to: City of Bellflower, Attn: Andrew Ho, Principal Planner, 16600 Civic Center Drive, Bellflower, CA 90706, 804-1424, ext. 2226, andrew.ho@bellflower.org.

APPENDIX

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> Randy Bomgaars
Mayor

City of Bellflower Department of Community Development
16600 Civic Center Drive, Bellflower, CA 90706
Raymond A. Bland
Mayor Pro Tem
(562) 804-1424
www.bellflower.org
Counsel/Attorney

Porchy R. King
Council Member

Scott A. Larsen
Council Member

**CITY OF BELLFLOWER
ENVIRONMENTAL CHECKLIST FORM**

PROJECT TITLE: Negative Declaration No. ND 08-07
Design for Development: South
Bellflower Boulevard Commercial
Planning Area for the Bellflower
Redevelopment Agency

LEAD AGENCY NAME AND ADDRESS: City of Bellflower
16600 Civic Center Drive
Bellflower, CA 90706

CONTACT PERSON AND PHONE NUMBER: Andrew Ho
Principal Planner
562.804.1424. ext. 2226

PROJECT LOCATION: The South Bellflower Commercial
Planning 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 and Ramona Street.

PROJECT SPONSOR'S NAME AND ADDRESS: City of Bellflower
16600 Civic Center Drive
Bellflower, CA 90706
562.804.1424

GENERAL PLAN DESIGNATION: C (Commercial) and I (Industrial)

ZONING CLASSIFICATION: C-G (General Commercial) zone
and M-1 (Light Industrial) zone

INTRODUCTION:

This Initial Study has been carried out in accordance with the California Environmental Quality Act (CEQA). The purpose of an Initial Study is to provide preliminary environmental investigation of a proposed project and to determine if it would have a significant adverse impact on the environment (CEQA Guidelines 15063). Based on the preliminary investigation in the Initial Study, the Lead Agency (The City of Bellflower) decides whether it will be necessary to prepare an Environmental Impact Report (EIR) if a significant adverse impact would occur, or to prepare a Negative Declaration, if all potential impacts can be mitigated. A Mitigated Negative Declaration is proposed when the Initial Study identifies environmental impacts, which are potentially significant but can be reduced to insignificance by incorporating mitigation measures into the proposed project (CEQA Guidelines 15070). Pursuant to CEQA Guidelines Section 15168 (c) (4), this Initial Study checklist has been prepared to provide documentation that the proposed DFD is within the scope of the Bellflower General Plan updated Negative Declaration approved on April 14, 1997 and the Redevelopment Plan EIR approved in July 8, 1991 and no new environmental analysis is needed at this time. When specific development proposal are submitted to the City, they will be evaluated at that time to determine whether additional environmental analysis and mitigation measures are necessary.

PROJECT DESCRIPTION (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.):

The Design for Development (DFD): South Bellflower Boulevard Commercial Planning Area is intended to augment and focus on the goals, policies and objectives of applicable planning and redevelopment documents affecting development of this area, including the General plan, zoning and redevelopment plans. The DFD includes controls and restrictions for development, which are in addition to those contained in the General Plan, zoning regulations and building codes. The land uses permitted in the DFD are consistent with the City's General Plan, zoning and redevelopment plans, and include a variety of commercial uses. The Proposed Project is comprised of Assessor Parcel Numbers: 7161-003-023, 7161-003-026, 7161-003-027, 7161-003-028, 7161-003-029, 7161-003-030, 7161-003-031, 7161-004-001, 7161-004-004, 7161-004-005, 7161-004-006, 7161-004-008, 7161-004-009, 7161-004-033, 7161-007-004, 7161-007-005, 7161-008-001, 7161-008-002, 7161-008-003, 7161-008-004, 7161-008-005, 7161-008-007, 7161-008-008, 7161-008-009, 7161-008-010, 7161-008-011, 7161-008-012, 7161-008-013, 7161-008-014, 7161-008-021, 7161-009-001, 7161-009-002, 7161-009-003, 7161-009-004, 7161-009-036, 7161-009-037, 7161-009-038, 7161-009-039, 7161-012-001, 7161-012-002, 7161-012-003, 7161-012-029, 7161-012-040, 7161-013-015, 7161-013-016, 7161-013-031, 7161-013-076, 7161-013-079, 7161-013-080, 7161-013-081, 7161-013-082 and property owned by the City of Bellflower (Assessor Parcel Number: 7161-008-900, 7161-008-905, 7161-013-901).

SURROUNDING LAND USES AND SETTING (Briefly describe the project's surroundings.):

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

The Planning Area is composed of C-G (General Commercial) zoned property along Bellflower Boulevard with portions of Artesia Boulevard zoned M-1 (Light Industrial). The project site is bounded to the north by O-S (Open Space) (SR-91 Freeway), R-1 (Low Multiple), R-3 (Multiple Residential) zoning, to the south by C-G (General Commercial) zoning, to east by a combination of C-G (Commercial General), M-1 (Light Industrial), and R-3 (Multiple Residential) zoning, and to the west by a combination of C-G (Commercial General), M-1 (Light Industrial), and R-3 (Multiple Residential) zoning.

OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (i.e., permits, financing approval, or participation agreement.):

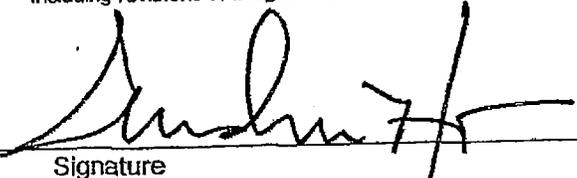
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION (To be completed by the Lead Agency): On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



 Signature

June 23, 2008

 Date

Andrew Ho

 Printed Name

 For

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (i.e., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (i.e., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take into account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (i.e., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II. AGRICULTURE RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the Calif. Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the Calif. Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY, continued.				
d) Expose sensitive receptors to substantial pollutants concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES.

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES.

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES, Continued.				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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VII. HAZARDS AND HAZARDOUS MATERIALS, Continued.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working within the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VIII. HYDROLOGY AND WATER QUALITY.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**VIII. HYDROLOGY AND WATER QUALITY,
Continued.**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. LAND USE AND PLANNING.

Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Less Than

	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Less Than Significant

Potentially Significant Impact	With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIII. PUBLIC SERVICES.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| v) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIV. RECREATION.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XV. TRANSPORTATION/TRAFFIC.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XV. TRANSPORTATION/TRAFFIC,
Continued.**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (i.e., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. UTILITIES AND SERVICE SYSTEMS.

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) | Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) | Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVIII. DISCUSSION OF ENVIRONMENTAL EVALUATION.

I. AESTHETICS.

Discussion

a.- d.) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The project site is within an existing developed urban setting. The proposed project will not have a substantial adverse effect on any scenic vistas. The project will not substantially damage scenic resources. There are no historic buildings within the vicinity of the proposed project. The project will not degrade the visual character of the vicinity. The project will not create new sources of substantial light or glare that would adversely affect day or nighttime views in the area. The Design for Development (DFD) requires a comprehensive development review procedure that will require new landscaping within parking lots, setback areas and at major project access points. Therefore, there will not be a potential for a significant impact upon the environment due to aesthetic considerations.

Mitigation Measures

1. None required.

II. AGRICULTURE RESOURCES.

Discussion

- a) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The project site is a fully developed urban property. There is no farmland on the subject site. Therefore, the project will not result in the conversion of any farmland to a non-agricultural use, as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation.
- b) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The general plan and zoning designations for the subject site is Commercial and Open Space. The proposed project would maintain the existing development and land use pattern of the present urban environment. There will be no conflict with any contracts entered into pursuant to Section 51200 et seq. of the California Government Code.

- c) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. Since there is no farmland or agricultural land at the subject project site, the project will not result in the conversion of any existing farmland or agricultural land, to a non-agricultural use.

Therefore, there will not be a potential for a significant effect upon the environment due to environmental impacts upon agricultural resources.

Mitigation Measures

1. None required.

III. AIR QUALITY.

Discussion

a.- e.) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The project site is a fully developed commercially developed corridor within the City of Bellflower. There are a variety of existing commercial land uses that are currently operating within the project site boundaries. The entire project site will continue to operate as commercial property that is oriented towards the existing 91-freeway (SR-91) that abuts the project site to the north. The project does not have the characteristics to conflict or obstruct the implementation of any applicable air quality plan. The project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The project does not have the characteristics to result in a considerable cumulative net increase of any criteria-pollutant that would exceed any applicable federal or state air quality standard. The project will not result in the exposure of sensitive receptors to substantial pollutant concentrations. The project will not create objectionable odors that might otherwise affect a substantial number of people.

Therefore, there will not be a potential for a significant effect upon the environment as a result of air quality impacts.

Mitigation Measures

1. None required.

IV. BIOLOGICAL RESOURCES.

Discussion

a.- f.) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The project site contains existing developed commercial property within an existing urban setting. As such, there are no known species on the project site that have been identified as a candidate, sensitive, or special status species in local or regional plans, or by the California Department of Fish and Game or the US Fish and Wildlife Service that would be adversely affected, either directly or indirectly, by the project. Because the project area consists of an existing developed urban setting, the proposed project will not have a substantial impact on any riparian habitat or other sensitive natural community.

Furthermore, there are no federally protected wetlands that would be impacted by the proposed project, as defined by Section 404 of the Clean Water Act within the City of Bellflower. The project will not interfere with the movement of any native resident or migratory fish or wildlife species. The project will not affect any established wildlife corridors. The project will not impede the use of native nursery sites. The project does not conflict with any local policies or ordinances protecting biological resources. The project does not conflict with any provisions of an adopted Habitat Conservation Plan. Therefore, no impacts upon biological resources will result.

Mitigation Measures

1. None required.

V. CULTURAL RESOURCES.

Discussion

a.- d.) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The project site consists of property that has been developed during the 1960's through the 1980's. No historical resources have been identified within the project boundaries. The project scope will not create a substantial adverse change to any historical resource because there are no historical structures or places on-site, as observed by staff during site inspections and determined by reviewing City and State Historic files. There will be no substantial adverse changes to any known archaeological resources, as a result of the proposed project. The project will neither directly nor indirectly destroy any known paleontological resources, site characteristics, or unique geological features. The proposed project will not disturb the location of any known human remains. Therefore, there will not be a

potential for a significant effect upon the environment as a result of impacts upon cultural resources.

Mitigation Measures

1. None required.

VI. GEOLOGY AND SOILS.

Discussion

- a) The project site is located in the southwesterly portion of the City of Bellflower, which is located within the southeast portion of Los Angeles County. This region has many active and potentially active faults, which could impact the project site. However, the site is not within an Alquist-Priolo Special Study zone. There are no known active faults in the City of Bellflower. The closest active fault is the Newport Inglewood Fault Zone located about 5 miles southwest of the City. The project site has the potential to be impacted by earthquakes and related hazards – mainly from ground shaking, which is not uncommon throughout the region. Although the site is in an area that has been identified as susceptible to liquefaction, all construction will be required to provide soils and geologic studies that will require enhanced foundations, or other construction techniques. These specific measures will be addressed when specific development projects are proposed and evaluated. Bellflower is virtually flat, thus the project site will not be substantially affected by landslides or mudflows.
- b) The proposed project will not result in substantial erosion or the loss of topsoil. Future development projects will be required to prepare erosion control plans.
- c) The project is not located on a geological unit or soil in such a way that would cause the soil to become unstable, or result in any other geologic defect.
- d) Although the project will be located in an area recognized as having expansive soil, at this time, the project does not include the construction of any buildings. All future structures will be designed by incorporating the 2007 California Building Standards Code, as adopted by the City of Bellflower and the County of Los Angeles or the version of those codes in effect at the time the permit application is filed.

Therefore, there will not be a potential for a significant impact upon the environment as a result of any geologic or soils issues.

Mitigation Measures

1. None required.

VII. HAZARDS AND HAZARDOUS MATERIALS.

Discussion

a.- d.) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The proposed project will not require the transport, use or disposal of any significant amounts of hazardous material. The range of potential uses that could occur as a result of the proposed project are those that are typical of commercial-retail uses. No potential hazardous material may be included within the project scope unless separate environmental analysis is performed. The proposed project (the Design for Development) does not involve the handling of hazardous materials of any significant level. Therefore, the project will not create a significant hazard that would result from the accidental release of hazardous materials. The proposed project will not emit any hazardous emissions, nor does it involve the handling of hazardous or acutely hazardous materials, substances or waste. The proposed use is not on a hazardous materials site, which is included on any list compiled pursuant to Government Code Section 65962.5

e.- g.) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The project site is not located within any airport land use plan. The project will not create a safety hazard for people residing or working in the project area. The project site is not located in the vicinity of any private airstrip, thus the project will not create a safety hazard for people residing or working in the project area. The project will neither impair the implementation of, nor physically interfere with any adopted emergency response plan or evacuation plan. The project does not include any structures that would be subject to risk from a wild fire. The project site contains existing development, that could be recycled into new buildings and structures pursuant to a development review process. Therefore the risk of loss, injury or death from wildfires would be reduced as a result of the project.

Mitigation Measures

1. None required.

VIII. HYDROLOGY AND WATER QUALITY.

Discussion

a) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The project will not violate any water quality standards or waste discharge requirements. Future development will be required to comply with State and City water quality requirements and procedures.

b) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The proposed project will not substantially deplete groundwater supplies nor will it interfere substantially with groundwater recharge to create a net deficit in aquifer volumes or a lowering of the local groundwater table. The project is already developed and is not a recharge area.

c.- e.) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The project will not substantially alter any drainage patterns in a manner that would result in substantial erosion or siltation on or off site. The site is virtually flat. The Artesia Freeway (SR-91) abuts the project site to the north. Major public streets bound the other three sides of the project area. The project site is located within a fully developed urban environment that has existing storm drain infrastructure. The proposed will not substantially alter any drainage patterns in a manner that would result in flooding on or off site. The proposed project will not create or contribute to water runoff in a manner that would exceed the capacity of existing or planned storm water drainage systems, nor will it provide substantial additional sources of pollution runoff. The potential range of uses that could occur upon the subject site will closely resemble those uses that presently exist, in regards to the potential for the development of commercial retail uses. Therefore the ratio of impervious land will remain unchanged as a result of this project. Furthermore, the City of Bellflower and the project are subject to the provisions of the State of California Water Board's stormwater runoff requirements and, where determined necessary, best management practices (i.e. landscaped swales) will be implemented into the construction and future use of the site.

f) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. Water quality will not be substantially degraded by the proposed project for the reasons discussed in Response "a".

g.- j.) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The proposed project is intended to facilitate the existing land use of commercial retail. No residential uses are proposed to be integrated into the list of potential land uses. No housing will be placed within a 100-year flood hazard zone. The proposed project will not cause any persons or structures to be exposed

to significant risk of loss, injury, or death caused by any flooding. The closest major body of water is the San Gabriel River, which is located on the easterly boundary of the City of Bellflower, and not within close proximity of the project site. The San Gabriel River does not pose a threat to the project with regards to seiche or tsunami activity. Bellflower is located well inland from the Pacific Ocean and is virtually flat, therefore the project will not be significantly impacted by any mudflow.

Mitigation Measures

1. None required.

IX. LAND USE AND PLANNING.

Discussion

- a) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The proposed project will not disrupt or divide the physical arrangement of an established community, including a low income or minority community. The proposed project will create a planning and development review framework that will allow for the utilization of existing commercially developed land in a more comprehensive manner.
- b) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The proposed project is compatible with the General Plan and the Zoning Map designation of Commercial and Open Space and, therefore, presents no conflict with the General Plan or the Zoning Map. The proposed project presents no conflicts with adopted redevelopment plans, as the project is consistent with the existing Bellflower Redevelopment Plan.
- c) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. Bellflower is a fully urbanized area, with no applicable habitat conservation plans or natural community conservation plans that the project would conflict with.

Therefore, the proposed project will not result in a potential for a significant effect upon the environment as a result of land use and planning impacts.

Mitigation Measures

1. None required.

X. MINERAL RESOURCES.

Discussion

a.- b.) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The project will not result in the loss of availability for a known mineral resource that would be of value to the region and the residents of the state. There are no mineral recovery sites delineated by the City of Bellflower General Plan, and as such, the proposed project will not result in the loss of such sites. Therefore, there will not be a potential for a significant impact upon the environment due to the loss or compromising of mineral resources.

Mitigation Measures

1. None required.

XI. NOISE.

Discussion

- a) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. Construction activities may result in increases in ambient noise levels in the vicinity of project site on an intermittent basis. Noise levels may fluctuate depending on construction phase, equipment type and duration of use, and distance between noise source and listener. The project will comply with local requirements concerning the permitted hours of construction and hours of operation once opened to the public.
- b) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The proposed project will not result in the exposure of persons to or generation of excessive groundborne vibrations or groundborne noise, since excessive noise levels will not be generated.
- c) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The project will not result in a substantial permanent increase in ambient noise levels in the project vicinity above existing noise levels as a result of the proposed project. The

project will not result in a change in land use designation, and will remain as commercial property.

- d) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. Construction taking place under the proposed plan may result in an insignificant temporary increase in ambient noise levels in the project vicinity above existing levels, as a result of construction activities. Noise levels may fluctuate depending on construction phase, equipment type and duration of use. Those construction projects will comply with local requirements concerning the permitted hours of construction.
- e) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The project is not located within an airport land use plan area, thus the project will not expose any persons residing or working in the area to excessive noise levels.
- f) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. There are no private airstrips in the City of Bellflower, therefore the project will not expose any persons residing or working in the area to excessive noise levels.

Therefore, the proposed project will not result in an impact upon the environment as a result of noise generation.

Mitigation Measures

1. None required.

XII. POPULATION AND HOUSING.

Discussion

a.- c.) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The proposed project will not induce population growth. Since the City of Bellflower is nearly "built-out," and the project is consistent with the existing range of uses that currently are allowed within the General Commercial (CG) and M-1 (Light Industrial) zoning designation. Changes to the current population levels are not anticipated. The proposed project may result in the displacement of six existing housing units. However, the City of Bellflower process new residential units as "in-fill" construction on a yearly basis. Therefore, the project will not require the construction or relocation of any dwelling units. If any persons are displaced as a result of a future project that

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would occur as a result of the implementation of the proposed planning document, the project will have to conform and address residential relocation benefits pursuant to existing State law.

Therefore, there will not be a substantial impact upon the environment as a result of the significant displacement of persons or the loss of housing.

Mitigation Measures

1. None required.

XIII. PUBLIC SERVICES.

Discussion

The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The project will provide for the better utilization of existing commercially developed land. The project will not require additional police or fire services. The project will not be required to provide additional fire flow protection. The project will have no effect on schools, and seeks to improve the functionality of an existing commercial area. The project will not have a significant impact on local roads, public facilities or on governmental services.

Therefore, there will not be a potential for a significant effect upon the environment as a result of impacts upon public services.

Mitigation Measures

1. None required.

XIV. RECREATION.

Discussion

The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The potential range of uses that could be established within the project area would not impact existing recreational resources. Furthermore, the project would not substantially result in, or substantially increase the deterioration of any existing or proposed park facilities. Therefore, the project will not be executed in a manner that would otherwise have an adverse physical effect on the environment.

Mitigation Measures

1. None required.

XV. TRANSPORTATION/TRAFFIC.

Discussion

a.- f.) The proposed project is the establishment of a planning framework to evaluate and implement future commercial development within an existing commercial area. The proposed project is not anticipated to cause an increase in traffic at a level which is substantial in relation to the existing traffic load and capacity of the adjacent street system. The project will be consistent in land use to what is currently allowed to occur within the boundaries of the project, as well as what currently exists. The project will not exceed, either individually or cumulatively, the level of service standards established by the county congestion management agency for designated roads and highways. The proposed project does not propose to directly nor indirectly, change air traffic patterns. The project will not create any safety risks with regards to air traffic. The proposed project will not result in the creation of alterations to any design feature(s) that would produce a hazard, including sharp curves and dangerous intersections. The proposed project will neither impede nor obstruct emergency access. The design of the project will ensure that sufficient emergency access is provided and maintained. The proposed project will not be required to meet all relevant off-street parking standards. There will be no parking impacts.

Mitigation Measures

1. None required.

XVI. UTILITIES AND SERVICE SYSTEMS.

Discussion

- a) The project will be consistent to what is currently allowed within the project boundaries, as well as what currently exists. The project will not generate wastewater that might exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- b) The proposed project will not require the construction or expansion of any water or wastewater treatment facilities.
- c) The proposed project will not require construction of new off-site stormwater drainage facilities.
- d) The existing water system has sufficient capacity to accommodate the proposed project.
- e) The proposed project will not exceed the environmental thresholds for water treatment.

- f) The proposed project continues the utilization of the project site as commercial property. Any refuse generated as a result of a project that could occur as a result of the proposed planning document would be required to maintain adequate solid waste and recycling services. The project is not expected to generate a significant level of trash. The proposed project will have no impact on existing landfills.
- g) The project will comply with all applicable federal, state and local statutes and regulations pertaining to solid waste.

Mitigation Measures

1. None required.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

Discussion

- a) The area in which the site is located is developed as an urban environment. Nearby land uses are similar to those found within the project site. Therefore, it is unlikely that the proposed project would affect any rare or endangered wildlife. It is also unlikely that cultural resources would be affected by the proposed project.
- b) The project does not seek short-term environmental goals at the expense of long term environmental goals. The impacts that are produced will not be individually or cumulatively considerable.
- c) The proposed project, because of its scale and type, would not cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation Measures

1. None required.

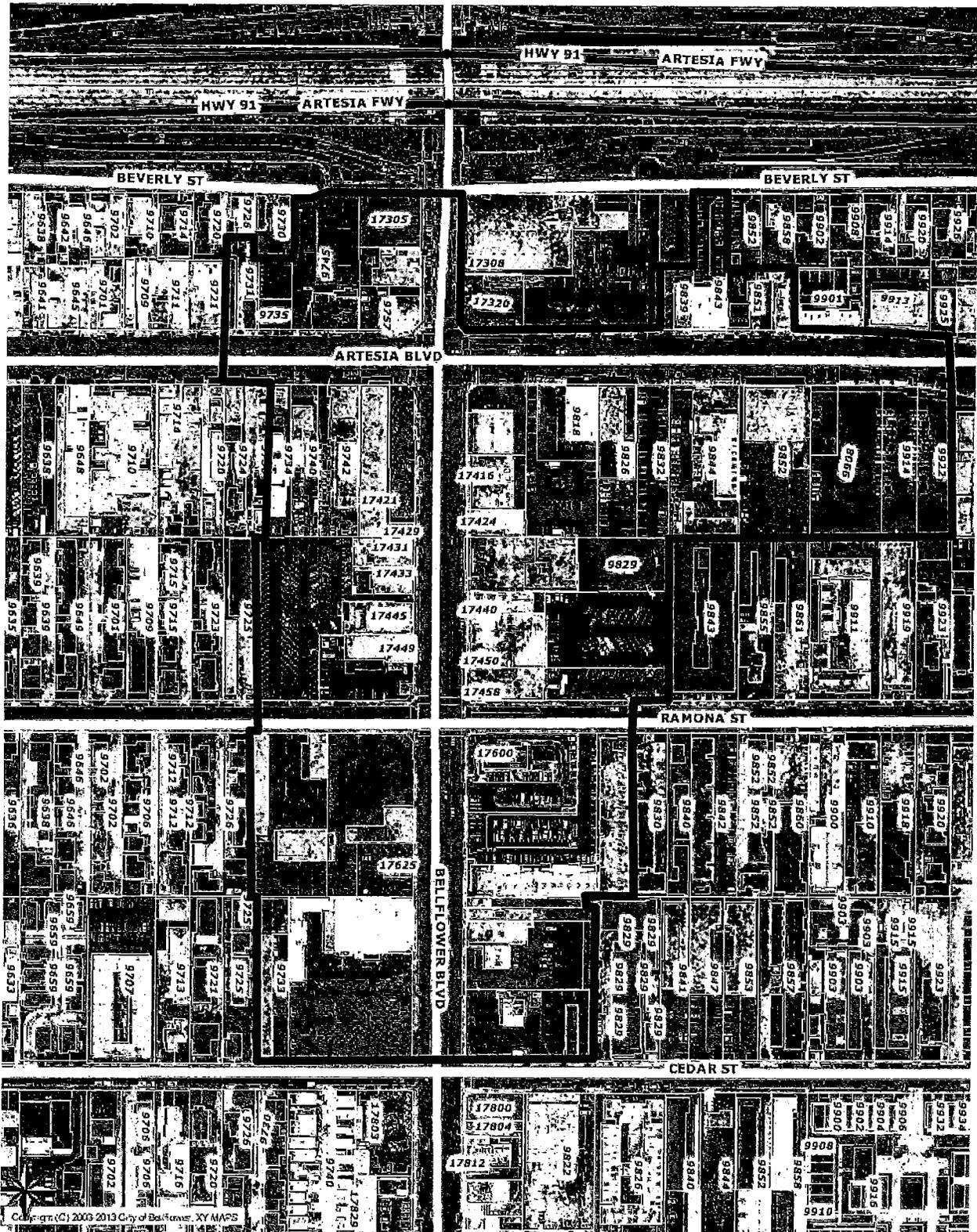
XIX. SOURCES.

1. The City of Bellflower General Plan, *City of Bellflower*, 1998
2. USGS Map – Whittier Quadrangle, *United States Geologic Survey*, 1981
3. The City of Bellflower Housing Element, *City of Bellflower*, 1995

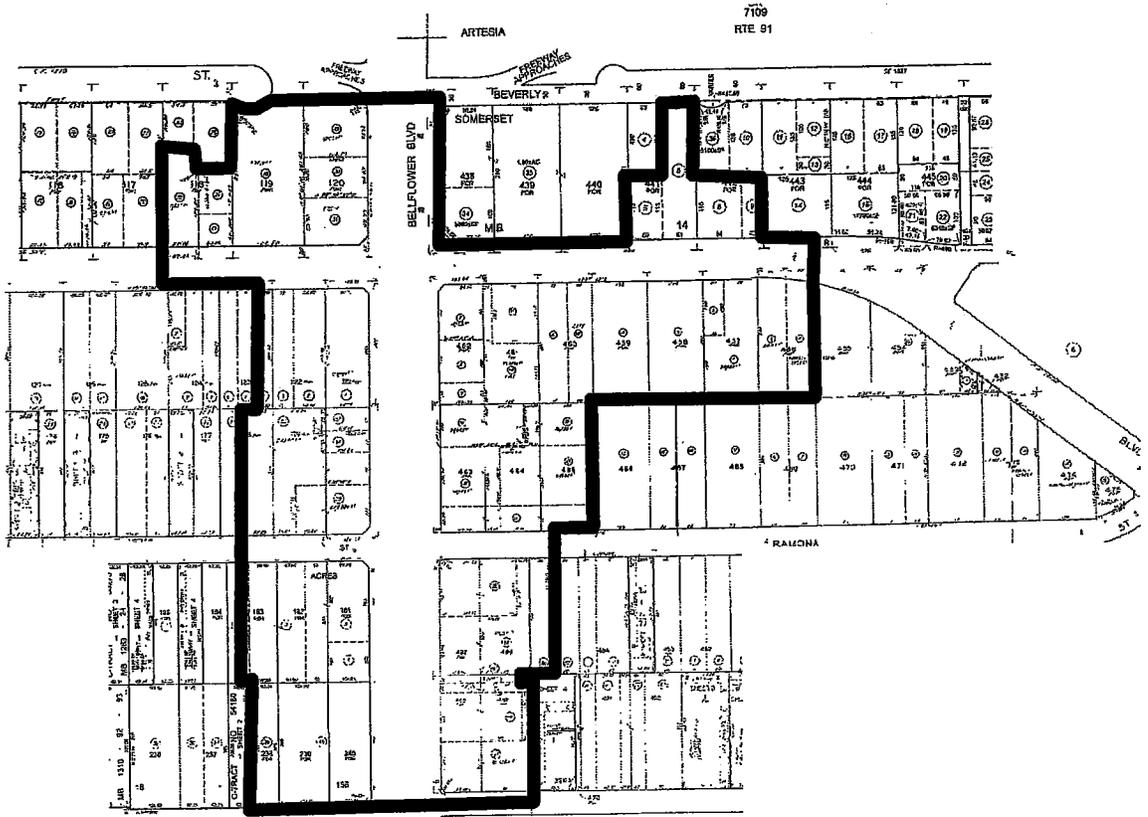
4. State Register of Historical Buildings, *California Office of Historic Preservation*, 1994
5. CEQA Deskbook, *Bass, Hernson, Bogdan*, 1999
6. California Land Use and Planning Law, *Curtin and Talbert*, 2002
7. Report to Council – Bellflower Redevelopment Project Area No. 1, *Bellflower Redevelopment Agency*, 1991
8. City of Bellflower Ordinance No. 768, City of Bellflower, 1991
9. Environmental Impact Report – Project Area No. 1, *Bellflower Redevelopment Agency*, 1991
10. City of Bellflower Resolution No. RA-91-8, Bellflower Redevelopment Agency, 1991

Doc 180691

AERIAL OF DFD AREA



Parcel Map

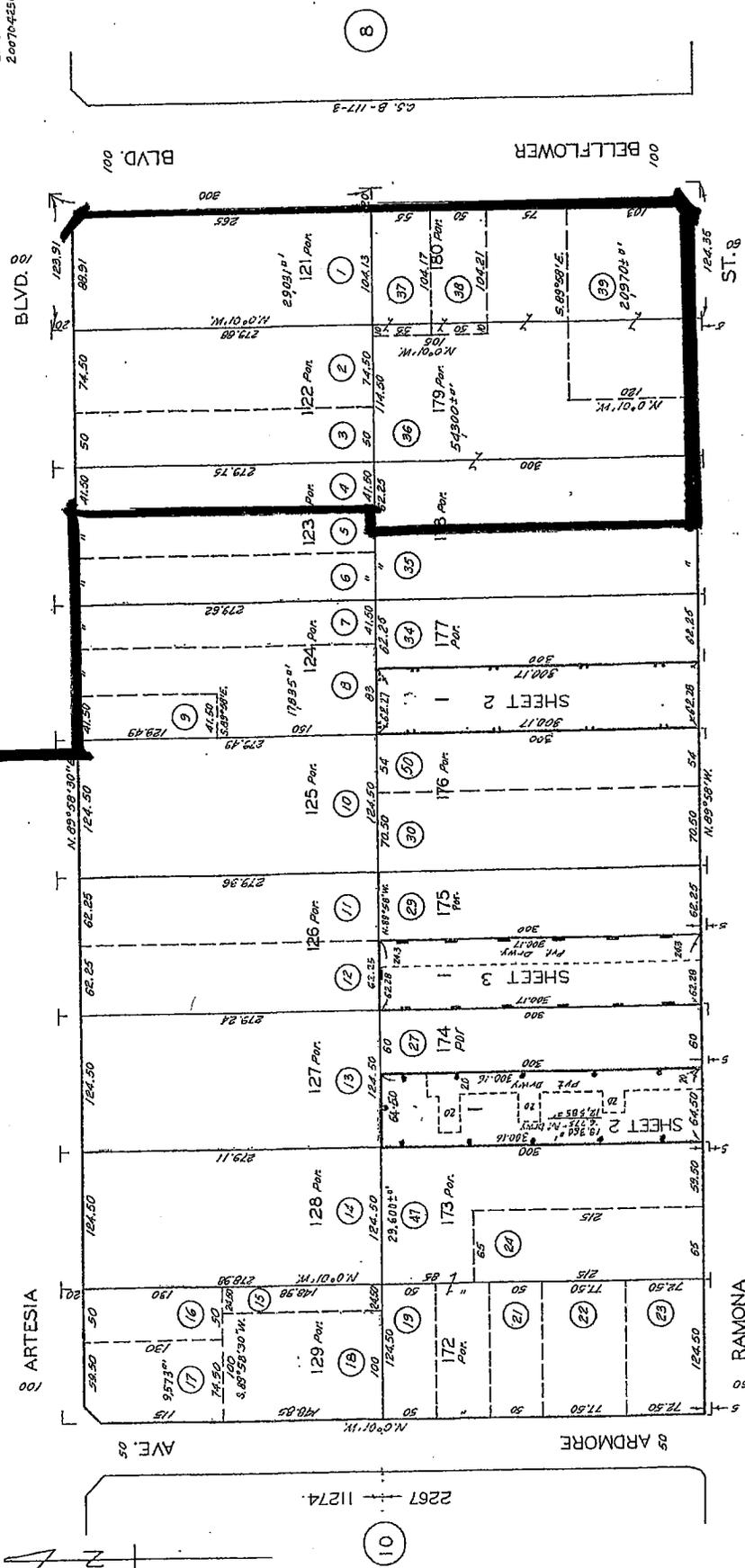


7161 9
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CODE
2267
11274

2267 11274

CONDOMINIUM
PARCEL MAP
P.M. 341-89-90

CONDOMINIUM
TRACT NO. 61088 M.B. 1303-50-51

CONDOMINIUM
TRACT NO. 51959 M.B. 1214-61-63

BELL FLOWER ACRES
M. B. 16 - 136

FOR PREV. ASSWMT. SEE:
7162-25 & 26

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

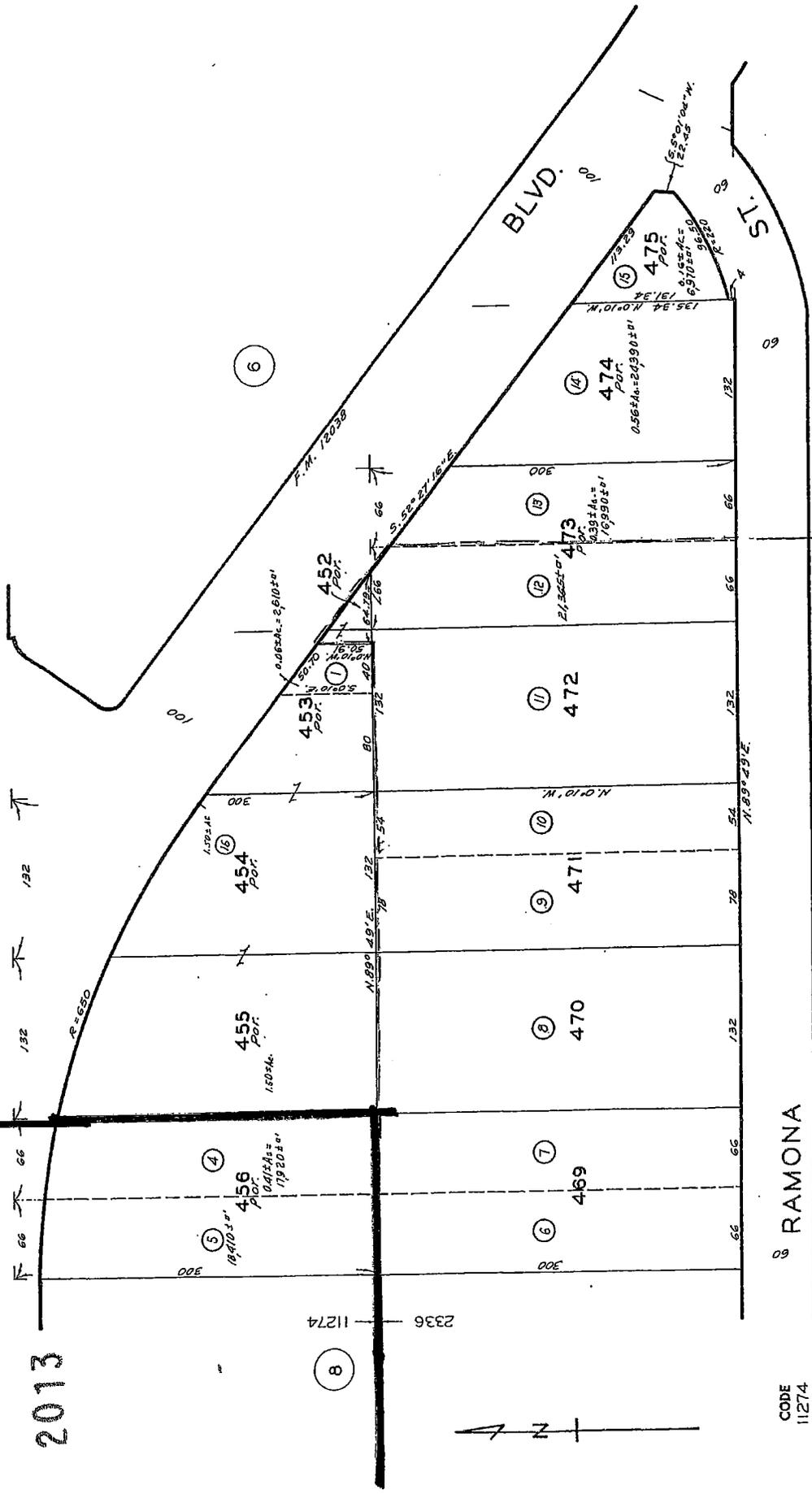
7161

SCALE 1" = 80'

ARTESIA PL. BIXBY AVE. ARTESIA

REVISED 680921 720117 75020802 820304 920310 2012082212001001-26

2013



CODE 11274 2336

SOMERSET ACRES

FOR PREV. ASSMT. SEE: 7164-19

M. B. 14 - 105

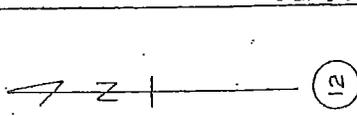
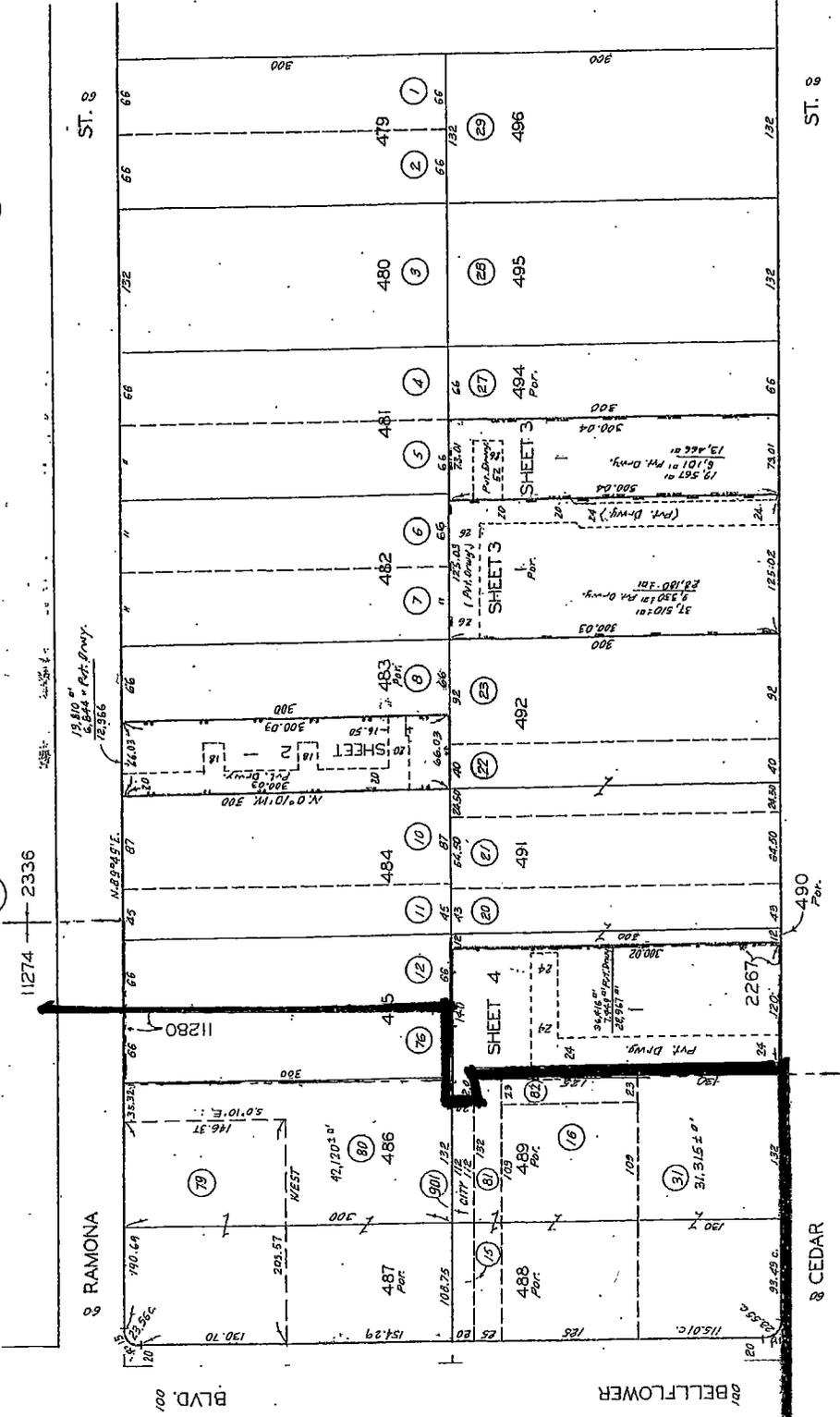
ASSESSOR'S MAP COUNTY OF LOS ANGELES, CALIF.

7161 | 13 | SHEET I
SCALE 1" = 100'

2008

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CODE
2267
2336
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FOR PREV. ASSMNT SEE:
7164 - 16 & 17

CONDOMINIUM TRACT NO. 62959 M.B. 1331-76-77 (16)
 CONDOMINIUM TRACT NO. 40818 M.B. 984-25-26
 CONDOMINIUM TRACT NO. 37562 M.B. 939-33-34
 CONDOMINIUM TRACT NO. 1030-73-74 M.B. 1030-73-74 (17)
 CONDOMINIUM TRACT NO. 32294 M.B. 1030-73-74
 SOMERSET ACRES M. B. 14 - 105
 CONDOMINIUM TRACT NO. 40818 M.B. 984-25-26
 CONDOMINIUM TRACT NO. 37562 M.B. 939-33-34

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

GENERAL PLAN MAP

