



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 1) conduct a public hearing to consider approving a Mitigated Negative Declaration (No. MND 16-01), Precise Plan (Case No. PP 16-02), and Zone Change (Case No. ZC 16-01); 2) adopt Resolution No. 16-XX – A Resolution adopting Mitigated Negative Declaration No. MND 16-01 and approving Precise Plan Case No. PP 16-02 to create development standards for a 36-unit, mixed-use condominium development (consisting of a 32-unit, 36'-6" to 37'-10" high, residential condominiums and 4-unit, commercial condominiums totaling 3,600 square feet) and Tentative Map No. TT 74043 to consolidate four existing parcels into one lot measuring approximately 73,347 square feet for condominiums and common area purposes located at 9908-9922 Artesia Boulevard; Applicant: City Ventures LLC; and 3) read by title only, waive further reading, and introduce Ordinance No. 13XX – An Ordinance approving Zone Change Case No. ZC 16-01 to change the existing zone on four parcels from "M-1" (Light Industrial District) to "DFD (PD)" (Design for Development for the Bellflower South Commercial Area Planned Development Overlay) for properties located at 9908-9922 Artesia Boulevard. Applicant: City Ventures, LLC.

DATE: October 24, 2016

EXECUTIVE SUMMARY

The proposal includes Zone Change Case No. ZC 16-01 to change the existing zoning from M-1 to DFD (PD), Precise Plan Case No. PP 16-02 to create development standards and Tentative Map No. 74043 to subdivide four existing parcels into one parcel for the development of a 36-unit, 2 and 3 story, multi-family condominium mixed use development (consisting of 32 residential units and 4 commercial units). The project proposes modern architecture, landscaping/openspace, community areas, 80 total parking spaces with 12 shared spaces.

RECOMMENDATION TO CITY COUNCIL

- 1) Open the public hearing, and take documentary and testimonial evidence; after considering the evidence, adopt Resolution No. 16-XX and 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

There is no cost to the City associated with the proposed project approvals. The City will benefit from increased revenues from property taxes collected for the new residential units and business license tax collected for commercial spaces and rental property.

PUBLIC NOTICE

A Notice of Public Hearing was published in the Herald American (Bellflower Edition) newspaper on October 13, 2016; and public hearing notices were posted at City Hall, Brakensiek Library, Bellflower Substation, Thompson Park, and Simms Park on October 12, 2016, and public hearing notices were 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 and responded to seven (7) comments regarding this project, which have been included on attachments D.

BACKGROUND

■ *September 19, 2016 Planning Commission Meeting*

At the September 19, 2016, Planning Commission meeting, the Commission recommended approval of the project.

In addition, the following comments were made:

- 1) The Commission requested that the developer be added to the Home Owners Association (HOA) for at least 1 year. The developer agreed to stay on the HOA until the all units are sold (***see condition no. 51 of Resolution No. PC 16-XX***);
- 2) The Planning Commission commented on the yellow exterior colors during the video fly through. The applicant has since removed the yellow color.
- 3) The applicant clarified the project description includes a 36 unit-condominium mixed use development (this includes 32 residential units and 4 commercial units);

■ *Mixed Use Component*

Building 1 (Building 400): An attached four-unit, residential and four-unit, 3,600 square feet commercial on the ground floor, two-story (33'-6" tall) building comprised of 6,343 square feet of ground floor space and 6,500 square feet of second floor space for a total of 12,843 square feet. Each residential unit measures approximately 1,710 square feet in floor area. The residential units include 2 bedrooms and 2 baths.

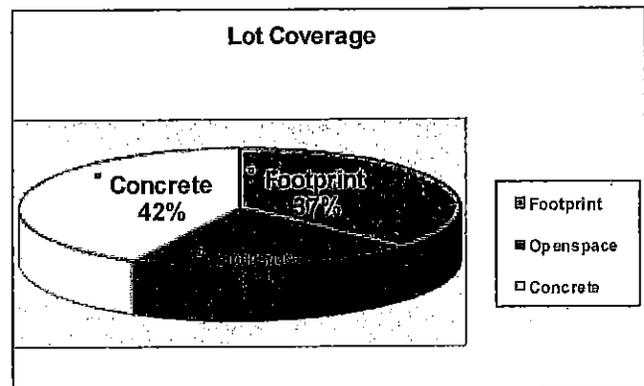
■ Residential Component

Building 2 (Building 300): An attached ten-unit, three-story (36'-6" tall) residential building, total of 21,753 square feet. The units measure between 1,536 square feet and 1,856 square feet. Building 3 (Building 200): Proposes an attached eight-unit, three-story (36'-6" tall) residential building, a total of 17,567 square feet. The units measure between 1,545 square feet and 1,887 square feet. Buildings 4 and 5 (Building 100): Each building consist of attached five-units, three-story (37'-10" tall) residential buildings, total of 10,900 square feet per building. The units measure between 1,536 square feet and 1,844 square feet. Buildings 2-5, each include 3 bedrooms and 2.5 baths.

■ Site Design Features

The project consists of 5 separate buildings, 2-3 stories tall; 24-28 foot wide drive aisles, a signage wall along the west north property line, internal sidewalks, enhanced concrete paving along the driveways, a decorative metal fence near the front entrance, internal wood fence near the front parking lot, a trash enclosure for the commercial component, 2 individual trash barrels per unit, masonry seat walls, landscaping along the driveway, landscaping and open space area in the form of courtyards, trees (i.e. this includes 24, 36 and 48-inch box trees), shrubs and groundcover, patio decks on the second floor for several units and patios on the first floor for other units, decorative pavers at the front doors, colored concrete paving for pedestrians, 6-foot tall split face block wall along the perimeter, and community areas with tables, chairs and BBQ areas.

The total building footprint for the site is 27,060.74 sf. or 37%; the total open-space/hardscape/landscaping area for the site is 15,120 sf. or 21%; and the total concrete area for the site is 31,166.26 sf. or 42%.



The project includes a 10.8-foot (west) to 1.8-foot (east) front yard setback along the north property line; a 5.2-foot side yard setback along the west property line; a 5.2-foot to 7.7-foot side yard setback along the east property line; and a 6.4-foot rear yard setback along the south property line.

The project proposes 80 total parking spaces and one loading space; which is 2.5 spaces per unit. The parking is as follows: Each unit will be provided with an attached two-car (64 parking spaces). The commercial component will share 12 parking spaces that are shared with residential guest spaces. Four (4) additional parking spaces are provided along the interior of the lot for guest.

The buildings will be designed with contemporary architectural features. The buildings will have flat roofs with parapets, cable trellises, stucco finishes painted with earth-tone colors like brown and green, gray fiber cement siding, vinyl windows, metal railings, wood columns, metal awnings, and garages with metal sectional roll-up doors. The commercial portion of the development includes brick veneer.

▪ ***General Plan Compliance***

The General Plan Land Use Element permits mixed use developments via a Specific Plan or Planned Development Overlay. Because the General Plan permits mixed uses with an overlay, the General Plan designation would remain as “I” for “Industrial”. The mixed use is intended to facilitate improvements in areas that have stagnated and/or deteriorated over the years in the City; this is an incentive to attract investment and improvement in the City. The proposed Zone Change/Planned Development is consistent with the following General Plan Land Use Element goals and policies:

GENERAL

GOAL 1: Discourage disjoint land use patterns.

POLICY 1.1 Provide land use designations which match actual viable uses.

POLICY 1.2 Encourage opportunities to sensitively integrate different, but compatible, land uses.

GOAL 2: Create a City that functions efficiently, is aesthetically pleasing, and makes the best use of its various resources.

POLICY 2.1 Create opportunities wherein a population diverse in terms of income, age, occupation, race, lifestyle, vales, interest, and religion may interact, exchange ideas, and realize common goals.

POLICY 2.2 Provide commercial facilities to meet the retail and service needs of the community.

POLICY 2.7 Carefully scrutinize plans for developments which will have a significant impact on the city or on surrounding developments to ensure the highest quality design.

POLICY 2.15 Encourage a greater proportion of home ownership and owner occupancy of multi-family developments.

GOAL 5: Provide incentives for reinvestment in aging, built-out developments and encourage consolidation of properties for higher quality land uses and designs.

POLICY 5.2 Allow different development standards for consolidated properties where it is possible to provide amenities in a different manner than is necessary on smaller lots (i.e. centralized parking and open space with shared access).

MIXED USE

POLICY 1: Allow for innovative and/or neo-traditional uses in established area.

POLICY 2.1: The City shall consider difference mechanisms to implement new innovations in housing and commercial endeavors.

■ **Zone Change Compliance**

The proposed Zone Change to a “Planned Development Overlay” would allow for mixed use development on the subject properties. Mixed use development is a concept in which neighborhood-oriented commercial/office uses are integrated with residential uses. Typical mixed use developments provide for street-level commercial uses, with residential uses developed over the commercial or immediately adjacent to the commercial.

The mixed use development would create commercial opportunities as well as housing opportunities for the City. The demand for housing in Bellflower and throughout Southern California has fueled an increase of mixed use developments. By redeveloping under-utilized commercial areas (zone both commercial and industrial), it is much easier to increase the City’s housing stock by means of mixed use development.

■ **Precise Plan Compliance**

Based on the proposed plans and design request, the proposed development meets the intent and purpose of the planned development overlay district, meets the findings for a precise plan request and as conditioned provides development standards that meet the intent of Chapter 17.60. The precise plan as discussed in Ordinance No. 13XX (*Attachment B*) requires that City Council approve the project as conditioned, which includes the proposed density for residential and commercial units, number of parking spaces, number of shared parking spaces, building height, architecture, amenities, community areas, setbacks, landscaping, open-space, hardscape, driveway widths and access, trash facilities, etc. In addition, the project is subject the uses outlined in the Design for Development for the South Bellflower Commercial Area (DFD) Zone with the following changes: 1) Permit “Professional/Administrative Offices on the first floor”; and 2) Permit “Home occupation businesses in residential structure/use”.

■ **Tentative Map Compliance**

The Fire Department and City Engineer have reviewed the proposed Tentative Map and have provided recommended conditions of approval and comments. A Final Map is required to be submitted for City Council approval.

■ **Traffic and Shared Parking Compliance**

As part of the review process, a “Traffic Study” was submitted and incorporated in the environmental document. Based on the review of the Traffic Study, the City Engineer has concluded that the proposed development can accommodate the anticipated number of vehicle trips to the site and will not significantly impact any CMP roadways/intersections.

Also after review of the updated “Shared Parking Study” for the project (*Attachment I*), the City Engineer has determined the shared parking between the commercial and residential units is adequate to accommodate the combined residential and commercial uses such as office uses, retail uses and a restaurant use throughout the weekday and weekends.

▪ **Conditions of Approval**

Below is a summary of a few conditions of approval (COA) added to the project at the DRB and the Planning Commission meetings. A complete list of COA is included in Ordinance No. 13XX (Attachment A). The applicant was informed at Planning Commission the proposal is subject to additional COA's by the City Council.

- *Add additional exterior material to building elevations;*
- *Modify walkway within front parking lot;*
- *Add decorative 6-foot tall screen wall behind parking lot;*
- *No additional bedrooms or converting bonus rooms, dens, computer rooms, etc. into bedrooms without approval;*
- *Add at least 2 community areas and add amenities to all community areas;*
- *Submit separate landscape plan with details;*
- *Add illuminated address sign to residential and commercial building walls;*
- *Add site map;*
- *Submit a master sign plan for review;*
- *Submit construction phasing plan and traffic control plan for plan check; and*
- *Developer agrees to stay on HOA until all units are sold.*

CONCLUSION

The proposed Zone Change and Precise Plan are consistent with the General Plan and findings, as discussed in Ordinance No. 13XX (Attachment A). In addition, the proposed project will not be detrimental to the existing community or surrounding neighborhood and will create additional housing and commercial opportunities. The project helps with the City's vision to revitalize underutilized commercial areas or deteriorated commercial areas.

A. / Mitigation and Monitoring Report

ATTACHMENTS

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CITY OF BELLFLOWER

RESOLUTION NO. 16-XX

A RESOLUTION ADOPTING MITIGATED NEGATIVE DECLARATION NO. MND 16-01 AND APPROVING PRECISE PLAN CASE NO. PP 16-02 TO CREATE DEVELOPMENT STANDARDS FOR A 36-UNIT, MULTIFAMILY, MIXED-USE CONDOMINIUM DEVELOPMENT (CONSISTING OF 32-UNIT, 36'-6" TO 37'-10" HIGH, RESIDENTIAL CONDOMINIUMS AND 4-UNIT, COMMERCIAL CONDOMINIUMS TOTALING 3,600 SQUARE FEET) AND TENTATIVE MAP NO. TT 74043 TO CONSOLIDATE FOUR EXISTING PARCELS INTO ONE LOT MEASURING APPROXIMATELY 73,347 SQUARE FEET FOR CONDOMINIUMS AND COMMON AREA PURPOSES LOCATED AT 9908-9922 ARTESIA BOULEVARD; APPLICANT: CITY VENTURES LLC.

THE CITY COUNCIL DOES RESOLVE AS FOLLOWS:

SECTION 1. *Recitals.* The City Council finds as follows:

- A. On February 9, 2016, City Ventures, LLC. (the "Applicant/Property Owner(s)") filed an application for Zone Change Case No. ZC 16-01, Precise Plan Case No. PP 16-01, and Tentative Map No. TT 74043 for properties located at 9908-9922 Artesia Boulevard.
- B. The project proposed by the Applicant/Property Owner(s) involves changing the existing zone from "M-1" (Light Industrial District) to "DFD (PD)" (Design for Development for the Bellflower South Commercial Area Planned Development Overlay). In addition to the Zone Change, the proposed project also involves a Precise Plan to create development standards and a Tentative Map to allow for the consolidation of 4 existing parcels into one lot measuring 73,347 square feet into a mixed use development with 36 condominium units (consisting of 32 residential units and 4 commercial units) including driveways and common areas.
- C. Applicant/Property Owner(s) application was reviewed by the City for, in part, consistency with the General Plan and conformity with the Bellflower Municipal Code ("BMC");
- D. 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 (14 Cal. Code of Reg. §§15000, *et seq.*, the "CEQA Guidelines");
- E. An environmental assessment has been conducted for this project in compliance with the California Environmental Quality Act (CEQA) and in accordance with the provisions of CEQA, the City prepared an Initial Study and a Mitigated Negative Declaration (No. MND 16-01);
- F. The City completed its review and scheduled a public hearing regarding the application before the Planning Commission on August 15, 2016;

- G. The Planning Commission continued the hearing at the August 15, 2016 meeting;
- H. The Planning Commission continued the hearing at the September 6, 2016 meeting to the September 19, 2016 Planning Commission meeting;
- I. The Planning Commission opened the public hearing to receive public testimony and other evidence regarding the proposed amendment including, without limitation, information provided to the Planning Commission, closed the hearing, and recommended approval of the project to the City Council at its September 19, 2016, meeting;
- J. On October 24, 2016, the City Council 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 City Council at its public hearings including, without limitation, the staff report.
- K. Notices of said Hearings were duly given and posted in the time, form, and manner as required by law; and
- L. An environmental assessment was conducted for this project in compliance with CEQA and in accordance with the provisions of CEQA, an Initial Study has been prepared; a Mitigated Negative Declaration has been adopted pursuant to this Resolution.

SECTION 2. *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 MND were prepared for the project in accordance with CEQA, CEQA Guidelines, and the City of Bellflower's Procedures for Implementing CEQA.
- C. The Initial Study and MND 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 24, 2016 at which time evidence was heard on the Initial Study and MND and staff report. At the hearing, the City Council fully reviewed and carefully considered the Initial Study and Mitigate Negative Declaration, together with any comments received during the public review period, and determined that the MND was consistent with CEQA.

SECTION 3. *General Plan Findings.* The City Council finds as follows:

- A. The Planned Development proposed in the application will be in the interest or furtherance of public health, safety and general welfare, because it allows for the redevelopment of a subject site that has been vacant for a long period in time. The opportunity for PD overlays with mixed use options adds value and induces private investment. The proposed project will comply with applicable standards and requirements contained in the City Codes and California Building Code relating to construction and paving, structural foundations, etc. Compliance with these standards and requirements ensure that future construction of the proposed project would not be compromised or cause hazards to the public. In addition, the proposed Planned Development is consistent with all other provisions of the General Plan and good planning practice that promotes future commercial and residential development(s).
- B. The Planned Development furthers the goals and policies of the General Plan because it creates areas for physically viable development and integrates different, but compatible, land uses.

SECTION 4. *Precise Plan Findings.* The City Council finds as follows:

- A. That the proposed project is compatible with the surrounding neighborhood and adjacent properties in that there are existing multifamily residential developments 2 and 3 stories tall nearby as well as commercial buildings and uses nearby.. In addition the commercial building design is modern and similar in height and style with an existing commercial building to the north of the subject site.
- B. That the proposed project incorporates superior site design techniques that demonstrate innovative and creative utilization of design principles in that the proposal provides mixed use development that incorporates both residential and commercial components where the mixed use component is at the street level and remaining residential uses are towards the rear of the lot. In addition, the buildings are properly spaced apart to allow for functional space and access to the site. The proposed driveways are code complaint for vehicles and adequate access is provided for emergency vehicles. The project proposes openspace/landscaping throughout the project area. The site is properly parked at 2.5 spaces per unit with shared parking between the commercial and residential uses. The site will include new perimeter split face walls, proper lighting, both pedestrian and vehicles access, decorative paving.

- C. That the proposed project demonstrates superior architecture and the use of high-quality building materials, building fixtures and architectural treatments and amenities in that the proposal includes a mixed use development with residential and commercial uses and also incorporates contemporary architectural features. The buildings will have flat roofs with parapets, cable trellises, stucco finishes painted with earth-tone colors like brown and green, fiber cement siding, vinyl windows, metal railings, wood columns, metal awnings, and garages with metal sectional roll-up doors. The commercial portion of the development includes brick veneer. Furthermore the proposal is conditioned to added additional architectural features and amenities to the site.
- D. The project incorporates significant open space and landscaped areas throughout the site for the betterment of residents and commercial tenants and patrons.

SECTION 5. *Precise Plan Conditions of Approval.* Based upon the foregoing, the application for Precise Plan Case No. PP 16-01 is approved. The property must be developed in substantial conformity with the plans date stamped October 17, 2016 and subject to the conditions listed below:

Standard Conditions of Approval

1. The subject property must be developed and/or used in the manner requested and must be in substantial conformity with the submitted plans date-stamped October 17, 2016, unless revisions and/or additional conditions are contained herein.
2. This approval will lapse and become void if the privilege authorized is not utilized within one (1) year from the date of this approval. City Council may also grant a time extension request by the Applicant pursuant to BMC Chapter 17.60
3. The Applicant/Property Owner(s) must submit to the Planning Division an Affidavit in Agreement and Support thereof acknowledging acceptance of the conditions of approval within thirty (30) days from the date of approval by the Planning Commission. The Affidavit in Support form must be signed, notarized, and returned to the Planning Division prior to any plan check submittal or construction permit application.
4. The Applicant/Property Owner(s) and its successors in interest must indemnify, protect, defend (with legal counsel reasonably acceptable to the City), and hold harmless, the City, and any agency or instrumentality thereof, and its elected and appointed officials, officers, employees, and agents from and against any and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs, and expenses of whatever nature, including reasonable attorney's fees and disbursements (collectively "Claims") arising out of or in any way relating to this project, any discretionary approvals granted by

the City related to the development of the project or the environmental review conducted under California Environmental Quality Act, Public Resources Code Section 21000 et seq., for the project. If the City Attorney is required to enforce any conditions of approval, then all costs, including reasonable attorney's fees, must be paid for by the Applicant/Property Owner(s).

5. Anything which is not shown on application/plans, or which is not specifically reviewed, or which is not in compliance with this section, is not being recommended for approval. Any application and/or plans which are defective as to, but not limited to, omissions, dimensions, scale, use, colors, materials, encroachments, easements, etc., must render any entitlements granted by this section null and void. Construction (if any) must cease until all requirements of this section are complied with. Development entitlements may be withheld until Code violations are abated.
6. The Applicant/Property Owner(s) must comply with all federal, state, and local laws. A material violation of any of those laws in connection with the use of the subject property will be cause for revocation of this permit.
7. The Applicant/Property Owner(s) must submit to the Planning Division a revised plan showing all required improvements for review and approval.
8. The conditions of approval for the proposed project must be part of the title/deed restriction or maintenance covenant applicable to each lot with the project.
9. All conditions of approval must be met prior to occupancy of the subject site.
10. The proposed project is subject to the recently adopted Art in Public Places ordinance, which requires the contribution of 1% of the total valuation of the project towards the Public Art Fund, or an art to be placed on-site, subject to review and approval by the City.
11. The project must comply with the City of Bellflower Climate Action Plan by integrating the City's Climate-Ready Development Standards selected by the Applicant/Property Owner(s) and achieve the minimum required 16 points out of the 21 target points.
12. Prior to obtaining construction permits, the Applicant/Property Owner(s) would be subject to the City's Park Fees and Public Facilities Fees.
13. Prior to obtaining construction permits, the Applicant/Property Owner(s) must pay all applicable school fees.
14. A Mitigated Negative Declaration was prepared for the proposed project. If the Department of Fish and Wildlife determines that the project has an effect, a fee of \$2,210 must be paid to the county.

15. The approval of Precise Plan Case No. PP 16-01 is contingent on the approval of Zone Change Case No. ZC 16-01 and Tentative Map No. TT 74043.
16. The Applicant/Property Owner(s) must provide a sheet on the construction plans with the City of Bellflower signed resolution stating the conditions of approval as adopted by the City Council. This information must be incorporated into the plans prior to issuance of a construction permit.
17. Since the valuation of the proposed project exceeds \$150,000, a Construction and Demolition (C&D) Waste Management Plan needs to be completed by the Applicant/Property Owner(s) and approved by the Public Works Division prior to the issuance of a construction permit and the Applicant/Property Owner(s) will be required to submit a performance security in the amount of three percent (3%) of the total project cost.
18. All concrete and asphalt demolition debris from the site must be recycled.
19. Exterior construction activities (grading, framing, etc.) is restricted to 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8 a.m. to 6 p.m. on Saturdays, except that interior building construction activities must not be limited.
20. All construction equipment must be properly muffled to reduce noise levels. Transportation of equipment and materials and operation of heavy grading equipment must also be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday and 8 a.m. to 6 p.m. on Saturdays. All equipment staging areas must be sited on the subject property.
21. Dust generated by construction activities must be reduced by watering the soil prior to and during grading activities. Reclaimed water must be used whenever possible. Dirt must not be hosed into the storm drain system.
22. All improvements to the subject site must be in compliance with all City Ordinances and must conform to all requirements of the California Building Code as adopted by the City.
23. Trash service must be provided in an appropriate manner subject to review and approval by the Planning Director and the City's franchise trash collector (CR&R as of the date of this Resolution). CR&R will be providing disposal pick-up service on-site. Each home will be provided with the following minimum barrels for their disposal need:
 - (a) One gallon black barrel for trash,
 - (b) One gallon blue barrel for recyclable waste.
24. The project must comply with all applicable erosion control, fugitive dust, and best management practice/NPDES standards.

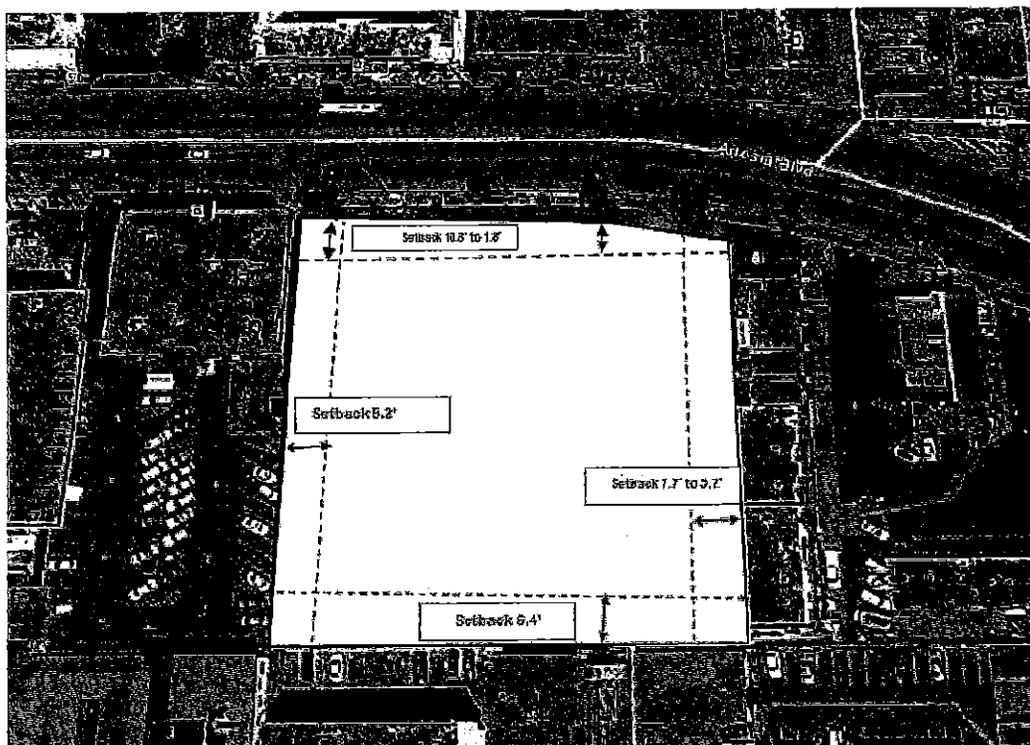
25. The Applicant/Property Owner(s) must integrate Best Management Practices as shown on the site plan to ensure compliance with NPDES guidelines to the satisfaction of the Director of Planning Department, or his/her designee, prior to the finalization of construction permits.
26. The Applicant/Property Owner(s) must record a maintenance covenant for Standard Urban Stormwater Mitigation Plan and other Municipal NPDES Development Planning Requirements to the satisfaction of the Director of Planning Department, or his/her designee, prior to finalization of construction permits.
27. The Applicant/Property Owner(s) must submit an erosion control plan as part of the grading plan and permit approval process.
28. The proposed project must provide proper drainage and must conform to all applicable City land use provisions, City Stormwater regulations, the NPDES provisions and the Permit. The project must comply with Best Management Practices to ensure compliance with all stormwater provision.
29. The proposed project must comply with Federal Clean Water Act, the State's water code, and the City's runoff control ordinance.
30. The site entrances must be swept to ensure that dirt does not enter the storm drain system.

Special Conditions of Approval

31. The mixed use component includes the following:
 - a. Building 1 (Building 400): Includes four attached residential units, two-story (33'-6" tall), and 4 attached commercial units on the ground floor. The building is comprised of 6,343 square feet of ground floor space and 6,500 square feet of second floor space for a total of 12,843 square feet. The ground floor square footage includes 3,600 square feet of commercial retail/office space and four, 2 garages on the rear side to serve the residential units. Each residential unit measures approximately 1,710 square feet. The commercial spaces are approximately 900 square feet each and do not have any internal connection to the residential units above.
32. The residential component includes the following:
 - a. Building 2 (Building 300): Includes an attached ten-unit, three-story (36'-6" tall) residential building, comprised of 7,367 square feet of ground floor space; 7,152 square feet of second floor space; and 7,234 square feet of third floor space for a total of 21,753 square feet. Units measure between 1,536 square feet and 1,856 square feet. 1 unit is ADA compliant.

- b. Building 3 (Building 200): Includes an attached eight-unit, three-story (36'-6" tall) residential building, comprised of 5,935 square feet of ground floor space; 5,730 square feet of second floor space; and 5,902 square feet of third floor space for a total of 17,567 square feet. Units measure between 1,545 square feet and 1,887 square feet.
 - c. Buildings 4 and 5 (Buildings 100): Each building includes attached five-units, three-story (37'-10" tall) residential buildings, comprised of 3,708 square feet of ground floor space; 3,615 square feet of second floor space; and 3,577 square feet of third floor space for a total of 10,900 square feet. Units measure between 1,536 square feet and 1,844 square feet.
 - d. Parking: The project includes 80 total parking spaces. Each unit includes an attached two-car garage (64 parking spaces). The parking lot adjacent Artesia Boulevard shared between the commercial spaces and guest of the residence will include 12 parking spaces and one loading space. Four additional parking spaces will be provided along the interior of the lot for guest. 2 spaces are ADA compliant.
33. Allowable commercial business uses must comply with the DFD zone, with the following changes: 1) Permit "Professional/Administrative Offices on the first floor"; and 2) Permit "Home occupation businesses in the residential units".
 34. All temporary uses and activities are subject to the provisions and temporary use permits requirements of BMC Chapter 17.76.
 35. The Applicant/Property Owner(s) must comply with all conditions from DRB Case No. 7-16-7234. All conditions of approval must be complied with prior to Certificate of Occupancy.
 36. Two separate community areas must be included in the following locations on the site: 1) next to building 2 and 2) between buildings 4 and 5. The following amenities must be included in the development within all community areas:
 - o Barbecue equipment;
 - o Benches and tables;
 - o At least one decorative trash can
 37. Additional details must be included on the plans to clarify the decorative metal panel along the south property line between buildings 4 and 5.
 38. The signage wall along the northwest property line must be clarified to include additional details. The plan must include dimensioned elevations. The sign wall cannot exceed 6 feet in height and must be placed at least 10-feet from the north property line.
 39. Decorative pavers must also be included along the commercial frontage. All other paving material must comply with the Bellflower Municipal Code (BMC).

40. A decorative, 6-foot tall, metal screen fence with growing vines must be placed along the south side of the front parking spaces to screen the garages on building no. 2. Dimensioned elevations must be provided. The screen wall material must be approved by the Planning Division and evaluated by the City Engineer to address any line of sight issues.
41. The building elevations must be revised to include the unit number along the front of each unit, along the rear (i.e. garage side) of each unit and along the front of the wall of the commercial component. Also include the building address along the top of each building visible for emergency vehicles (i.e. Fire Department). All unit numbers and addresses must be illuminated.
42. The development must include a site map, no taller than 6 feet, placed near the front driveway and visible to vehicles and pedestrians. The site map structure must include materials consistent with the development. Please include the site map on the site plan and provide dimensioned elevations.
43. The project must include at least two decorative trash cans outside for the commercial space.
44. Brick siding must be included on the commercial wall and entryway of each unit. Add additional vertical cement siding to several elevations. Add additional metal canopies to elevations. Replace all horizontal railings with vertical railings for the balconies for the residential units. Ensure fire ladder access is not within the side yard setback.
45. The project has the following setbacks:

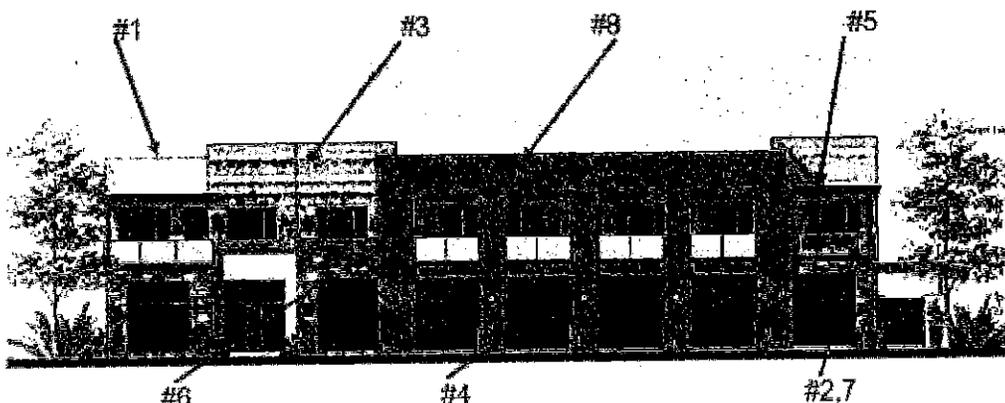


46. The project has the following building heights: Building 1: 2 stories or 33'-6"; Buildings 2 and 3: 3 stories or 36'-6" and Buildings 4 and 5: 3 stories or 37'-10". Non-habitable, projections exceeding the building height for all buildings are allowed if architecturally integrated into the building design.
47. A minimum of 1 parking space for every 300 square feet of floor area designated to the commercial component of the mixed use building, with a minimum parking stall dimension of 9' in length x 20' in width must be provided. A minimum of 2 enclosed spaces per unit with a minimum interior dimension of 20' in length x 20' in width must be provided. One-half (1/2) guest parking space per residential unit with a minimum dimension of 9' in length x 20' in width must be provided. Three-quarters (.75) parking space must be provided as follows: 1) for each bedroom after the first two bedrooms for building 1 and; 2) for each bedroom after the first three (3) bedrooms for buildings 2-5 with a minimum dimension of 9' in length x 20' in width. A minimum of one loading space with a minimum dimension of 10' in length x 20' in width is required. Commercial uses are to be "front loaded". A time limit for loading may be required per the Planning Department. The loading space is provided in the commercial parking area on the west side of the mixed use building and must be easily accessible at all times.
48. If a solid fence/wall is proposed in the front yard setback, then a maximum 42" high decorative spilt face solid or transparent fence/wall must be provided. All proposed columns must include a decorative cap not exceeding 42" high. A fence/wall higher than 42" may be subject to BMC subsection 17.76.060(F). Any fence/wall higher than 42" must provide adequate line of sight for vehicle and pedestrian traffic subject to the review and approval of the City Engineer. The east, west and south property lines include a 6' high decorative spilt face block wall with decorative cap. The total wall height with decorative cap cannot exceed 8 feet in height. In the commercial area a 6' high decorative wood fence near parking lot is required. Any fence within the patio area of the residential units, must be a low wall/fence. Patio yard walls/fences attached to 4 units within buildings 4 and 5 cannot exceed 4 feet in height. A fence/wall plan must be submitted and approved by the Director of Planning and/or his/her designee. No chain-link fences are allowed.
49. Any open parking area not lighted by street lights must be lighted with fixtures that provide illumination of the parking area only. Decorative bases must be used for any light pole standards. Include dimensioned elevations of all light poles. Lighting fixture design must be consistent with the architectural theme of the project. The driveway entrance must be lighted with fixtures that provide adequate illumination of the driveway entrance. All common driveways must be lighted. All common walkways must be lighted. All walkway ramps and steps must be lighted. All outdoor lighting and lighting fixtures must be located and shielded so as to prevent the spill of light onto residential lots. A 0-foot candle must be provided along all property lines that abut residential buildings. All garage access must include lighting.

50. The provisions of the BMC 17.44.100 apply to the commercial component and BMC 17.32.170 applies to the residential component. Decorative screening must be provided in cases where the equipment is visible. A noise study may be required to examine decibel levels to residential windows and openings.
51. Where commercial or shared trash bins are required, the provisions of the BMC 17.44.130 applies. For example, the enclosure must include a decorative gate and a decorative wood trellis above. Trash receptacles must be placed inside each garage when not in use. Trash service must be provided in a manner approved by the City's trash collector. Plan must include a dimensioned floor plan and elevations of the trash enclosure.
52. All structures must have minimum "four-sided" architecture treatment/elements. The residential buildings must match with the commercial elevations and include brick/stone veneer around the front door entrances. Additional cement siding, metal awnings must be provided along the following buildings and elevations: (Buildings 4 and 5 on all elevations), (Building 3 on all elevations), (Building 2 on front, rear, left and right elevation) and (Building 1 on the rear elevations). All balconies must include vertical metal railings. All modifications to the elevations must be approved by the Director of Planning or his/her designee. The architectural elements are as follows:

Architectural Elements

1. Flat roof with Parapet	2. Metal Railing	3. Fiber Cement Siding	4. Entryways	5. Decorative Metal Awning
6. Brick/Stone Veneer	7. Balconies	8. Smooth painted Stucco		



Mixed Use Street View

53. The project must incorporate a "Green Building Design" for the residential homes and mixed use buildings. The development will be designed as all-electric, no-gas homes that run on advance solar power. Energy efficient appliances and materials are used in the interior and exterior of the buildings. The commercial building will be designed to accommodate gas. The following elements will be used as energy efficient methods: Solar Panels, high efficiency lighting, hybrid electric water heater, dual glazed windows with ultraviolet coating, low flow

toilets, faucets, and showerheads, pre-wiring for electric vehicle charger, high solar roofing materials, lumbar saving beam and header, and roof and floor truss systems and maximized wall insulation.

54. A master landscape, hardscape and irrigation plan must be submitted and approved by the Director of Planning and/or by his/her designee. The master landscape, hardscape and irrigation plan must show the type, quantity, location, and size of all plants and irrigation equipment. Plants must be selected appropriately based upon their adaptability to the climatic, geologic, and topographical conditions of the site and the type must be approved prior to obtaining a construction permit. Landscaping must be provided along the perimeter of the property. Where possible, existing mature trees on the property must remain and be adequately maintained. Where landscaping is provided along the street edge, up-lighting should be incorporated to enhance the street view of the project. Varying plant and tree species must be incorporated to provide visual interest throughout the development and drought tolerant plants must be provided. The landscape planters within the parking lot must be constructed pursuant to BMC chapter 17.44. Enhanced streetscape treatment along Artesia Boulevard must be provided in order to achieve an attractive and creative street edge appearance along those portions of the public street that the project abuts. The City of Bellflower's Street Tree Master Plan applies as appropriate. Additional landscaping must be placed at the front of the store fronts in the form of planters or landscaped areas. Additional landscaping where applicable must be placed along the side of buildings 1-5. The Applicant/Property(s) must demonstrate the project complies with the State Water Efficiency Model Ordinance prior to construction permit issuance.
55. Landscaping in the shared parking lot must be a minimum of 5% of the parking area. Landscaping along the Artesia Boulevard street front must provide pedestrian appeal. Potted plants may be used. A minimum of 1, 24-inch-to-48-inch box tree per unit and 5, 5-gallon plants per one thousand (1,000) square feet of floor area per unit is required. Landscape plan must be approved by the Director of Planning and/or his/her designee. Furniture in private landscape areas may be allowed pursuant to landscape plan approved by the Director of Planning and/or his/her designee. Grouped landscaped improvements located within the first 20-feet of the site must not exceed 42" in height as measured from the paved driveway surface to ensure safe vehicular sight distance.
56. Minor Amendments encompass minor and reasonable deviations or alterations to project plans. The Director of Planning may consider and approve the following Minor Amendments:
 - i. A Minor Amendment to approved plans that do not create a noticeable difference in the exterior of the building design. Such minor alterations would not include replacing with equally or better materials.
 - ii. A Minor Amendment to the site plan where it can be demonstrated that such modifications will not substantially alter the locations of structures and uses and will not result in alteration of any plan features such as plaza areas, number of parking spaces, and/or similar items.

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57. Major Amendments: Projects that deviate from those standards and requirements contained in this Precise Plan that are not considered Minor Amendments, require a Major Amendment. Any Major Amendment requires Planning Commission recommendation and City Council approval.
58. To ensure all common areas (i.e., driveway, hardscape, landscape, etc.) are properly maintained, a Homeowners' Association (HOA) and Covenants, Conditions and Restrictions (CC&R's) is required for the proposed project, to the satisfaction of the City and in compliance with State Law. The developer(s) will hire a management company. During sales of the units, the sales managers will sit on the HOA board. The developer(s) will remove themselves from the HOA board only when 1) a new HOA board is selected from the new home owners, 2) the new home owners are trained on how to run the HOA and 3) the units are sold. The Documents related to the HOA and CC&R's must be reviewed and approved by the City Attorney prior to recordation of the Final Map. In addition, the Applicant/Property Owner(s) must pay for all attorney fees associated with the review of the document.
59. The CC&R's for the project must be recorded prior to issuance of Certificate of Occupancy.
60. Guest parking spaces must measure 9' by 20' except when adjacent to wall or other physical obstructions, spaces must measure 10' by 20. Landscaping cannot impede the area of any guest parking spaces.
61. All pedestrian access paths must be shown and dimensioned.
62. The Applicant/Property Owner(s) must implement and comply with the mitigation measures identified in the "Mitigation and Monitoring Report" for the project.
63. The units in building 1 (mixed use component) is limited to 2 bedrooms. The units in buildings 2-5 are limited to 3 bedrooms. If additional bedrooms are added then additional parking spaces must be provided on site to accommodate additional bedrooms for each unit at a rate of .75 spaces per additional bedroom; this requires approval of a major CUP as described in this Resolution. Other additions including enlarging bedrooms or other areas of a home may be processed as a Minor CUP and a construction permit through the City's Development Review process. The final approved floor plan for these units will be incorporated into CC&R's.
64. The building elevations must include illuminated addresses along the front of each unit, along the rear (i.e. garage side) of each unit, along the top of each building visible for emergency vehicles (i.e. Fire Department), along the top of the residential units adjacent Artesia Boulevard and along the front of each commercial tenant space. The plans must be redesigned prior to submitting for building plan check.

65. A Master Sign Plan must be submitted for review and approval prior to installation of signs. All signs within the development must be included on the Master Sign Plan. The Master Sign Plan must include Design, Height, Materials, Color, Type, Style, Illumination, Maintenance, etc. of Signs. The display of real estate, for lease, and political signs and temporary Signs and Banners are subject to the provisions of the Bellflower Municipal Code Chapter 17.68. No sign must be installed on any development within the Precise Plan that is not in compliance with a Master Sign Plan. The Director of Planning and/or his/her designee must approve the Master Sign Plan and any Sign Permit request.
66. A separate plan must be submitted to show the details on the signage wall for evaluation. Submit the Master Sign Plan prior to submitting for building plan check.
67. A site map displaying the site layout must be installed on the site. The site map must be submitted for review prior to installation and include dimensioned elevations; cannot exceed 6 feet in height and shall be placed at least 10-feet from the north property line in a place accessible for pedestrians, vehicles and emergency personnel. The plans must be redesigned prior to submitting for building plan check.
68. The Applicant/Property Owner(s) must obtain the neighbor's consent and approval in writing prior to conducting any work (i.e., demolition and construction) of perimeter walls on, partially or entirely located on any of the adjacent properties.
69. The community areas next to building 2 and between buildings 4 and 5 must include amenities such as barbecue grills, and tables and benches. No portion of the driveway may be used as a public plaza area. All community areas must include at least 1 decorative trash can and the commercial component in the front must include at least 2 decorative trash cans for pedestrians/customers/employees to utilize. The plans must be redesigned prior to submitting for building plan check.
70. The pedestrian access within the front parking lot leading to the commercial space must be designed on the site and not lead to the public right-of-way. Relocate trees and plants to accommodate the new pedestrian path. The plans must be redesigned prior to submitting for building plan check to show the new layout.
71. The Applicant must install a 6-foot tall decorative screen wall with growing vines along the entire length of the south end of the front parking lot. The screen wall must be reviewed and approved by the Director of Planning for design and height restrictions and the City Engineer for line of sight issues.
72. The Applicant must submit a construction phasing plan and traffic control plan prior to construction permit issuance.

73. Garage doors cannot be blocked by vehicles.
74. Curbs along the driveway must be painted red with "no parking" labeled on the curbs.
75. Four street trees must be installed within the public right of way.
76. Details must be provided for all water heater installations.
77. Prior to construction permit issuance, new addresses for each of the residences must be assigned by the Planning Division.
78. Postal delivery receptacles must be located behind the sidewalk and installed in a manner approved by the United States Post Office.
79. Parking signs must be posted in front of all visitor/guest parking spaces. For the shared parking in the front, a sign must be posted indicating visitor/guest parking spaces after 5 p.m.
80. The site plan must provide a table of on-site parking pursuant to the Precise Plan.
81. Wheel stops or curbs must be provided at all guest parking spaces not fronting a garage door.
82. The Applicant/Property Owner must provide, and continuously maintain, lighting within the common area. This condition must be included within the provisions of the CC&R's.
83. All required landscaped areas and irrigation systems must be continuously maintained for the life of the project. This condition must be included within the provisions of the CC&R's.
84. All non-paved or non-decorative stamped areas for parking areas must be surfaced or paved with either asphaltic concrete or concrete to a minimum of three inches (3") in depth, or two inches (2") of premix and four inches (4") of Class A base, or other surface approved by the City Engineer, and said parking or surfacing must thereafter be maintained in good condition.
85. The project must be designed in conformance with the most current California Building Standards Codes and Los Angeles County Fire Code with local amendments thereto.
86. Structural calculations and a lateral analysis for each structure must be prepared and submitted for review and approval during the initial submittal of building plans. Structural calculations and structural plans must be prepared under the direction of a California State licensed Civil/Structural Engineer or other appropriately licensed design professional.

87. A grading and drainage plan must be prepared under the direction of a California licensed Civil Engineer or appropriately licensed design professional in accordance with the Bellflower Municipal Code and the current California Building Code with local amendments.
88. A soil report with a study of liquefaction potential must be prepared under the direction of a California State licensed Geo-technical Engineer or appropriately licensed design professional in accordance with the Bellflower Municipal Code and current California Building and Residential Codes.
89. All utilities within the subject property must be placed underground prior to building occupancy or sale.
90. Un-sodded, mounded planters adjacent to public sidewalk must be provided with 6" curbs to prevent soil run-off onto the public sidewalk. Curbs are not required if the planter consists of sod.
91. The contractor must meet with the City Inspector before starting any construction within the public right-of-way.
92. The developer, at his/her cost, is responsible for the relocation as necessary of any public or private utility or other obstruction to facilitate the construction within the public right-of-way.
93. The development must comply with the most recent approved Fire Department comments.
94. Private driveways must be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted and must be maintained in accordance with the Fire Code.

SECTION 6. *Tentative Map Findings.* The City Council finds as follows:

- A. That the proposed map is consistent with the City's general plan in that the proposed project will result in the subdivision of existing parcels for the development of mixed use multifamily attached units within a planned development overlay in accordance with the General Plan Land Use Element. The subject property will be improved with uses consistent with the goals and policies of the General Plan, including but not limited to:
 1. Goal 1 (Discourage disjoint land use patterns),
 2. Goal 2 (Create a City that functions efficiently, is aesthetically pleasing, and makes the best use of its various resources),
 3. Goal 5 (Provide incentives for reinvestment in aging, built-out developments and encourage consolidation of properties for higher quality land uses and designs),
 4. Policy 1.1 (Provide land use designations which match actual viable uses),

5. Policy 1.2 (Encourage opportunities to sensitively integrate different, but compatible, land uses),
6. Policy 2.1 (Create opportunities wherein a population diverse in terms of income, age, occupation, race, lifestyle, values, interest, and religion may interact, exchange ideas, and realize common goals),
7. Policy 2.2 (Provide commercial facilities to meet the retail and service needs of the community),
8. Policy 2.7 (Carefully scrutinize plans for developments which will have a significant impact on the city or on surrounding developments to ensure the highest quality design),
9. Policy 2.15 (Encourage a greater proportion of home ownership and owner occupancy of multi-family developments), and
10. Policy 5.2 (Allow different development standards for consolidated properties where it is possible to provide amenities in a different manner than is necessary on smaller lots (i.e. centralized parking and open space with shared access).

The proposal is also consistent with the following policies from the Mixed Use section: Policy 1 (Allow for innovative and/or neo-traditional uses in established area) and 2.1 (The City shall consider different mechanisms to implement new innovations in housing and commercial endeavors).

- B. That the design or improvement of the proposed subdivision is consistent with applicable general and precise plan in that the proposed project will result in the subdivision of existing lots into 36 condominium units (for purposes of multi-family residential, commercial and common area), which will be consistent with the "Mixed Use" General Plan Land Use designation. The subject property consists of land uses consistent with the goals and objectives of the General Plan.
- C. That the site is physically suitable for the type of development in that the site is currently a vacant lot surrounded by urban uses, including industrial and residential zoned properties. The subject property will be developed with a mixed use development consisting of a combined 4 multi-family residential and 4 commercial units and 28 multi-family residential units, which will be in compliance with the zoning requirements of the subject site.
- D. That the site is physically suitable for the proposed density of development in that the proposed project consists of 32 multi-family residential attached units and 4-commercial units on a property that measures 1.68 acres. The proposed project is at a density of 19 Units per Acre (DU/AC), which is within the range of the high density residential land use designation (14-22 DU/AC). Pursuant to the General Plan – Land Use Element, this density is appropriate in proximity to areas of high intensity (industrial) of use such as adjacent to major arterials, which applies to the proposed project.

- E. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat in that the proposed project will result in the subdivision of existing, vacant lots located in an urban area that is fully developed. The proposed project will not be built on or near habitats.
- F. That the design of the subdivision or type of improvements is not likely to cause serious public health problems in that the design of the proposed project will comply with applicable standards and requirements contained in the BMC and California Building Code relating to construction and paving, structural foundations, etc. Compliance with these standards and requirements ensure that future construction of the proposed project would not be compromised or cause hazards to the public.
- G. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision in that the conditions of approval will require that public rights of easements will not be interfered with, and that statements of concurrence be provided from utility companies whose easements may be affected by the proposed development.

SECTION 7. *Tentative Map Conditions of Approval.* Based upon the foregoing, the application for a Tentative Map Case No. TT 74043 is approved, and the adoption of this Resolution will be deemed the conditional approval of the Tentative Map, the conditions of approval are as follows:

1. The subject property must be developed and/or used in the manner requested and must be in substantial conformity with the submitted plans date-stamped October 17, 2016, unless revisions and/or additional conditions are contained herein.
2. This approval expires 24 months from the date of approval by the Planning Commission. If the final map is not recorded prior to the expiration date, the subdivider must apply in writing to the City of Bellflower Planning Commission Secretary at least 30 days before the above date for an extension of this approval.
3. The City will grant the extension and any subsequent extensions, provided that it finds good cause for doing so and that such extensions do not exceed an aggregate five (5) years. If the Planning Commission denies the extension, the subdivider may appeal to the City Council within 15 days.
4. Tentative Map No. TT 74043 proposes to consolidate four (4) lots into one (1) lot, for a 36 condominium units (consisting of 32 multi-family residential units and 4 commercial units, 3,600 s.f. total), driveway area and common areas. The development is required to comply with all the development standards in Precise Plan Case No. PP 16-01.

5. A final map is required to be submitted for City Council approval. The tentative map must be approved prior to issuance of construction permit. The final map must be recorded prior to issuance of Certificate of Occupancy.
6. The final map must identify that no building or portion thereof will encroach onto any easements on the property. Alternatively, documentation may be submitted authorizing the encroachment of a building from the easement holder.
7. The approval of the Tentative Map is contingent on the approval of Zone Change Case No. ZC 16-01, and Precise Plan Case No. PP 16-01.
8. All Public Works requirements must be completed prior to final inspection and building occupancy.
9. The Applicant/Property Owner(s) must obtain an encroachment permit (or similar approval) from the Public Works Department for the right-of-way area that is proposed to be landscaped, located north of the proposed "community gathering space."
10. All requirements of this Resolution, the applicable Zone, City Codes, City Departmental policies, rules and regulations and applicable law, policies and regulations of any State, Federal or local agency with jurisdiction thereof must be complied with by the Applicant/Property Owner(s).
11. In accordance with Government Code Section 66474.9(b) and (c), the Applicant/Property Owner(s) must defend, indemnify and hold harmless the City, its agents, officers, and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul, an approval of the City, which action brought within the time period provided for on Government Code Section 66499.37.
12. Prior to issuance of construction permit, the Applicant/Property Owner(s) must submit a letter or document indicating proof that the plans were submitted to and approved by the Fire Department.
13. A preliminary map guarantee must be provided which indicates all trust deeds (to include the name of the trustee), all easement holders, all fee interest holders, and all interest holders whose interest could result in a fee. The account for this title report must remain open until the final map is filed with the Los Angeles County Recorder.
14. All boundary and other survey monuments must be preserved and guaranteed by the Applicant/Property Owner(s) in conformance with the Subdivision Map Act and as required by the City Engineer.
15. A reciprocal ingress/egress access and drainage easement is required and must be made a component of the Map.

16. Proof of Tax clearance must be provided at the time of map review submittal for recordation.
17. Monumentation of tentative map boundaries, street centerlines, and lot boundaries is required if the map is based on a field survey.
18. In accordance with California Government Code Sections 66442 and/or 66450, documentation must be provided indicating the mathematical accuracy and survey analysis of the tentative map and the correctness of all certificates. Proof of ownership and proof of original signatures must also be provided.
19. The second sheet of the building plans is to list all City of Bellflower conditions of approval from each department and/or division. This information must be incorporated into the plans prior to the first submittal for plan check. Conditions are required from the following divisions: Planning, Building, Fire, Police, Public Works and Code Enforcement.
20. Structural calculations prepared under the direction of an architect, civil engineer, or structural engineer must be provided.
21. The Applicant/Property Owner(s) must implement and comply with all of the conclusions and recommendations of the soils report.
22. Should any construction require encroachment onto adjacent properties, a Right of Entry letter signed and dated by the affected property owner must be submitted to the City Building Department prior to the issuance of building permits.
23. All property lines must be shown in standard property line linetype.
24. Where engineered fill is required, compaction tests must not be performed by individual other than the soils engineer of record unless requested by the soils engineer of record and approved by the City of Bellflower Building Division.
25. A grading and drainage plan must be approved prior to issuance of the building permit. The grading and drainage plan must indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.
26. No property drainage must be allowed to cross sidewalks (parkways) or drive approaches. Yard basins, concrete gutters and under sidewalk (parkway) drains must be constructed to adequately drain the subject property. A drainage plan must be prepared by a Registered Civil Engineer and submitted for approval by the City. Under sidewalk drain must be used. Minimum slope on concrete flow lines must be 0.50%. Minimum slope on asphalt concrete or turf must be 1.0%. Existing elevations of adjacent property and street flow lines must be shown around the perimeter of the proposed development.

27. A sewer connection fee may have to be paid to the Los Angeles County Sanitation Districts, 1955 Workman Mill Road, Whittier, California, 90602. A receipt showing that the payments have been made must be presented to the City Building Department prior to the issuance of any permits. The Applicant/Property Owner(s) must provide documentation from the Sanitation District that sufficient sewer capacity exists to serve the proposed development.
28. Separate utility plans, except for phone and cable, must be prepared indicating the location and method of utility service. Each utility provider must approve the proposed method of service prior to building plan check approval by the City. The building plans will not be issued until the requested plan has been approved by the Building Division.
29. Separate utility connection must include, but not be limited to, separate sewer connection to the sewer main located in the private street, separate water service, separate electric service, separate gas service, separate cable service, and separate telephone service. All underground work must be located in a trench located within the utility easement between the right-of-way and the individual dwelling unit property.
30. A final map prepared by or under the direction of a registered civil engineer or licensed land surveyor must be submitted to and approved by the City of Bellflower prior to being filed with the Los Angeles County Recorder. The final map must be in substantial conformity with the submitted tentative map date-stamped March 29, 2016, unless revisions and/or additional conditions are specifically required herein.
31. Easements must not be granted or recorded within any area proposed to be dedicated, offered for dedication, or granted for use as a public street, alley, highway, right of access, building restriction, or other easements until after the final map is approved by the City of Bellflower and filed with the Los Angeles County Recorder; unless such easement is subordinated to the proposed dedication or grant. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.
32. All conditions from City of Bellflower Departments and Divisions must be incorporated into the map prior to submitting the map for review.
33. The approval of Tentative Map No. TT 74043 will not be effective for any purpose until the Applicant/Property Owner(s) or a duly authorized representative of the Applicant/Property Owner(s) has filed with the Planning Division an Affidavit of Acceptance, thereby accepting all the conditions of this approval, which Affidavit must be filed within 15 days of the date of approval.
34. All easements existing prior to final approval must be shown. If an easement is blanket or indeterminate, a statement to that effect must be shown on the final document.

35. A title report/guarantee showing all fee owners, interest holders and nature of interest must be submitted prior to final approval of the map. Such title report must be submitted no more than 14 days prior to final approvals.
36. The City of Bellflower, the County of Los Angeles, the State of California, and the Government of the United States, and any department, bureau or agency thereof, must have the right of immediate access to all portion of common areas, of the project not assigned for the exclusive use of the owner of a particular unit at all times for the purposes of preserving the public health, safety and welfare except in those instances where a common area is accessible only through a private unit.
37. A permit must be obtained from the City of Bellflower Public Works Department prior to start of any work in the public right-of-way; including, but not limited to, public improvements and utility installations. All work must be done in accordance with established City standards or as directed by the City Engineer.
38. An easement or easements for utility lines and must be created.
39. Any existing improvements in the public right-of-way; including, but not limited to, light standards, aprons, sidewalk, curb ramps, curb, and/or gutter which is damaged or made off-grade during construction must be removed and replaced in accordance with the appropriate City Standard or as directed by the City Engineer.
40. The Applicant/Property Owner(s) must contact the local Water Company to determine the existing fire flow rate in this area. If the existing fire flow capabilities are below the required minimum, the Applicant/Property Owner(s) must provide the necessary means for meeting the fire flow rates required by the Fire Department.
41. All Fire Department requirements for the proposed project specified in the letters dated March 1, 2016 must be complied with.
42. Landscaping in the public right of way must be per the City of Bellflower Master Street Tree Plan.
43. A separate perimeter wall plan must be submitted to show and dimension all existing and proposed perimeter walls/fences. The plan must include typical sections at the rear and side property lines. Sections must show the property line, perimeter wall or fence, said walls location measured from the property line, and wall height as measured from the ground surface on both sides of the wall/fence.
44. The construction or modification of existing drive approaches must be per City Standards with the bottom width, W, per the approved construction plans. All work must be done by a "C-8" or an "A" licensed contractor. "B-1" contractors are not acceptable for this work. Note: Horizontal saw cutting of existing curb is permitted in most instances. Verify with City Inspector.

45. The Applicant / Property Owner(s) must remove and replace existing drive approaches and curb depressions that do not access the development with full height curb, sidewalk or clean topsoil and necessary repaving. A "C- 8" or an "A" licensed contractor must do all work. "B-1" contractors are not acceptable for this work. Note: Replacement of curb depressions must be accomplished by the removal of the existing curb and gutter and construction of new monolithic curb and gutter.
46. Curb and gutter must be constructed where missing or repaired in accordance with City Standards. Note: Curb and gutter must be monolithic.
47. A sanitary sewer lateral must be constructed to service the property. Minimum lateral size from main to property line is 6". Separate Sewer clean outs must be provided for each unit. Excavation permits with necessary insurance and bonds are required.
48. Un-sodded, mounded planters adjacent to public sidewalk must be provided with 6" curbs to prevent soil run-off onto the public sidewalk. Curbs are not required if the planter consists of sod.
49. The contractor must meet with the City Inspector before starting any construction within the public right-of-way.
50. All work within the public right-of-way, including placing and removal of traffic control devices, must be restricted to the hours between 8:30 A.M. and 3:30 P.M., Monday through Friday. No work requiring continuous inspection or traffic control must be done on Saturday, Sunday or Holidays, unless prior arrangements have been made at least one week in advance with the approval of the City Engineer.
51. The developer, at his/her cost, must be responsible for the relocation as necessary of any public or private utility or other obstruction to facilitate the construction within the public right-of-way.
52. Failure to implement and/or maintain all provisions of these conditions of approval must be grounds for the revocation of said map following a public hearing or the approving body.
53. All proposed improvements shown on the Tentative Map and all conditions established by the Design Review Committee, the Director of Public Works, the Director of Planning, the City Engineer, Building Official, the Bellflower Municipal Code, and life safety issues must be complied with prior to building occupancy.
54. Any existing damaged public right-of-way improvements must be repaired in accordance with Section 5600 et seq of the California Streets and Highways Code and with the Bellflower Municipal Code before occupancy will be granted. (Property owner is responsible for the repair and maintenance of curb/gutter, sidewalk and drive apron).

55. All applicable NPDES requirements must be complied with including those requirements established by the City of Bellflowers storm water compliance consultant.
56. A Final Subdivision Guarantee will be required for the Final Map.
57. The proposed lot line adjustment must be prepared by a Registered Civil Engineer and must be submitted for review and approval prior to approval of the final map.
58. The Final Map must:
 - a) Meet all the provisions of the latest Subdivision Map Act relating to tract/parcel maps.
 - b) Give reference to all monuments found or set.
 - c) Include traverse calculations of the tract/parcel lots indicating closure within 1:10,000.
 - d) The developer will be required to pay all applicable checking fees with the City prior to the start of map checking.
 - e) Tentative Map improvements established by the City Engineer not completed and accepted at the time of approval of the final map must require the Applicant/Property Owner(s) to enter into an agreement with the City of Bellflower to complete such improvements at the Applicant/Property Owner(s)'s expense and guaranteed by improvement securities.
 - f) Be recorded by the Los Angeles County Recorder.
 - g) The Applicant/Property Owner(s) must provide the City with two (2) duplicate, medium weight mylars and four (4) sets of prints of the recorded map. All existing and/or proposed easements must be shown on the final map.
59. Two inch I.P. monuments (24 inch minimum length) must be set at all lot corners, except where sidewalks are to be constructed or are existing. The surveyor must set Lead and Tack in the sidewalk at these locations.

SECTION 8. *Adoption and Approval.* Based on the foregoing, the City Council adopts Mitigated Negative Declaration No. MND 16-01 and approve Precise Plan Case No. PP 16-02 and Tentative Map No. TT 74043. 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 9. *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 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 10. The City Clerk is directed to mail a copy of this Resolution to the Applicant and to any other person requesting a copy.

SECTION 11. This Resolution does not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before, this Resolution's effective date. Any such amended part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this Resolution.

SECTION 12. If any part of this Resolution 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 Resolution are severable.

SECTION 13. To the extent that any other resolution pertaining to Mitigated Negative Declaration No. MND 16-01 and approving Precise Plan Case No. PP 16-02 is incorporated into this Resolution, it is superseded in its entirety.

SECTION 14. The Mayor, or presiding officer, is hereby authorized to affix his signature to this Resolution signifying its adoption by the City Council of the City of Bellflower, and the City Clerk, or her duly appointed deputy, is directed to attest thereto.

SECTION 15. *Effective Date.* This Resolution will become effective immediately upon adoption and remain effective until superseded by a subsequent resolution.

PASSED, APPROVED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF BELLFLOWER THIS ___ DAY OF _____ 2016.

Dan Koops, Mayor

ATTEST:

Mayra Ochiqui, City Clerk

APPROVED AS TO FORM:

Karl H. Berger, City Attorney

CITY OF BELLFLOWER

ORDINANCE NO. 13XX

AN ORDINANCE APPROVING ZONE CHANGE CASE NO. ZC 16-01 TO CHANGE THE EXISTING ZONE ON FOUR PARCELS FROM "M-1" (LIGHT INDUSTRIAL DISTRICT) TO "DFD (PD)" (DESIGN FOR DEVELOPMENT FOR THE BELLFLOWER SOUTH COMMERCIAL AREA PLANNED DEVELOPMENT OVERLAY) FOR PROPERTIES LOCATED AT 9908-9922 ARTESIA BOULEVARD. APPLICANT: CITY VENTURES, LLC

THE CITY COUNCIL DOES ORDAIN AS FOLLOWS:

SECTION 1. *Zone Change Findings.* The City Council finds as follows:

- A. The Planning Commission opened the public hearing to receive public testimony and other evidence regarding the proposed amendment including, without limitation, information provided to the Planning Commission, closed the hearing, and recommended approval of the MND to the City Council at its September 19, 2016, meeting;
- B. 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.
- C. There are changed conditions since the existing zoning became effective to warrant other or additional zoning, in that the Regional Housing Needs Assessment (RHNA) assigned by the California Department of Housing and Community Development (HCD), through Southern California Association of Governments (SCAG), for the City of Bellflower's 4th (2008-2014) and 5th (2014-2021) Housing Element cycles is 1,069 units. The City must make sites available to accommodate the construction of those 1,069 units. The proposed zone change from M-1 (Light Industrial District) to to "DFD (PD)" (Design for Development for the Bellflower South Commercial Area Planned Development Overlay), would allow for a mixed use development and residential development, which will count towards meeting the assigned RHNA allocation.
- D. The proposed change of zone will not adversely affect adjoining property as to value or precedent, and will not be detrimental to the area, in that the proposed zone change from M-1 (Light Industrial District) to to "DFD (PD)" (Design for Development for the Bellflower South Commercial Area Planned Development Overlay) would allow for an existing vacant industrially zoned parcel to be redeveloped for mixed-use development that incorporate both residential/commercial mixed use and residential uses. The City Engineer has reviewed the traffic study and determined the parking will not adversely

affect the neighboring properties. The opportunity for PD overlays with mixed use options adds value and induces private investment. The project will not create a negative precedent, and instead furthers the City's interests in increasing its housing stock and increasing mixed-uses. The proposed zone change would be consistent with the commercial and residential zoned properties surrounding the subject site.

- E. The change of zone will be in the interest or furtherance of public health, safety and general welfare, in that the proposed project will comply with applicable standards and requirements contained in the City Codes and California Building Code relating to construction and paving, structural foundations, etc. Compliance with these standards and requirements ensure that future construction of the proposed project would not be compromised or cause hazards to the public. One of the requirements for the project is to include a storm water containment/treatment system, which the subject site currently does not have since it is vacant. The City Engineer has reviewed the traffic and parking study and determined the parking will not adversely affect the neighboring properties.
- F. That the approval of such change of zone will not adversely affect the Comprehensive Zoning Plan in that the zone change from M-1 (Light Industrial District) to to "DFD (PD)" (Design for Development for the Bellflower South Commercial Area Planned Development Overlay) would allow for more viable opportunities along Artesia Boulevard. The proposed zone change would not adversely affect the comprehensive zoning plan in that mixed-use developments will comply with the development standards set forth within the Precise Plan and the zoning code.

SECTION 2. General Plan Findings. The City Council finds as follows:

- A. The Planned Development proposed in the application will be in the interest or furtherance of public health, safety and general welfare, because it allows for the redevelopment of a subject site that has been vacant for a long period in time. The redevelopment of the subject site will likely result in an increase of property values within the surrounding area. The proposed project will comply with applicable standards and requirements contained in the City Codes and California Building Code relating to construction and paving, structural foundations, etc. Compliance with these standards and requirements ensure that future construction of the proposed project would not be compromised or cause hazards to the public. In addition, the proposed Planned Development is consistent with all other provisions of the General Plan and good planning practice that promotes future commercial and residential development(s).
- B. The Planned Development furthers the goals and policies of the General Plan because it creates areas for physically viable development and integrates different, but compatible, land uses.

- C. That the proposed project is consistent with the City's General Plan Land Use Element. The subject property will be improved with uses consistent with the goals and policies of the General Plan, including but not limited to:
1. Goal 1 (Discourage disjoint land use patterns),
 2. Goal 2 (Create a City that functions efficiently, is aesthetically pleasing, and makes the best use of its various resources),
 3. Goal 5 (Provide incentives for reinvestment in aging, built-out developments and encourage consolidation of properties for higher quality land uses and designs),
 4. Policy 1.1 (Provide land use designations which match actual viable uses),
 5. Policy 1.2 (Encourage opportunities to sensitively integrate different, but compatible, land uses),
 6. Policy 2.1 (Create opportunities wherein a population diverse in terms of income, age, occupation, race, lifestyle, vales, interest, and religion may interact, exchange ideas, and realize common goals),
 7. Policy 2.2 (Provide commercial facilities to meet the retail and service needs of the community),
 8. Policy 2.7 (Carefully scrutinize plans for developments which will have a significant impact on the city or on surrounding developments to ensure the highest quality design),
 9. Policy 2.15 (Encourage a greater proportion of home ownership and owner occupancy of multi-family developments), and
 10. Policy 5.2 (Allow different development standards for consolidated properties where it is possible to provide amenities in a different manner than is necessary on smaller lots (i.e. centralized parking and open space with shared access).
 11. The proposal is also consistent with the following policies from the Mixed Use section: Policy 1 (Allow for innovative and/or neo-traditional uses in established area) and 2.1 (The City shall consider different mechanisms to implement new innovations in housing and commercial endeavors).

SECTION 3. *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 MND were prepared for this Ordinance.

- C. The Initial Study and MND were made available to the public for review and comment from July 21, 2016, to and including August 9, 2016.
- D. The Planning Commission opened the public hearing to receive public testimony and other evidence regarding the proposed amendment including, without limitation, information provided to the Planning Commission, closed the hearing, and recommended approval of the MND to the City Council at its September 19, 2016, meeting;
- E. A duly noticed public hearing was held by the City Council of the City of Bellflower on October 24, 2016 at which time evidence was heard on the Initial Study, MND and staff report. At the hearing, the City Council fully reviewed and carefully considered the Initial Study and MND, together with any comments received during the public review period, and determined that the MND was consistent with CEQA. The City Council adopted the MND pursuant to Resolution No. 16-___.

SECTION 4. 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 5. 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 6. 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 7. 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 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. *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 10. 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 11. This Ordinance will take effect on the 31st day following its final passage and adoption.

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:

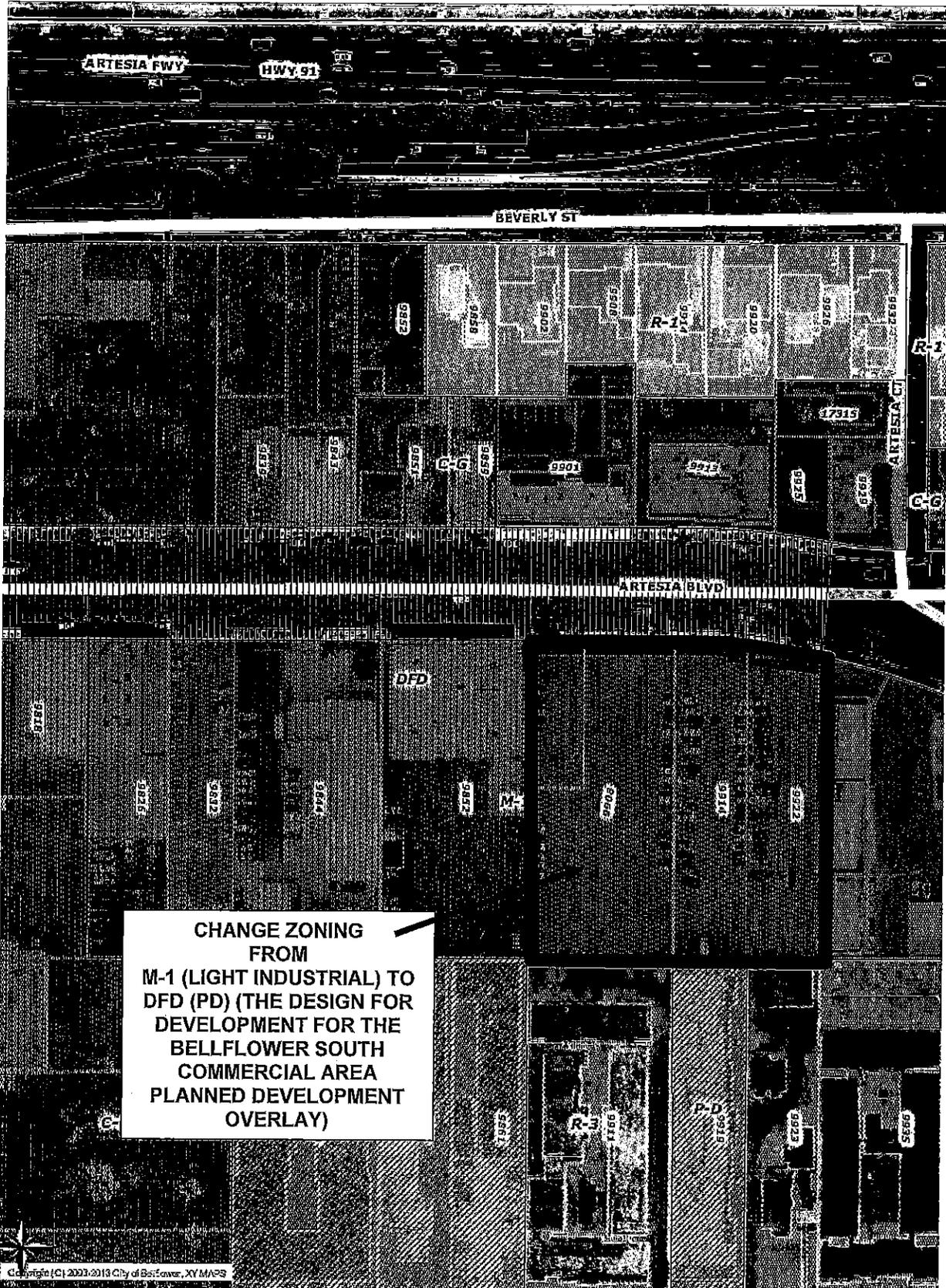
Mayra Ochiqui, City Clerk

APPROVED AS TO FORM:

Karl H. Berger, City Attorney

Attachment: Exhibit A

Exhibit A - ZONE CHANGE MAP





**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: Zone Change Case No. ZC 16-01
Precise Plan Case No. PP 16-02
Tentative Map No. TT 74043
Mitigated Negative Declaration No. MND 16-01

COPY

LOCATION: 9908-9922 Artesia Boulevard, Bellflower, CA 90706

PROJECT DESCRIPTION: A Zone Change to change the existing zones from "M-1" (Light Industrial District) to "M-1(PD)" (Light Industrial District Planned Development Overlay), a Precise Plan to allow flexible development standards and superior architecture and a Tentative Map (Case No. TT 74043) for the subdivision of four existing parcels into a 32 unit, 36-foot high, multi-family condominium project; four of the units consist of mixed-uses (consisting of 3,600 square feet of commercial on ground floor and residential above) on the subject site measuring approximately 73,180 square feet.

APPLICANT: City Ventures

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 Mitigated Negative Declaration in conjunction with Zone Change Case No. ZC 16-01, Precise Plan Case No. PP 16-02 and Tentative Map No. TT 74043 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: Zone Change Case No. ZC 16-01
Precise Plan Case No. PP 16-02
Tentative Map No. TT 74043
Mitigated Negative Declaration No. MND 16-01

**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: 9908-9922 Artesia Boulevard, Bellflower, CA 90706

**PROJECT SPONSOR'S
NAME AND ADDRESS:** City Ventures
3121 Michelson Drive
Suite 150
Irvine, CA 92612

GENERAL PLAN DESIGNATION: The proposed zone change and precise plan will pertain to the following land use designations: Industrial.

ZONING CLASSIFICATION: The proposed zone change and precise plan will change existing "M-1" (Light Industrial District) zones to "M-1 (PD)" (Light Industrial District Planned Development Overlay)

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 project proposes 32 total attached condominium units within five buildings at a density of 19.05 DU/AC. Building 1 will be a four-unit, mixed-use, two-story building comprised of 6,343 SF of ground floor space and 6,500 SF of second floor space for a total of 12,843 SF. The ground floor will include 3,600 SF of commercial space. Buildings 2 through 5 will offer residential units only and will be three stories in height. 81 total parking spaces will be provided, including a 12-space parking lot within 1 loading space along the northwest corner of the project site, near the project's entry driveway. The project buildings will be designed with contemporary architectural features and will have flat roofs with parapets, cable trellises, stucco finishes painted with earth-tone colors like brown and green, fiber cement siding, vinyl windows, metal railings, wood columns, metal awnings, and attached 2-car garages with metal sectional roll-up doors. Open space in the form of landscaping and hardscaped will be included. The Proposed Project is comprised of Assessor Parcel Numbers: 7161-008-002, 7161-008-001, 7161-007-005 and 7161-007-004.

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

This project area is bounded by Artesia Boulevard and the 91 Freeway to the north, Ramona Street to the south, Bixby Avenue to the east and Bellflower Boulevard to the

**INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION 16-01
FOR THE PROPOSED BELLFLOWER 3 PROJECT
9908-9922 Artesia Boulevard, Bellflower, CA 90706**

Lead Agency:

CITY OF BELLFLOWER
16600 Civic Center Drive
Bellflower, California 90706

July, 2016

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Appendix

A	"9908-9922 Artesia Project Air Quality and Greenhouse Gas Impact Study City of Bellflower, California", prepared by MD Acoustics, in March 14, 2016.
B	"Phase I Environmental Site Assessment and Phase II Environmental Site Assessment for 9908-9922 Artesia Boulevard, Bellflower, California 90706", prepared by Stantec, in December 1, 2015.
C	"Preliminary Hydrology Study and Hydraulic Analysis for 9908-9922 Artesia Boulevard Tract No. 74043 in the City of Bellflower, California", prepared by C and V Consulting, in February 2, 2016.
D	"Acoustical Analysis Bellflower 3, 9908-9922 Artesia Boulevard, Bellflower, California", prepared by Davy and Associates, in March 23, 2016.
E	"9908-9922 Artesia Project Traffic Impact Analysis City of Bellflower, California", prepared by TJW Engineering, in March 10, 2016.

A. INTRODUCTION

1. PURPOSE

This document is an Initial Study and Mitigated Negative Declaration that evaluates environmental impacts resulting with the proposed Bellflower 3 project. This document and project plans can be found at the Bellflower City Hall, 16600 Civic Center Drive, Bellflower CA 90706, phone: (562) 804-1424.

2. CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

As defined by Section 21065 of the California Environmental Quality Act (CEQA), the proposed Bellflower 3 project constituted a "project" and therefore, an Initial Study required preparation. As defined by Section 15063 of the State California Environmental Quality Act Guidelines (CEQA Guidelines), an **Initial Study** is prepared primarily to provide the Lead Agency with information to be used as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration, or Mitigated Negative Declaration would be appropriate for providing the necessary environmental documentation and clearance for the proposed Bellflower 3 project.

According to Section 15065 of the CEQA Guidelines, an **Environmental Impact Report** is deemed appropriate for a particular proposal if the following conditions occur:

- The proposal has the potential to substantially degrade quality of the environment.
- The proposal has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The proposal has possible environmental effects that are individually limited but cumulatively considerable.
- The proposal could cause direct or indirect adverse effects on human beings.

According to Section 15070(a) of the CEQA Guidelines, a **Negative Declaration** is deemed appropriate if the proposal would not result in any significant effect on the environment.

According to Section 15070(b) of the CEQA Guidelines, a **Mitigated Negative Declaration** is deemed appropriate if it is determined that though a proposal could result in a significant effect, mitigation measures are available to reduce these significant effects to insignificant levels.

This Initial Study has determined that the proposed project would not result in any significant effect on the environment with incorporation of those mitigation measures contained in this document and therefore, a **Mitigated Negative Declaration (MND)** is deemed as the appropriate document to provide the necessary environmental evaluations and clearance for the proposed project. This Initial Study and Mitigated Negative Declaration document is prepared according to the aforementioned CEQA Guidelines and applicable requirements of the City of Bellflower.

This MND provides decision-makers and the public with information that enables them to intelligently consider the environmental consequences of the proposed project; functions as a method for fact-finding; and provides the City, concerned citizens, and other applicable public agencies with an opportunity to collectively review and evaluate baseline conditions and environmental impacts through a process of full disclosure.

3. LEAD AND RESPONSIBLE AGENCIES

The City of Bellflower is designated as the Lead Agency, in accordance with Section 15050 of the CEQA Guidelines. The Lead Agency is the public agency which has the principal responsibility for review and approval of the proposed Bellflower 3 project.

4. CIRCULATION OF INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION AND BACKGROUND

This Initial Study and Mitigated Negative Declaration informs the City's decision-makers, other responsible or interested agencies, and the general public of potential environmental effects of the proposed project. The environmental review process has been established to allow public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. While CEQA requires that consideration be given to avoid environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including economic and social goals.

The Initial Study and Mitigated Negative Declaration will be circulated for a period of 20 days for public and responsible agency review from July 21, 2016 to August 9, 2016. Public notice will be placed in the Herald American Bellflower Edition, which is a newspaper of general circulation. Comments received on the Initial Study and Mitigated Negative Declaration will be considered and addressed in a Response to Comments document.

The proposed Mitigated Negative Declaration is available for public review between 8:00 a.m. to 5:30 p.m., Monday through Thursday and every other Friday between 8:00 a.m. to 4:30 p.m. at: 1) The City of Bellflower, Planning Division located at 16600 Civic Center Drive, Bellflower, CA, 90706 and 9:00 a.m. to 8:00 p.m. on Tuesday and Wednesday, 9:15 a.m. to 7:45 p.m. on Thursdays, 12:00 p.m. to 5:00 p.m. on Fridays, and 11:45 a.m. to 5:00 p.m. on Saturdays, at: 2) Los Angeles County Library in the City of Bellflower located at 9945 E. Flower Street, Bellflower, CA 90706.

5. CONTENTS OF INITIAL STUDY

This Initial Study and Mitigated Negative Declaration document is organized to facilitate a basic understanding of the existing setting and environmental implications of the proposed Bellflower 3 project.

- A. **INTRODUCTION** presents an introduction to the entire document. This section describes the scope of environmental review, environmental procedures, and contents of this Initial Study and MND.
- B. **PROJECT DESCRIPTION** describes the proposed project, including design features, land use entitlements, and related improvements.
- C. **INITIAL STUDY/ENVIRONMENTAL CHECKLIST FORM** contains the City's Initial Study Checklist Form. The checklist form presents results of the environmental evaluation for the proposed project; and those issue areas that would have either a significant impact, potentially significant impact, or no impact.
- D. **CHECKLIST RESPONSES** evaluate each response provided in the Initial Study checklist form. Each response checked in the checklist form is discussed and supported with sufficient data and analysis. As appropriate, each response discussion describes and identifies environmental impacts anticipated with the proposed project. At this

writing, it has been determined that a Mitigated Negative Declaration will be prepared. Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines are also presented.

- E. **PERSONS AND ORGANIZATIONS CONSULTED** identifies those persons consulted and involved in preparation of this Initial Study and Mitigated Negative Declaration.
- F. **SOURCES** section lists bibliographical materials used in preparation of this document.

B. DESCRIPTION OF THE PROPOSED BELLFLOWER 3 PROJECT

1. LOCATION OF THE PROPOSED BELLFLOWER 3 PROJECT

The proposed Bellflower 3 project is located within the City of Bellflower, which is situated in southeastern Los Angeles County, California. The City is bounded by the Cities of Norwalk, Downey, Paramount, Lakewood, Long Beach, and Cerritos. The 1.68-acre Bellflower 3 project is located southeast of the intersection of Artesia Boulevard and Bellflower Boulevard. The addresses and APNs for the project site are 9908 through 9922 Artesia Boulevard (APNs: 7161-008-001; 7161-008-002; 7161-007-004; and 7161-007-005). Refer to Exhibits 1 and 2 which provide the Project Location Map and a Project Site Plan, respectively.

2. DESCRIPTION OF THE PROPOSED BELLFLOWER 3 PROJECT

The following describes the proposed project; onsite and surrounding land uses; General Plan and Zoning designations; and required discretionary approvals for the project.

A. Description of the Bellflower 3 Project

The following describes the project's building type designs, site plan design, parking, architecture, and open space and landscaping.

- **Building Type Design:** The project proposes 32 total attached condominium units within five buildings at a density of 19.05 DU/AC. The five buildings, numbered Building 1 (Building 400) through Building 5 (Building 100) will be constructed as follows:

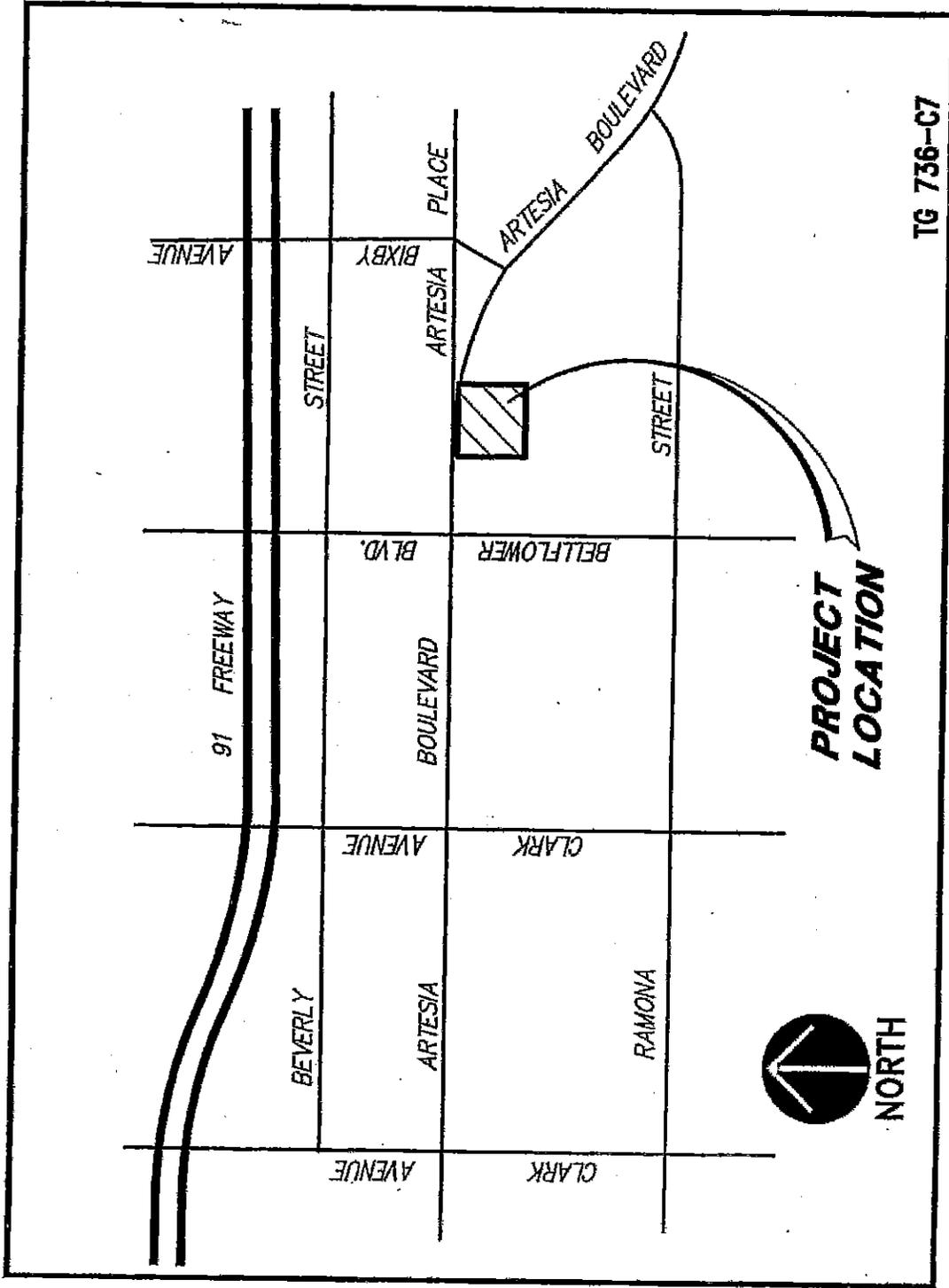
Building 1 (Building 400): Will be a four-unit, mixed-use, two-story building comprised of 6,343 SF of ground floor space and 6,500 SF of second floor space for a total of 12,843 SF. The ground floor will include 3,600 SF of commercial space. Each residential unit will measure 1,710 SF. The front of each unit will face Artesia Boulevard.

The ground floor for each of the units within Building 1 will allow retail/commercial activities. The type of anticipated businesses will be neighborhood-scale and will likely include office and general commercial-type uses. The type of business will be determined by the Bellflower Municipal Zoning Code.

Building 2 (Building 300): Will be a ten-unit, three-story residential building, comprised of 7,367 SF of ground floor space; 7,152 SF of second floor space; and 7,234 SF of third floor space for a total of 21,753 SF. Units will measure between 1,536 SF and 1,856 SF. The units will be constructed around a concrete courtyard, which will provide entry to each unit.

Building 3 (Building 200): Will be an eight-unit, three-story residential building, comprised of 5,935 SF of ground floor space; 5,730 SF of second floor space; and 5,902 SF of third floor space for a total of 17,567 SF. Units will measure between 1,545 SF and 1,887 SF. The units will be constructed around a concrete courtyard, which will provide entry to each unit.

Exhibit 1 – Location of the Project Site



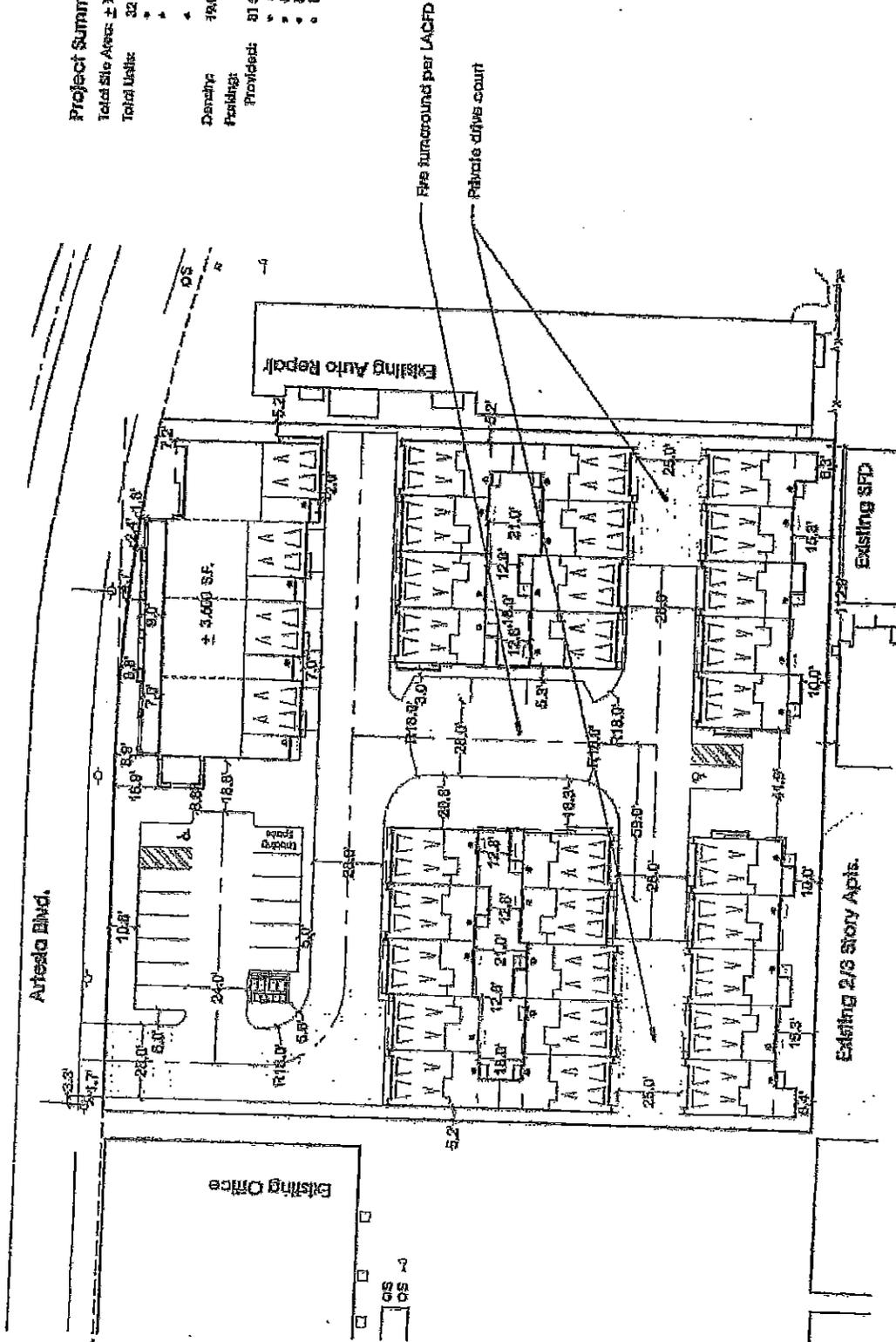
TG 736-C7

VICINITY MAP

N.T.S.

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Exhibit 2 – Project Site Plan



- Project Summary**
- Total Site Area: ± 1.80 Acres
 - Total Units:
 - 32 Homes
 - (A) Urban Flats
 - (B) 3-Story Courtyard Townhomes
 - 3,600 S.F. Commercial Space
 - 19,051 Homes per Acre
 - Demographic:
 - 81 Spaces (2.5 spaces per home)
 - Storage
 - Penthouse
 - Head Inc.
 - Loading
 - Provided:
 - 64 Spaces
 - 3 Spaces (10' x 22')
 - 13 Spaces (9' x 20')
 - 1 Space (10' x 30')

Notes

1. See plans for proposed project details.
2. All dimensions are in feet and inches.
3. All dimensions are to the centerline of the street.
4. All dimensions are to the centerline of the street.
5. All dimensions are to the centerline of the street.
6. All dimensions are to the centerline of the street.
7. All dimensions are to the centerline of the street.

Conceptual Site Plan
Bellflower 3 Site
 Bellflower, CA
 City Ventures



W
 WILLIAM HERMANN
 ARCHITECTS INC.
 10000 WILSON BLVD
 SUITE 100
 BELLFLOWER, CA 90706
 (562) 251-1111
 FEBRUARY 11, 2016

Building 4 (Building 100): Will be a five-unit, three-story residential building, comprised of 3,708 SF of ground floor space; 3,615 SF of second floor space; and 3,577 SF of third floor space for a total of 10,900 SF. Units will measure between 1,536 SF and 1,844 SF. The front of each unit will face the rear property line.

Building 5 (Building 100): Will be a five-unit, three-story residential building, comprised of 3,708 SF of ground floor space; 3,615 SF of second floor space; and 3,577 SF of third floor space for a total of 10,900 SF. Units will measure between 1,536 SF and 1,844 SF. The front of each unit will face the rear property line.

- **Site Plan Design:** The project site plan shows that Building 1 will be constructed at the northeast corner of the project site, facing Artesia Boulevard. Buildings 2 and 3 will be constructed within the middle of the project site. Buildings 4 and 5 will be constructed along the southern boundary of the project site. A 12 space parking lot will be located along the northwest corner of the project site, near the project's entry driveway. This parking lot will also include a trash enclosure and loading space. The entry driveway will be 28 feet wide and have decorative pavement. A single 28-foot wide drive aisle/fire lane with decorative paving will run in the north-south direction. Two east-west alleys/fire lanes will connect with this drive aisle. One 28-foot wide alley will run between Building 1 and Buildings 2 and 3. The other 25-foot alley will run between Buildings 2 and 3 and Buildings 4 and 5. Two courtyards will also provide pedestrian entry to units in Buildings 2 and 3.

Two easements are proposed within the drive aisles and alleys for emergency access, ingress and egress, and public utility purposes (electrical, telephone, CATV, gas, sewer, and water).

- **Parking:** The project will provide 81 total parking spaces. Each unit will be provided with a two-car garage at the ground level (64 parking spaces). The aforementioned parking lot along Artesia Boulevard will include 12 parking spaces. Four other parking spaces will be provided along the drive aisles. A loading space will also be provided within the parking lot.
- **Architecture and Floor Plans:** The project buildings will be designed with contemporary architectural features. The buildings will have flat roofs with parapets, cable trellises, stucco finishes painted with earth-tone colors like brown and green, fiber cement siding, vinyl windows, metal railings, wood columns, metal awnings, and garages with metal sectional roll-up doors. The height of most of the buildings will be under 40 feet from ground to top of parapet. However, some of the buildings may be increased to 42 feet to allow parapets to shield rooftop mechanical equipment.

Three plan types are being offered (Plans 1 through 3). Plan 1 units, which include Plan 1A, 1B, 1C, and 1D, will offer two bedrooms, den, and two bathrooms. Plan 2 units, which include Plan 2A, 2B, 2C, and 2D, will offer three bedrooms, den, and 2.5 bathrooms. Plan 3 units, which include Plan 3A, 3B, 3C, 3D, 3DX, 3E, 3F, and will offer three bedrooms, den, and 2.5 bathrooms.

- **Landscaping and Open Space:** The project will provide approximately 8,000 SF of open space area which represents about 11 percent of the project site. In addition, each unit will be provided with decks and patio areas. The landscaping improvements will be provided throughout the project site. Shrubs and trees will

be provided along the northern and southern boundaries of the project site; around the parking lot; along the north-south drive aisle; along the garage doors of Building 1; and along the courtyards for Buildings 2 and 3.

B. Onsite and Surrounding Land Uses

The project site is currently used as a vehicle storage parking lot for Kia Motors. No vegetation or trees are located onsite. However, street trees front the project site along Artesia Boulevard. No easements are located onsite. Existing surrounding land uses include commercial buildings to the north; an existing automotive building to the east; a commercial building and parking lot to the west; and apartments to the south.

C. General Plan and Zoning Designations

The project site is designated by the Bellflower General Plan as "I Industrial" and the Zoning Map as M-1 (Light Industrial). The General Plan allows Mixed Use development projects to occur if said project is being created "in order to accommodate innovation in land use planning, both in existing commercial and multi-family residential areas", and to allow commercial and residential development on a single lot. The General Plan allows approval of a Mixed Use development with "an overlay zone or Specific Plan in order to augment existing uses, therefore, adding value and an inducement to private investment." The proposed project will comply with the General Plan by establishing an overlay zone on the project site and rezoning the project site to M-1 PD (Light Industrial-Planned Development). This will be further discussed in the next section.

D. Required Discretionary Approvals

The following describes those discretionary approvals that are required to implement construction of the proposed project. This environmental document provides the necessary environmental analyses and clearance for these discretionary approvals.

- **Zone Change:** As discussed, the underlying zoning for the project site is M-1 (Light Industrial). The General Plan requires an overlay zone or Specific Plan to allow mixed use development. In accordance with the General Plan, the proposed project will establish an overlay zone and will rezone the project site to M-1 PD (Light Industrial-Planned Development). As required by the Planned Development Overlay Zone, a precise plan will be reviewed and approved by the City, which provides the appropriate design and development standards and guidelines to allow for the residential and commercial/retail uses being proposed. The precise plan provides the land use mechanism to guide the development of the existing site into an innovative, creative and livable residential neighborhood, with complimentary commercial businesses by utilizing innovative urban design techniques and development implementation measures to promote a unique and "walkable" development project within the boundaries of the City of Bellflower.
- **Tentative Tract Map No. 74043:** The project site is currently comprised of four separate lots. The tentative tract map is required to consolidate the project site into one single lot. The tentative tract map is presented on Exhibit 3.

3. SCOPE OF ENVIRONMENTAL ANALYSIS

This Initial Study and Mitigated Negative Declaration will provide the environmental clearance and evaluations resulting with the proposed project, including all required discretionary approvals. Specific mitigation measures are recommended in this document to reduce any potential environmental impact to an insignificant level. Existing City regulations, programs, requirements, and procedures that would reduce potential impacts will be referenced but are not considered specific mitigation measures, since these regulations, programs, etc. would be required for any development in the City, including the proposed project. References made in this environmental document relating to the "proposed project" will include not only design of the proposed Bellflower 3 project, but also the various discretionary approvals that are required.

4. INCORPORATION BY REFERENCE AND TIERING

In accordance with CEQA Guidelines, this Initial Study and Mitigated Negative Declaration shall "incorporate by reference" and "tier" applicable discussions from the document entitled "City of Bellflower General Plan EIR", prepared in Lockman and Associates in 1991, as appropriate.

The following cites sections from CEQA that explains incorporation by reference and tiering and summarizes the aforementioned EIR document.

Section 15150 (a) Incorporation by Reference of the CEQA Guidelines states: "An EIR or Negative Declaration may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of the EIR or Negative Declaration."

Section 15152 (a) Tiering states: "Tiering refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project."

The General Plan EIR provides relevant and applicable information about the existing environment and setting for the City of Bellflower. The document can be found at the Bellflower City Hall, 16600 Civic Center Drive, Bellflower CA 90706, phone: (562) 804-1424.

5. TECHNICAL STUDIES

The following technical studies were utilized in preparing this document. Applicable environmental discussions contained in this document will be based on findings and conclusions from these technical studies. Each technical study is cited in the appropriate environmental sections. These technical studies will be bound separately from this Initial Study and Mitigated Negative Declaration and can be found at the Bellflower City Hall, 16600 Civic Center Drive, Bellflower CA 90706, phone: (562) 804-1424.

- "Title Report", prepared by First American Title, in November 23, 2015.
- "9908-9922 Artesia Project Air Quality and Greenhouse Gas Impact Study City of Bellflower, California", prepared by MD Acoustics, in March 14, 2016. (Appendix A)

- "Phase I Environmental Site Assessment and Phase II Environmental Site Assessment for 9908-9922 Artesia Boulevard, Bellflower, California 90706", prepared by Stantec, in December 1, 2015. (Appendix B)
- "Preliminary Hydrology Study and Hydraulic Analysis for 9908-9922 Artesia Boulevard Tract No. 74043 in the City of Bellflower, California", prepared by C and V Consulting, in February 2, 2016. (Appendix C)
- "Acoustical Analysis Bellflower 3, 9908-9922 Artesia Boulevard, Bellflower, California", prepared by Davy and Associates, in March 23, 2016. (Appendix D)
- "9908-9922 Artesia Project Traffic Impact Analysis City of Bellflower, California", prepared by TJW Engineering, in March 10, 2016. (Appendix E)

INITIAL STUDY/ENVIRONMENTAL CHECKLIST FORM

PROJECT TITLE: Bellflower 3 Project

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

CONTACT PERSON: Jason P. Clarke
Senior Planner
562-804-1424 ext. 2248

PROJECT LOCATION: The 1.68-acre Bellflower 3 project is located southeast of the intersection of Artesia Boulevard and Bellflower Boulevard. The addresses and APNs for the project site are 9908 through 9922 Artesia Boulevard (APNs: 7161-008-001; 7161-008-002; 7161-007-004; and 7161-007-005).

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

GENERAL PLAN DESIGNATIONS: The project site is designated by the Bellflower General Plan as "I Industrial".

ZONING CLASSIFICATIONS: The underlying zoning for the project site is M-1 (Light Industrial). As allowed by the General Plan, the proposed project will establish an overlay zone and will rezone the project site to M-1 PD (Light Industrial-Planned Development). A precise plan will be reviewed and approved by the City, which provides the appropriate design and development standards and guidelines to allow for the residential and commercial/retail uses being proposed.

PROJECT DESCRIPTION: The project proposes 32 total attached condominium units within five buildings at a density of 19.05 DU/AC. Building 1 will be a four-unit, mixed-use, two-story building comprised of 6,343 SF of ground floor space and 6,500 SF of second floor space for a total of 12,843 SF. The ground floor will include 3,600 SF of commercial space. Buildings 2 through 5 will offer residential units only and will be three stories in height. 81 total parking spaces will be provided, including a 12-space parking lot along the northwest corner of the project site, near the project's entry driveway. The project buildings will be designed with contemporary architectural features and will have flat roofs with parapets, cable trellises, stucco finishes painted with earth-tone colors like brown and green, fiber cement siding, vinyl windows, metal railings, wood columns, metal awnings, and garages with metal sectional roll-up doors.

ONSITE AND SURROUNDING LAND USES AND SETTING: The project site is currently used as a vehicle storage parking lot for Kia Motors. No vegetation or trees are located onsite. However, street trees front the project

site along Artesia Boulevard. No easements are located onsite. Existing surrounding land uses include commercial buildings to the north; an existing automotive building to the east; a commercial building and parking lot to the west; and apartments to the south.

OTHER REQUIRED AGENCY APPROVALS:

Fire Department

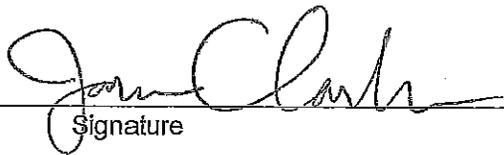
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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/GHG |
| <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: 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. A Program **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 21, 2016
Date

Jason P. Clarke
Printed Name

Date

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.

Issues	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?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
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?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
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?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	
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?			X	
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?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?				X

V. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

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:				
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Issues	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 evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
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?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
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?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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?			X	
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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 it create a significant hazard to the public or the environment?				X
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?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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?				X

IX. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?			X	
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 (e.g., 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)?			X	
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?			X	
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?			X	
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?			X	
f) Otherwise substantially degrade water quality?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within 100-year flood hazard area structures, which would impede or redirect flood flows?				X
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?				X
j) Inundation by seiche, tsunami, or mudflow?				X

X. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?			X	
b) Conflict with any applicable land use plan, policy, or regulation of an 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?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

XI. MINERAL RESOURCES. Would the project:

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

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
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?				X
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?				X
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)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. 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:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	
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?			X	
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?			X	
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
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?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
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?			X	
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?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

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

D. CHECKLIST RESPONSES

I. AESTHETICS. Would the project:

- a. Have a substantial adverse effect on a scenic vista? **No Impact.**

The City's General Plan does not identify any scenic vistas within the City or vicinity of the project site. The project site is surrounded by commercial buildings, other parking lots, and apartments. There is no opportunity for the proposed project to affect any scenic vista. Further analysis is not required at this time.

- b. Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway? **No Impact.**

The City's General Plan does not identify any scenic resources within the City or project vicinity. There is no opportunity for the proposed project to affect any scenic resource. Further analysis is not required at this time.

- c. Substantially degrade the existing visual character or quality of the site and its surroundings? **Less Than Significant Impact.**

The project site is currently utilized as a parking lot to store vehicles. Given that the project site is covered by asphalt, the site does not contain any features of visual interest. The project site is surrounded by commercial buildings, other parking lots, and apartments. The visual character and quality of the project site would not be degraded with the proposed project. On the contrary, the proposed project would improve the overall visual character and quality of the vicinity by replacing an existing parking lot with a mixed-use development that has a unifying and complimentary architectural theme, with landscaping and other amenities. Further analysis is not required at this time.

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

The project vicinity already experiences levels of light and glare due to existing neighboring commercial and apartment uses, and lights from vehicles along Artesia Boulevard. The proposed project would develop mixed land uses and therefore, new light and glare would be created from new residential and commercial uses, parking areas, security, additional vehicles entering and exiting the project site, and other sources typical of any development. Though new light and glare would be created, it is not expected that any significant impact would result due to the following reasons: First, the project vicinity already experiences levels of light and glare from onsite and surrounding commercial land uses and activities, by vehicles traveling on neighboring streets, and existing street lights. Secondly, future development would be required to comply with applicable City development and design standards that control the amount of light and illumination that could "spill over" to neighboring areas. Lights within the parking areas will be shielded and controlled. Thirdly, perimeter landscaping and screening would be provided to shield light generated by vehicles and operations of land uses. Finally, in accordance with City standards, future structures would be constructed with building materials that would not generate excessive levels of reflective glare. It is therefore, concluded that any incremental increase of light and/or glare that is generated specifically by the project would be "mixed" with the existing light and glare already generated in the vicinity. It is unlikely that any incremental increase

in light and glare will be significantly perceived by the public or any sensitive receptor. The City will review all final plans and ensure that any future development project would not substantially increase light and glare. Further analysis is not necessary.

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-agriculture use? **No Impact.**

The City of Bellflower is within the greater Los Angeles metropolitan area and is "built-out" and urbanized. Accordingly, there are no areas in the City, including the project site, that are designated Prime Farmland, Unique Farmland or Farmland of Statewide Importance. The proposed project would not have the opportunity to potentially convert any farmland into non-agricultural land or affect any Prime Farmland, Unique Farmland or Farmland of Statewide Importance. Further analysis is not required at this time.

- b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract? **No Impact.**

The City is "built-out" and urbanized. Accordingly, there are no areas in the City, including the project site, that are under a Williamson Act Contract. The proposed project would not have the opportunity to potentially conflict with any agricultural zone or any provisions of a Williamson Act contract. Further analysis is not required at this time.

- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? **No Impact.**

The City is "built-out" and urbanized. Accordingly, there are no areas in the City, including the project site, that are designated forest land or timberland. The proposed project would not have the opportunity to potentially conflict with any forest land or timberland zoning. Further analysis is not required at this time.

- d. Result in the loss of forest land or conversion of forest land to non-forest use? **No Impact.**

The City is "built-out" and urbanized. Accordingly, there are no areas in the City, including the project site, that are designated forest land. The proposed project would not have the opportunity to convert any forest land resource. Further analysis is not required at this time.

- e. 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 City is "built-out" and urbanized. Accordingly, there are no areas in the City, including the project site, that are designated Farmland. The proposed project would not have the opportunity to potentially impact or disrupt any existing Farmland. Further analysis is not required at this time.

III. AIR QUALITY. Would the project:

The following discussions are based on the findings and conclusions that were made in the document entitled, "9908-9922 Artesia Project Air Quality and Greenhouse Gas Impact Study City of Bellflower, California", which was prepared by MD Acoustics, in March 14, 2016. The Air Quality Study is included in this document as Appendix A.

- a. Conflict with or obstruct implementation of the applicable air quality plan? ***Less Than Significant Impact.***

The Air Quality Study was prepared in accordance with the requirements of CEQA (California Public Resources Code Sections 21000, et seq.) and was consistent with the methodology and emission factors endorsed by the South Coast Air Quality Management District (SCAQMD).

The EPA is responsible for global, international, and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, provides research and guidance for air pollution programs, and sets National Air Quality Standards, also known as Federal standards. There are seven common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970, including Ozone, Nitrogen Dioxide, Lead, Particulate Matter (PM10 and PM2.5), Carbon Monoxide, Particulate Matter, and Sulfur Dioxide. The Federal standards were set to protect public health, including that of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants. Primary Federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health.

The State Implementation Plan is the document prepared by each State describing existing air quality conditions and measures that will be followed to attain and maintain Federal standards. The State Implementation Plan for the State of California is administered by the CARB, which has overall responsibility for Statewide air quality maintenance and air pollution prevention.

The SCAQMD is the agency for air pollution control for the South Coast Air Basin (air basin). The City of Bellflower is located within this air basin. SCAQMD is responsible for controlling emissions primarily from stationary sources and maintains air quality monitoring stations throughout the air basin. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the AQMP for the basin. The AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the Federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded. On December 7, 2012, SCAQMD adopted the 2012 AQMP, which incorporated the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories.

The AQMP for the air basin established a program of rules and regulations administered by SCAQMD to obtain attainment of the State and Federal standards. The rules and regulations that apply to the proposed project include the following:

SCAQMD Rule 402 prohibits a person from discharging air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any persons, or which endangers the comfort, repose, health or safety of any persons, or cause injury or damage to business or property.

SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

SCAQMD Rule 1108 governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt. All asphalt used during construction of the proposed project must comply with SCAQMD Rule 1108.

SCAQMD Rule 1113 governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. All paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.

SCAQMD Rule 1186 limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract.

The Air Quality Study analyzed air quality impacts by evaluating short-term construction-related impacts and long-term operational impacts.

Construction Air Emissions

Construction-related emissions and impacts were estimated using the California Emissions Estimator Model Version 2013.2.2 (CalEEMod). Construction emissions were estimated based on model Year 2017. Construction emissions were estimated based on regional construction emissions, localized construction emissions, and toxic air contamination.

- **Regional Construction Emissions:** The project, similar with any development, is required to comply with existing SCAQMD rules (Rule 403) for reducing fugitive dust emissions regionally. The Air Quality Study estimated regional construction emissions resulting with project grading, building construction, paving, and architectural coating. Please refer to *Table 8 Regional Significance – Construction Emissions* from the Air Quality Study, which estimated the project's regional construction emissions. According to Table 8, "the construction emissions for the project would not exceed the SCAQMD's daily emission thresholds at the regional level...and therefore, would be considered less than significant." Further analysis of regional construction emission impacts is not required.
- **Localized Construction Emissions:** The Air Quality Study estimated localized construction emissions (within 25 meters of project site) resulting with project grading, building construction, paving, and architectural coating. Please refer to *Table 9 Localized Significance - Construction* from the Air Quality Study, which estimated the project's localized construction emissions.

According to Table 9, “none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptor (neighboring apartments to the south). Therefore, a less than significant local air quality impact would occur from construction of the proposed project.” Further analysis of localized construction emission impacts is not required.

- **Construction-Related Toxic Air Contaminant Impact:** The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations. Since only a limited number of heavy-duty construction equipment will be operated and the short-term duration of construction, the Air Quality Study concluded that the project would not result in a long-term (70 years) source of toxic air contaminant emissions, and therefore, concluded that “no significant short-term air contaminant impacts would occur during construction of the proposed project”. Further analysis of air contaminant impacts is not required.

Operational Air Emissions

Operational or long-term emissions will occur over the life of the project and include both area source and mobile source emissions. Area source emissions are generated from consumer product usage, heaters that consume natural gas, gasoline-powered landscape equipment, gasoline service station, and architectural coatings (painting). Mobile source emissions are generated from project motor vehicles. Operational emissions were estimated using the California Emissions Estimator Model Version 2013.2.2 (CalEEMod). Operational emissions were estimated based on regional operational emissions, localized operational emissions, and cumulative regional air quality impacts.

- **Regional Operational Emissions:** The Air Quality Study estimated regional operational emissions resulting with area sources, energy usage, and mobile sources based on the anticipated opening year of 2017. Please refer to *Table 10 Regional Significance – Operational Emissions* from the Air Quality Study, which estimated the project’s regional operational emissions. According to the Air Study, based on trip generation factors and Table 10, the “project does not exceed the corresponding SCAQMD daily emission thresholds. The operational impacts are less than significant.” Further analysis of regional operational emission impacts is not required.
- **Localized Operational Emissions:** The Air Quality Study estimated localized operational emissions resulting with area sources, energy usage, and mobile sources. Please refer to *Table 11 Localized Significance – Operational Emissions* from the Air Quality Study, which estimated the project’s localized operational emissions. According to Table 11, the project’s “operational emission rates would not exceed the LST (localized significance thresholds) for the nearest sensitive receptor at 25 meters. Therefore, the project will not result in significant localized operational emissions.” Further analysis of localized operational emission impacts is not required.
- **Cumulative Regional Air Quality Impacts:** The Air Quality Study stated that the project site is out of attainment for both ozone and PM10 particulate matter. Construction and operation of cumulative projects could further degrade the local air quality, as well as the air quality of the South Coast Air Basin. However, in accordance with SCAQMD methodology, if a project does not exceed the SCAQMD criteria, then the project would not create any cumulative impact. As discussed, the project will not result in any significant

construction or operational air quality impact. The Air Quality Study, therefore, concluded "the project does not exceed any of the thresholds of significance and therefore, is considered less than significant. Further analysis of cumulative air quality impacts is not required.

- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? **Less Than Significant Impact.**

As discussed, the Air Quality Study concluded that the proposed project would not result in any significant construction- or operational-related impacts and would be consistent with the emissions projections used to establish SCAQMD attainment objectives that reflected adopted regional and local land use plans. Therefore, it was concluded by the Air Quality Study that there will not be any significant inconsistency with the AQMP or violations to any air quality standard. Further analysis is not required at this time.

- 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. **Less Than Significant Impact.**

The Air Quality Study stated that the project site is out of attainment for both ozone and PM10 particulate matter. Construction and operation of cumulative projects could further degrade the local air quality, as well as the air quality of the South Coast Air Basin. However, in accordance with SCAQMD methodology, if a project does not exceed the SCAQMD criteria, then the project would not create any cumulative impact. As discussed, the project will not result in any significant construction or operational air quality impact. The Air Quality Study, therefore, concluded "the project does not exceed any of the thresholds of significance and therefore, is considered less than significant. Further analysis of cumulative air quality impacts is not required.

- d. Expose sensitive receptors to substantial pollutants concentrations? **Less Than Significant Impact.**

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD, in its Localized Significance Threshold Methodology (SCAQMD 2008a, page 3-2), considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as single-family residences, hospitals, and schools, etc. As discussed, the Air Quality Study determined that the apartments to the south (which are located about 25 meters of the project site) were considered sensitive receptors. The Air Quality Study, however, concluded that the construction and operations of the proposed project would not result in significant levels of air emissions and therefore, significant impacts to these neighboring receptors are not expected. Further analysis is not required at this time.

- e. Create objectionable odors affecting a substantial number of people? **Less Than Significant Impact.**

In the long-term, the proposed project will construct residential and commercial uses, passive recreational features and amenities, and landscaping which do not create objectionable odors. In the short-term, heavy-duty equipment that will be used and application of asphalt pavement during construction would emit odors.

The Air Quality Study, however, concluded that "due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project." Further analysis is not required at this time.

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? **Less Than Significant Impact.**

The City of Bellflower is within the greater Los Angeles metropolitan area and is "built-out" and urbanized. Accordingly, there are no areas in the City, including the project site, that have habitats or species that have been identified as a candidate, sensitive, or special status specie. The project site is currently utilized as a parking lot to store vehicles. There are no vegetation, shrubs, or trees located onsite within the project site. Street trees are located along Artesia Boulevard. The street trees are Frasers Photinia trees (Photinia Fraseri), which are not a sensitive tree specie. One of these street trees will be removed to allow for the project's driveway apron. It should be noted, the project will provide new trees, shrubs, and other landscaping which will offset loss of this one tree. No vegetation has been identified as a candidate, sensitive, or special status specie in any local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Further analysis is not required at this time.

- 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.**

The City is "built-out" and urbanized. Accordingly, there are no areas in the City, including the project site, that have riparian habitat or other sensitive natural communities. The proposed project would not have the opportunity to affect any riparian habitat or other sensitive natural community identified in any local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Further analysis is not required at this time.

- 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? **No Impact.**

The City is "built-out" and urbanized. Accordingly, there are no wetland areas in the City, including the project site. The proposed project would not have the opportunity to affect any federally-protected wetlands. Further analysis is not required at this time.

- 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.**

The City is "built-out" and urbanized. Accordingly, there are no areas in the City, including the project site, that are designated as a native resident or migratory

wildlife corridor. The project site is currently utilized as a parking lot to store vehicles. Existing uses that surround the project site include commercial buildings, other parking lots, and apartments. The proposed project would not have the opportunity to affect the movement of any native fish or wildlife species or any wildlife corridor. Further analysis is not required at this time.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **No Impact.**

The City does not have any local policies or ordinances that protect specific biological resources, including tree preservation. The proposed project would not have the opportunity to affect any unique or sensitive trees or other biological resources. Further analysis is not required at this time.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan? **No Impact.**

The City, including the project site, is not regulated by any Habitat Conservation Plan (HCP). The proposed project would not have the opportunity to affect any unique or sensitive habitat or HCP. Further analysis is not required at this time.

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? **Less Than Significant Impact.**

The project site is currently utilized as a parking lot to store vehicles. Existing uses that surround the project site include commercial buildings, other parking lots, and apartments. There are no known historical resources located onsite or along Artesia Boulevard and/or neighboring areas. The proposed project would not have the opportunity to potentially degrade the historical significance of any building or conflict with Section 15064.5. Further analysis is not required at this time.

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

The project site is currently utilized as a parking lot to store vehicles. Existing uses that surround the project site include commercial buildings, other parking lots, and apartments. There are no known archaeological resources located onsite or along Artesia Boulevard and/or neighboring areas. The proposed project would not have the opportunity to potentially disturb any archaeological resource or conflict with Section 15064.5. Further analysis is not required at this time.

- c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? **Less Than Significant Impact.**

The project site is currently utilized as a parking lot to store vehicles. Existing uses that surround the project site include commercial buildings, other parking lots, and apartments. There are no known paleontological resources located onsite or along Artesia Boulevard and/or neighboring areas. The proposed project would not have the opportunity to potentially disturb any paleontological resource. Further analysis is not required at this time.

- d. Disturb any human remains, including those interred outside of formal cemeteries?
Less Than Significant With Mitigation Incorporation.

In accordance with AB 52, the City consulted with eight Native American Tribal Governments. The City received letters from two of the Native American Tribal Governments, which requested that a certified Native American Monitor be onsite during all ground disturbances to protect any cultural resources which may be disturbed during construction or development. A mitigation measure has been established to comply with the request.

MITIGATION MEASURES

1. Prior to any ground disturbances, the applicant shall coordinate with the appropriate Native American Tribal Government and enter into an agreement to provide a certified Native American Monitor onsite during construction and development activities.

VI. GEOLOGY AND SOILS. Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk or 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 evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ***No Impact.***

The City of Bellflower, including the project site, is not located within any Alquist-Priolo Earthquake Fault Zoning Map study area. There is no opportunity for the proposed project to conflict with any provisions of the Fault Zoning Map or requirements of the State Geologist. Further analysis is not required at this time.

- ii. Strong seismic ground shaking? ***Less Than Significant Impact.***

The City of Bellflower, like the rest of Southern California, is located within a seismically active region as a result of being located between the North American and Pacific tectonic plates. The principal source of seismic activity will come from northwest-trending regional faults such as the San Andreas, San Jacinto, Los Alamitos, Newport-Inglewood, and Elsinore Fault Zones. The closest known active or potentially active fault near the City of Bellflower is the Newport-Inglewood-Rose Canyon Fault. The Newport-Inglewood-Rose Canyon Fault is approximately 5.6 miles to the southwest of Bellflower and is defined as a series of low, elongated hills extending from Newport Beach to Beverly Hills, including Signal and Dominguez Hills. Other faults are located about 10 miles from the City. The City, including the project site, is subject to seismic activity and ground shaking.

In general, the proposed project will be affected by future seismic activity and groundshaking to some degree. Potential seismic impacts are reduced when considering that the final plans for the proposed project will be reviewed by the City and, as required for any development project, must comply with applicable standards and requirements contained in the City Codes and California Building Code relating to construction and paving, structural foundations, etc. Compliance with these standards and requirements ensure that future construction of the proposed project would not be compromised by

any future seismic activity. Further analysis is not required at this time.

iii. Seismic-related ground failure, including liquefaction? ***Less Than Significant Impact.***

The term "liquefaction" describes a phenomenon in which saturated soil loses strength and becomes "liquefied" during strong ground shaking events. The factors known to influence liquefaction potential include soil type and depth, grain size, relative density, groundwater level, degree of saturation, and both the intensity and duration of ground shaking. The City of Bellflower is located in a portion of southeast Los Angeles County that is known for liquefaction potential. Numerous soils tests have confirmed that liquefaction potential exists for any development within the City. The City is subject to seismic activity and potential ground failure, including potential liquefaction.

Significant impacts related to ground failure and liquefaction, however, are not expected. As required of any development, all improvements will be constructed according to those appropriate standards and requirements contained in the City Codes and California Building Code relating to structural and paving construction. Compliance with these standards and requirements ensure that future construction would not be compromised by any future seismic activity, including liquefaction. Further analysis is not required at this time.

iv. Landslides? ***No Impact.***

The topographical character of the City of Bellflower, including the project site, is extremely flat. No severe topographical features exist within the City or project site that could potentially result in a landslide or similar ground failure. There is no opportunity for any landslide to affect the City or the project site. Further analysis is not required at this time.

b. Result in substantial soil erosion or the loss of topsoil? ***Less Than Significant Impact.***

The proposed project would require site work and grading, which could result in soil erosion and loss of topsoil. Significant impacts, however, are not expected for the following reasons. First, the project site is relatively flat and previously graded and therefore, extensive site work and grading are not required for the proposed project. The entire project site is currently covered with impervious surfaces and used as a parking lot to store vehicles. Secondly, as required for any construction, an erosion control plan will be prepared for the proposed project which will explain how soil erosion and potential topsoil loss would be further controlled. Substantial soil erosion or topsoil loss would not result with the proposed project. Further analysis is not required at this time.

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? ***Less Than Significant Impact.***

The City of Bellflower is on the south-sloping Los Angeles Coastal Plain and along the western bank of the San Gabriel River. According to the document entitled, "Phase I Environmental Site Assessment and Phase II Environmental Site Assessment for 9908-9922 Artesia Boulevard, Bellflower, California 90706"

(Appendix B), prepared by Stantec, in December 1, 2015, soils within the City are predominantly Quaternary aged alluvial soils consisting of sands and silt, and Sedimentary Bedrock. Given that the project site and surrounding areas have already been developed and urbanized, it is concluded that soils are stable and capable of supporting the proposed project and will not result in any substantial risks to life or property. As discussed, the entire project site is currently covered with impervious surfaces and used as a parking lot to store vehicles. Further analysis is not required at this time.

- 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? ***Less Than Significant Impact.***

The City of Bellflower is on the south-sloping Los Angeles Coastal Plain and along the western bank of the San Gabriel River. Soils within the City are predominantly Quaternary aged alluvial soils consisting of sands and silt, and Sedimentary Bedrock. These surface sediments consist of unconsolidated gravel, sand, silt and clay that are approximately 200 feet in thickness. Underlying soils are not defined as expansive under Table 18-1-B of the California Building Code. In addition, given that the project site is already developed and urbanized as a parking lot for vehicle storage, it is concluded that soils are stable and capable of supporting the proposed project and will not result in any substantial risks to life or property. Further analysis is not required at this time.

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ***No Impact.***

The proposed project will connect to the County sewer and will not utilize any alternative wastewater disposal system, including septic tanks. Further analysis is not required at this time.

VII. GREENHOUSE GAS EMISSIONS. Would the project:

The following discussions are based on the findings and conclusions that were made in the document entitled, "9908-9922 Artesia Project Air Quality and Greenhouse Gas Impact Study City of Bellflower, California", which was prepared by MD Acoustics, in March 14, 2016. The Air Quality Study is included in this document as Appendix A.

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

Gases that trap heat in the atmosphere are commonly referred to as "greenhouse gases" (GHG) because they function like a greenhouse by letting light in while preventing heat from escaping. Naturally occurring GHGs include water vapor, carbon dioxide (CO₂) methane (CH₄) and nitrogen dioxide/oxides (NO₂ and NO_x). The natural accumulation of GHGs in the atmosphere has a warming effect on the Earth's temperature. Without these natural GHGs, the Earth's temperature would be cooler.

Greenhouse gas emissions that will be generated by the proposed project were calculated for construction and operational activities. Determination of impacts was based on CEQA and City of Bellflower Guidelines, which utilized a threshold of 3,000 metric tons of CO₂ per year.

Construction Greenhouse Gas Emissions Impact

According to the Air Quality Study, construction activities, which will include grading, building construction, paving, and coating will total 254 metric tons of CO2 per year, which is below the significance thresholds of CEQA and the City of Bellflower. Please refer to Table 12, Construction Greenhouse Gas Emissions, of the Air Quality Study which summarized construction emission levels. The proposed project will not result in any significant short-term construction GHG emissions impact. Further analysis is not required at this time.

Operational Greenhouse Gas Emissions Impact

According to the Air Quality Study, operational activities, which will include emissions from area, energy, and mobile sources; water, and waste will total 978 metric tons of CO2 per year, which is below the significance thresholds of CEQA and the City of Bellflower. Please refer to Table 13, Project Greenhouse Gas Emissions During Operation, of the Air Quality Study which summarized operational emission levels. The proposed project will not result in any significant long-term operations GHG emissions impact. Further analysis is not required at this time.

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

As regulatory background, the Air Quality Study referenced all of the International, National, and California laws, plans, policies, and regulations relating to greenhouse gases (Please refer to pages 9 through 17 of the Air Quality Study). The Air Quality Study concluded that "the project will be subject to the policies and ordinances pertaining to air quality and climate change stated in the City's...General Plan. Although the project would generate greenhouse gas emissions, either directly or indirectly, these emissions are short-term and not considered to have significant impact on the environment." The proposed project will not conflict with any plan, policy, or regulation relating to greenhouse gas reduction. Further analysis is not required at this time.

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? ***Less Than Significant Impact.***

A hazardous material is defined as any material that due to its quantity, concentration, physical or chemical characteristics, poses a significant present or potential hazard to human health or to the environment if released. Hazardous materials include, but are not limited to, inorganic and organic chemicals, solvents, mercury, lead, asbestos, paints, cleansers, or pesticides.

A Phase I and Phase II Environmental Site Assessment (ESA) was prepared for the project site, entitled, "Phase I Environmental Site Assessment and Phase II Environmental Site Assessment for 9908-9922 Artesia Boulevard, Bellflower, California 90706" (Appendix B), prepared by Stantec, in December 1, 2015. The ESA researched the past ownership and uses of the project site consistent with good commercial or customary practice as outlined by the ASTM in "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process", Designation E1527-13 to identify adverse environmental conditions including recognized environmental conditions (RECs). The ASTM E1527-13 standard identified RECs, including historical recognized environmental

conditions (HRECs) and controlled recognized environmental conditions (CRECs) that could exist at the project site. The term "recognized environmental conditions" means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property:

- Due to any release to the environment.
- Under conditions indicative of a release to the environment.
- Under conditions that pose a material threat of a future release to the environment.

The ESA was prepared based on user-provided information, records review, historical records review, site reconnaissance, interviews, and vapor encroachment records.

The ESA identified the following environmental issues:

- **Potential Soil Vapor Impacts:** After a review of the environmental database report, and the supplemental aerial photography package, the ESA determined that multiple automobile repair facilities were located to the west and east of the project site. Due to a potential for releases from those facilities, the ESA originally recommended collecting soil vapor samples along the property boundary near those facilities to evaluate the potential for soil vapor encroachment.

To address the potential for soil vapor intrusion, the ESA dug four borings. In each boring a soil vapor probe was installed at a depth of five feet below the ground surface. Various volatile organic compounds (VOCs) were detected in all of the soil vapor samples. In determining the significance of these samples, the ESA used the U.S. Environmental Protection Agency Regional Screening Levels (RSLs) for residential uses and a Department of Toxic Substances Control (DTSC) attenuation factor of 0.001 for screening purposes. The investigation reported VOC concentrations that were well below their respective residential RSLs. Therefore, the ESA concluded that the adjacent properties did not represent a REC or a human health risk. Further investigation regarding this issue was not required.

- **Petromat:** Since the project site is covered with asphalt, a fabric material known as petromat is commonly used in the construction of asphaltic roadways and parking areas. Asbestos materials could be used in conjunction with this petromat. The ESA, therefore, originally recommended collecting and inspecting asphalt cores throughout the parking areas to inspect the petromat, for asbestos. However, it was later determined that petromat was not identified in the asphalt cores. Therefore, the ESA concluded that petromat did not represent an environmental concern to the project site. Further investigation regarding this issue was not required.

To further ensure that potential impacts relating to hazardous conditions would not result, the proposed project, similar to any other development, would be required to comply with appropriate Federal, State, and City regulations relating to control of hazardous materials, including Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code. These regulations were established at the State level to ensure compliance with Federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. These regulations, as appropriate, could be monitored by the State (e.g., Cal Occupational Safety and Health Administration

(OSHA) in the workplace or DTSC for hazardous waste), and/or local jurisdictions (e.g., the Los Angeles County Fire Department and the Los Angeles County Environmental Health Division). As noted, these foregoing Federal and State regulations are standard and required of any development and therefore, are not considered specific mitigation measures for the proposed project. Further analysis is not required at this time.

- 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? **Less Than Significant Impact.**

Construction and operations of the proposed project could accidentally release hazardous materials into the environment which could upset the public. Significant impacts and risks, however, are not expected. Compliance with those applicable standard Federal and State regulations that were described in "Response a" would ensure that potentially significant impacts would not result. Further analysis is not required at this time.

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

Las Flores School, located at 10039 East Palm Street, and St. Bernards Elementary School, located at 9647 Beach Street are located north of the project site. Thomas Jefferson School, located at 10027 East Rose Street, is located to the south. Though these nearby schools could be potentially be impacted by hazardous emissions and materials, any impact would not be considered significant since the proposed project would comply with those standard Federal and State regulations that were described in "Response a" relating to control of hazardous materials. The City will ensure that all potentially hazardous materials will be contained within the project site. Offsite areas such as the aforementioned schools would not be significantly affected by hazardous materials or substances. Further analysis is not required at this time.

- 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.**

The project site is not located on any list of hazardous materials sites that was compiled pursuant to Government Code Section 65962.5. Therefore, there is no opportunity for the proposed project to conflict with Government Code Section 65962.5. Further analysis is not required at this time.

- 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 project site is located approximately five miles from Long Beach Airport and is not located within the sphere of the airport's land use plan. The City and project site is, therefore, not subject to the provisions of any airport land use plan. There is no opportunity to expose any people within the City of Bellflower or project site to potential safety hazards. The proposed project will not be impacted by any airport land use plan. Further analysis is not required at this time.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? **No Impact.**

The project site is not within the vicinity of a private airstrip that would create potential hazards. There is no opportunity to expose any people residing or working in the vicinity to potential safety hazards. The proposed project will not be impacted by any private airstrip. Further analysis is not required at this time.

- g. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? **Less Than Significant Impact.**

The proposed project will not impede or interfere with any traffic movements along Artesia Boulevard. Emergency vehicles traveling along this particular street and connecting roads will not be significantly impacted. The proposed project will not conflict with the City's emergency response and/or emergency evacuation plans. Further analysis is not required at this time.

- 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.**

The City and the project site are not designated as a wildfire zone. There is no opportunity for any wildland fire to occur and expose people or structures to fire hazards. The proposed project will not be impacted by any wildfire. Further analysis is not required at this time.

IX. HYDROLOGY AND WATER QUALITY. Would the project:

- a. Violate any water quality standards or waste discharge requirements? **Less Than Significant Impact.**

The proposed project would require site work and grading. Any construction activity could result in soil erosion and loss of topsoil which could then affect water quality. Significant impacts, however, are not expected for the following reasons. First, the project site was previously graded and covered with asphalt and other impervious surfaces, and therefore, extensive grading is not required for future construction. Secondly, as required for any development, the proposed project would be required to comply with provisions and requirements of the National Pollution Discharge Elimination System (NPDES), the Storm Water Pollution Prevention Plan, and Stormwater Post Construction BMP Plan. The following summarizes these provisions and requirements:

- If the project is over one acre, a Storm Water Pollution Prevention Plan (SWPPP) will be required per the State Construction General Permit Order.
- If the project constructs (a) one acre or more of disturbed area and adding more than 10,000 square feet of impervious surface; (b) commercial with 10,000 or more square feet of surface area; or (c) a parking lot of 5,000 square feet or more or with 25 or more parking spaces, then a Stormwater Post Construction BMP Plan (SUSMP) will be required per the MS4 Permit Order No. R4-2012-0175. The design capture volume will be required to be retained on site. The SUSMP will need to be approved by the Building Department and recorded with the County Recorder.

The project site is 1.68 acres and exceeds the one acre threshold and therefore, is required to prepare a SWPPP and SUSMP. These documents will describe feasible methods for alleviating any potential water quality impacts and ensuring compliance with the provisions and requirements of the NPDES. In addition, as typical of any development, an erosion control plan will also be required which will explain how soil erosion and potential topsoil loss will be further controlled during construction. Substantial soil erosion or topsoil loss would not result with the proposed project. Compliance with the provisions and requirements of the Regional Water Quality Board ensures that the proposed project will not violate any water quality standards or waste discharge requirements. Control of potential erosion would further reduce the likelihood that any water quality standard or waste discharge requirement would be violated. Potentially significant water quality impacts will not result. Further analysis is not required at this time.

- 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? ***Less Than Significant Impact.***

The document entitled, "Phase I Environmental Site Assessment and Phase II Environmental Site Assessment for 9908-9922 Artesia Boulevard, Bellflower, California 90706" (Appendix B), prepared by Stantec, in December 1, 2015 indicated that the groundwater depth for the project site was about 13.5 feet below the ground surface. The proposed project will not significantly impact the regional groundwater supplies or recharge due to the following reason. The City of Bellflower and project vicinity are predominantly developed and covered with impervious surfaces. Therefore, the City and project vicinity are not considered a significant groundwater recharge area for the region. This reduces the ability for any development within the City, including the proposed project, to significantly deplete regional groundwater supplies or recharge. Further analysis is not required at this time.

- 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? ***Less Than Significant Impact.***

Onsite drainage will flow to the front of the project site for storage and bio-infiltration under the proposed parking lot along Artesia Boulevard. The underground bio-infiltration chambers are intended to fill from the first flush and small storm flows from the site and then bio-infiltrate into the soil over a 72-hour period. Larger drainage flows will utilize the surrounding streets for conveyance by utilizing the existing overflow storm drain system. In summary, drainage flow will be safely conveyed through the site for discharge into the bio-infiltration chamber first; then to the overflow drain once the chambers are at capacity; then to Artesia Boulevard through a parkway culvert. The proposed project will be graded in the northern direction, which will allow runoff to be collected and discharged into Artesia Boulevard. The proposed project will not substantially alter the drainage pattern of the project site or vicinity, or result in any substantial erosion or siltation. The San Gabriel River, which runs in the north-south direction through the City, will not be altered. Significant impacts will not result. Further analysis is not required at this time.

- 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? **Less Than Significant Impact.**

Onsite drainage will flow to the front of the project site for storage and bio-infiltration under the proposed parking lot along Artesia Boulevard. The underground bio-infiltration chambers are intended to fill from the first flush and small storm flows from the site and then bio-infiltrate into the soil over a 72-hour period. Larger drainage flows will utilize the surrounding streets for conveyance by utilizing the existing overflow storm drain system. In summary, drainage flow will be safely conveyed through the site for discharge into the bio-infiltration chamber first; then to the overflow drain once the chambers are at capacity; then to Artesia Boulevard through a parkway culvert. The proposed project will be graded in the northern direction, which will allow runoff to be collected and discharged into Artesia Boulevard. The proposed project will not substantially increase the rate or amount of runoff such that flooding would occur onsite. The San Gabriel River, which runs in the north-south direction through the City, will not be altered. Significant impacts will not result. Further analysis is not required at this time.

- 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? **Less Than Significant Impact.**

The document entitled, "Preliminary Hydrology Study and Hydraulic Analysis for 9908-9922 Artesia Boulevard Tract No. 74043 in the City of Bellflower, California" (Appendix C), was prepared by C and V Consulting, in February 2, 2016 to calculate the amount of stormwater runoff generated onsite and describe project drainage improvements.

The proposed project will cover the project site with impervious surfaces, as similar with the existing parking lot. Therefore, the proposed project will not result in the generation of additional runoff that would exceed the capacity of the existing drainage system. The drainage system is able to accommodate the proposed project.

The project site currently sheet flows in the easterly direction to Artesia Boulevard and then to the Los Cerritos Channel via catch basins and a 24-inch reinforced concrete pipe. The Hydrology Study indicated that the project's onsite drain system will be designed to accommodate the 50-year storm. Onsite drainage will flow to the front of the project site for storage and bio-infiltration under the proposed parking lot along Artesia Boulevard. The underground bio-infiltration chambers are intended to fill from the first flush and small storm flows from the site and then bio-infiltrate into the soil over a 72-hour period. Larger drainage flows will utilize the surrounding streets for conveyance by utilizing the existing overflow storm drain system. In summary, drainage flow will be safely conveyed through the site for discharge into the bio-infiltration chamber first; then to the overflow drain once the chambers are at capacity; then to Artesia Boulevard through a parkway culvert. The proposed project will not create or contribute runoff at such excessive levels that would exceed the existing and planned drainage system. Further analysis is not required at this time.

- f. Otherwise substantially degrade water quality? **Less Than Significant Impact.**

As discussed, the proposed project will be required to prepare a SWPPP and

SUSMP. An erosion control plan will also be required which will explain how soil erosion and potential topsoil loss will be controlled during construction. Substantial soil erosion or topsoil loss would not result. Compliance with these provisions and with requirements of the Regional Water Quality Board ensures that the proposed project will not violate any water quality standards or waste discharge requirements. Control of potential erosion would further reduce the likelihood that any water quality standard or waste discharge requirement would be violated. Potentially significant water quality impacts will not result. Further analysis is not required at this time.

- g. Place housing within a 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 City, including the project site, is not located within any 100-year flood hazard area as mapped on any Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map. Flood Insurance Rate Map 060102 0005A indicated that the project site was in Zone X, which are areas outside the 500-year flood. The City is located within southeastern Los Angeles County, which is within the geographical flood plain area of the San Gabriel River. In 2002, the Los Angeles County Flood Control District improved the existing San Gabriel River Channel by providing concrete sides and bottom to reduce the potential for flooding. As a result, FEMA no longer requires residents of Bellflower to maintain flood insurance. Potential flood hazards are not expected. The proposed project will not conflict with any FEMA map or regulation. Further analysis is not required at this time.

- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? **No Impact.**

As discussed, the project site is not located within any 100-year flood plain as a result of improvements to the San Gabriel River Channel. There is no opportunity to place any structures within a flood plain that could potentially impede or redirect flood flows. The proposed project will not be significantly impacted by any flood hazard. Further analysis is not required at this time.

- 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.**

As discussed, the project site is not located within any 100-year flood plain as a result of improvements to the San Gabriel River Channel. There is no opportunity to expose any people or structures to flood hazard. Furthermore, there are no levees or dams in the area that could potentially expose the City to hazards. The proposed project will not be impacted by any flood hazard. Further analysis is not required at this time.

- j. Inundation by seiche, tsunami, or mudflow? **No Impact.**

The topographical character of Bellflower is relatively flat. No severe topographical features exist within Bellflower, including the project site, that would potentially result in a landslide or similar ground failure. There is no opportunity for any mudflow to affect the City. Furthermore, the City is urbanized and located away from the ocean. There is no opportunity for the project site to be affected by seiches or tsunamis. The proposed project will not be impacted by any of these hazards. Further analysis is not required at this time.

X. LAND USE AND PLANNING. Would the project:

- a. Physically divide an established community? ***Less Than Significant Impact.***

The proposed project will provide a mix of residential and commercial uses, which are consistent with the existing land uses that neighbor the project site. The proposed residential and commercial land uses will not physically divide the community. Further analysis is not required at this time.

- 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? ***Less Than Significant Impact.***

The project site is currently designated by the Bellflower General Plan as "Industrial" and the Zoning Map as M-1 (Light Industrial). The General Plan allows Mixed Use development projects to occur if said project was being created "in order to accommodate innovation in land use planning, both in existing commercial and multi-family residential areas", and to allow commercial and residential development on a single lot. The General Plan allows approval of a Mixed Use development with "an overlay zone or Specific Plan in order to augment existing uses, therefore, adding value and an inducement to private investment." The proposed project will comply with the General Plan by establishing an overlay zone on the project site and rezoning the project site to M-1 PD (Light Industrial-Planned Development). As required by the Planned Development Overlay Zone, a precise plan will be reviewed and approved by the City, which provides the appropriate design and development standards and guidelines to allow for the residential and commercial/retail uses being proposed. The precise plan provides the land use mechanism to guide the development of the existing site into an innovative, creative and livable residential neighborhood, with complimentary commercial businesses by utilizing innovative urban design techniques and development implementation measures to promote a unique and "walkable" development project within the boundaries of the City of Bellflower. Project implementation also requires approval of Tentative Tract Map No. 74043 which is required to consolidate the project site from four lots into one single lot. If the City approves the Zone Change, Tentative Tract Map, and precise plan, it is concluded that the proposed project will not conflict with any City land use plan, policy, and/or regulation, including the General Plan, Zoning Ordinance, etc. Further analysis is not required at this time.

- c. Conflict with any applicable habitat conservation plan or natural community conservation plan? ***No Impact.***

The City, including the project site, is not regulated by any Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). The proposed project would not have the opportunity to affect any unique or sensitive habitat, HCP, or NCCP. Further analysis is not required at this time.

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 project site and vicinity are presently urbanized and covered with impervious

surfaces as a result of existing development. Valuable mineral resources are not known to exist within the City, project vicinity or project site. There is no opportunity to impact any mineral resource that could be of value to the region and the residents of the State. The proposed project will not impact any known mineral resource. Further analysis is not required at this time.

- 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.**

The project site and vicinity are presently urbanized and covered with impervious surfaces as a result of existing development. Valuable mineral resources are not known to exist within the City, project vicinity or project site. There are no mineral resource recovery sites located within the City. There is no opportunity to impact any mineral recovery site. The proposed project will not impact any locally-important mineral resource recovery site. Further analysis is not required at this time.

XII. NOISE. Would the project result in:

The following discussions are based on the findings and conclusions that were made in the document entitled, "Acoustical Analysis Bellflower 3, 9908-9922 Artesia Boulevard, Bellflower, California", which prepared by Davy and Associates, in March 23, 2016. The Noise Study is included in this document as Appendix D.

- 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? **Less Than Significant With Mitigation Incorporation.**

The Noise Study was prepared in accordance with the requirements of CEQA and included monitoring of existing noise levels. The noise levels that were monitored at the project site were measured with a precision integrating LD 820 sound level meter that had been calibrated with a B&K 4230 Acoustical Calibrator. The sound level meter measured and displayed the equivalent noise level (LEQ) as well as the maximum and minimum noise levels during the measurement period.

The Noise Study evaluated project noise impacts based on projected traffic increases along neighboring roadways that would occur regardless of the proposed project. Caltrans, Division of Traffic Operations published the California State Highway System Book, which listed annual traffic volume trends. Based on these traffic volume trends, the Noise Study estimated that traffic volumes along neighboring streets would increase by a factor of 1.02 percent by the year 2026, thus, resulting in a 0.09 dB traffic noise increase.

The existing noise levels at the project area were measured at 73.5 dB CNEL. The primary noise source was traffic along Artesia Boulevard. With the assumed 1.02 dB noise increase due to additional traffic volumes along neighboring streets, the Noise Study concluded that the project site would experience 73.6 dB CNEL over the next 10 years.

The Noise Study indicated that an acceptable interior noise level for the proposed buildings is 45 dBA and therefore, mitigation measures were recommended to reduce noise levels and to achieve the 45 dBA noise level. The Noise Study concluded that compliance with these mitigation measures would ensure that excessive noise levels will not be generated and operations of the proposed project

will be within applicable City noise standards.

- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ***Less Than Significant With Mitigation Incorporation.***

The proposed project will not generate any significant noise impact or groundborne vibrations with compliance of mitigation measures. The proposed project will not require any pile-driving and will comply with the California Noise Insulation Standards that are enforced by the City of Bellflower. The Noise Study concluded that the proposed project will not significantly generate excessive groundborne vibrations or noise. Further analysis is not required at this time.

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ***Less Than Significant With Mitigation Incorporation.***

As discussed, the proposed project will not result in any significant noise impact with compliance of mitigation measures. Accordingly, the Noise Study concluded that the proposed project will comply with the California Noise Insulation Standards that are enforced by the City of Bellflower. The commercial component of the project will also not result in any significant noise impact, since a limited amount of commercial uses are being proposed (four live/work units). The Noise Study concluded that the proposed residential and commercial project will not substantially increase permanent noise levels in the project vicinity or City. Further analysis is not required at this time.

- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ***Less Than Significant With Mitigation Incorporation.***

Construction of the proposed project would generate temporary noise levels from construction activities and equipment. The Noise Study therefore, further evaluated potential short-term construction-related noise impacts. The Noise Study anticipated that noise would be generated by bulldozers, front-end loaders, dump trucks, scrapers, trenchers, excavators, and water trucks. Noise levels from construction activity and equipment typically range from 75 to 85 dBA at a distance of 50 feet. Those apartments located to the south are considered sensitive receptors. However, these apartments are located 82 feet (25 meters) and therefore, will not be disturbed by the equipment noise. Though significant construction-related noise is not expected, the Noise Study recommended mitigation measures to further "reduce construction noise impacts to a level of insignificance." Compliance with these mitigation measures ensures that significant construction-related noise impacts will not be experienced by neighboring land uses. Further analysis is not required at this time.

- 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 City, including the project site, is located approximately five miles from Long Beach Airport and is not located within the sphere of the airport's land use plan. The City and project site are, therefore, not subject to the provisions of any airport land use plan. There is no opportunity to expose any people residing or working

within the City of Bellflower to excessive noise levels. The proposed project will not be impacted by any airport land use plan. Further analysis is not required at this time.

- 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 City, including the project site, is not within the vicinity of a private airstrip that would create excessive noise levels. There is no opportunity to expose any people residing or working in the vicinity to excessive noise levels. The proposed project will not be impacted by any private airstrip. Further analysis is not required at this time.

MITIGATION MEASURES

Mitigation Measures for Construction Noise

1. Throughout construction activities, the contractor shall ensure the following:
 - Restrict grading and construction activities to daily operation between 7:00 AM to 7:00 PM Monday through Friday and 8:00 AM to 5:00 PM on Saturdays. There will be no work on Sundays or Federal holidays.
 - Ensure that all construction and grading equipment will be properly maintained. All vehicles and compressors shall utilize exhaust mufflers, and engine closure covers as designed by the manufacturer.

Mitigation Measures for Operations Noise

2. Prior to issuance of building permit, the building plans shall incorporate the following:
 - Roof ceiling construction shall be roofing on plywood. Batt insulation will be installed in joist spaces. The ceilings will be one layer of gypboard nailed direct.
 - All exterior walls shall be 2x4 studs 16-in o.c. with batt insulation in the stud spaces. Exteriors will be plaster or stucco. The interiors will be gypboard.
 - All north-facing perimeter windows and glass doors for Building 1, which is closest to Artesia Boulevard will be glazed with STC 29 glazing. STC 29 glazing can be provided with dual pane assembly with a 1/2" airspace. The glazing supplier should submit a test report documenting the STC 29 rating.
 - All entry doors shall be 1-3/4" solid core flush wood doors with vinyl bulb weather-stripping on the sides and top.
 - Ventilation openings in the exterior walls or roof/ceilings shall not be allowed without approved acoustical baffles.

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)? ***Less Than Significant Impact.***

The proposed project will construct a total of 32 residential units. According to the 2010 U.S. Census data, the City has a population of 76,616 persons and an average household size of 3.21 persons. Based on this average, it is estimated that ultimate construction of the proposed project could increase population by about 103 persons. This additional population represents less than a one percent increase. This increase is not considered significant. Further analysis is not required at this time.

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ***No Impact.***

There is no existing housing located within the project site. Therefore, there is no opportunity to displace any existing housing or require the construction of any replacement housing. The proposed live/work project will satisfy demands for residential and neighborhood businesses within the project vicinity. Further analysis is not required at this time.

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ***No Impact.***

As discussed, there is no existing housing located within the project site. There is no opportunity to displace any people or require the construction of any replacement housing. Further analysis is not required at this time.

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? ***Less Than Significant Impact.***

The Fire Access Plan for the proposed project described the following fire protection improvements:

- There are four public fire hydrants along Artesia Boulevard to service the project site and proposed project. In addition, the proposed project will also be installing a new public fire hydrant onsite near Building 3.
- An onsite easement for emergency access will be provided for the 28-foot fire lanes and a 28-foot fire turn-around lane. The proposed courtyards within Buildings 2 and 3 and alleys located north of Buildings 4 and 5 will be of lengths that will allow sufficient hose pulls from the fire turn-around lane.

- The units will be sprinklered with a full NFPA-13 system. Building 1 will be sprinklered with a full 13R system. Building 2 through 5 will be sprinklered with a 13D system.

The proposed project will not significantly burden the Fire Department and will be adequately serviced by the Fire Department. Further analysis is not required at this time.

ii. Police Protection? ***Less Than Significant Impact.***

The proposed 32-unit mixed-use development is not of an intensity or land use that would require the hiring of new Sheriff's Department personnel or construction of any new facilities. The Sheriff's Department will review the project's access, gate design, emergency access, line-of-sight, and other related features. Provision of those design features required by the Sheriff Department ensures that potential impacts will not result. Further analysis is not required at this time.

iii. Schools? ***Less Than Significant Impact.***

The proposed project will construct a total of 32 residential units and increase population by about 103 persons. Though this additional population could potentially impact those schools in the Bellflower Unified School District, it is believed that potentially significant impacts on the School District will not result since the population to be generated by the proposed project represents a less than one percent increase to the City's overall population, which is not considered excessive. It is concluded that existing schools and classrooms within the School District would be able to accommodate any resultant student enrollment increase. Further analysis is not required at this time.

iv. Parks? ***Less Than Significant Impact.***

As discussed, the proposed project will construct a total of 32 residential units and increase population by about 103 persons. This additional population could potentially impact those parks and recreation facilities in the City. Significant impacts, however, will not result since the population to be generated by the proposed project represents a less than one percent increase to the City's overall population, which is not considered excessive. It is concluded that existing parks and recreational facilities would be able to accommodate any resultant demands. It should be noted that the proposed project will provide onsite open space areas and recreational amenities which will help to relieve demands on City parks. Finally, the applicant will be required to comply with the City's Park Fee Ordinance (Ordinance 1118) and Public Facilities Fee Ordinance (Ordinance 1117) which further reduces any potential impact. Further analysis is not required at this time.

v. Other Public Facilities? ***Less Than Significant Impact.***

The additional 103 persons that will be generated by the proposed project could potentially impact other public facilities in the City. Significant impacts, however, will not result since the population to be generated by the proposed project represents a less than one percent increase, which is not considered excessive. In addition, the applicant will be required to comply with the City's Public Facilities Fee Ordinance (Ordinance 1117) which further reduces any

potential impact. It is concluded that existing public facilities would be able to accommodate any resultant demands. Further analysis is not required at this time.

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? ***Less Than Significant Impact.***

The additional 103 persons that will be generated by the proposed project could potentially impact those parks and recreation facilities in the City. Significant impacts, however, will not result since the population to be generated by the proposed project represents a less than one percent increase to the City's overall population, which is not considered excessive. It is concluded that existing parks and recreational facilities would be able to accommodate any resultant demands. The proposed project would not directly result in the need for additional park and recreation facilities and services. It should be noted that the proposed project will provide onsite open space areas and recreational amenities which will help to relieve demands on City parks. Finally, the applicant will be required to comply with the City's Park Fee Ordinance (Ordinance 1118) and Public Facilities Fee Ordinance (Ordinance 1117) which further reduces any potential impact. Further analysis is not required at this time.

- 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? ***Less Than Significant Impact.***

The additional 103 persons that will be generated by the proposed project could potentially impact those parks and recreation facilities in the City. Significant impacts, however, will not result since the population to be generated by the proposed project represents a less than one percent increase, which is not considered excessive. It is concluded that existing parks and recreational facilities would be able to accommodate any resultant demands. The proposed project would not burden existing park and recreation capacities nor would any recreational facilities be disturbed. It should be noted that the proposed project will provide onsite open space areas and recreational amenities which will help to relieve demands on City parks. New offsite recreational facilities would not be required. Further analysis is not required at this time.

XVI. TRANSPORTATION AND TRAFFIC. Would the project:

The following discussions are based on the findings and conclusions that were made in the document entitled, "9908-9922 Artesia Project Traffic Impact Analysis City of Bellflower, California", which was prepared by TJW Engineering, in March 10, 2016. The Traffic Study is included in this document as Appendix E.

- 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)? ***Less Than Significant Impact.***

The Traffic Study was prepared to determine whether the proposed project would substantially increase traffic to a degree that significantly impacted the load and capacity of affected streets. The Traffic Study was prepared in accordance with the

requirements of the City of Bellflower and utilized levels of services as the basis for determining whether the proposed project would result in a significant impact. Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS A (free flow with little congestion) to LOS F (severely congested conditions). The City of Bellflower utilizes the *Intersection Capacity Utilization (ICU)* analysis methodology to calculate LOS at signalized intersections. ICU is usually expressed as a percent. The percent represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. Caltrans utilizes the *2010 Highway Capacity Manual (HCM)* analysis methodology for *Signalized Intersections* to determine the operating LOS of Caltrans maintained intersections. The City of Bellflower also follows the Los Angeles Congestion Management Program (LACMP) Guidelines for traffic impact analysis contained in Appendix D of the 2010 LACMP. The LACMP requires preparation of a CMP traffic analysis at all CMP-monitored locations for those projects that add 50 or more trips during either the morning and evening peak hours. The proposed project will generate traffic that exceeds this threshold and therefore, the Traffic Study was prepared.

The Traffic Study evaluated traffic impacts for the following four intersections: (1) Bellflower Boulevard at the SR-91 westbound ramps; (2) Bellflower Boulevard at the SR-91 eastbound ramps; (3) Bellflower Boulevard at Artesia Boulevard; and (4) Woodruff Avenue at Artesia Boulevard.

The Traffic Study then compiled information and analyzed each of the aforementioned intersections based on the following six scenarios: (1) Existing Conditions; (2) Existing Plus Project Conditions; (3) Project Opening Year (2018) Without Project Conditions; (4) Project Opening Year (2018) With Project Conditions; (5) Forecast Year 2035 Without Project Conditions; and (6) Forecast Year 2035 With Project Conditions.

The Traffic Study made the following findings and conclusions relating to traffic generation and project impacts on those intersections that were studied:

- Under *Existing Conditions*, the intersections that were studied are currently operating at acceptable LOS D or better during morning and evening peak hours, except for the Bellflower Boulevard at the SR-91 eastbound ramps intersection which currently operates at LOS E during evening peak hours; and the Woodruff Avenue at Artesia Boulevard intersection which currently operates at LOS F during evening peak hours.
- The proposed project was forecasted to generate 42 trips during morning peak hours, 89 trips during evening peak hour, and 1,021 total daily trips. When applying pass-by trips and replacement of existing land uses, the Traffic Study determined that project traffic generation would be reduced and estimated that the proposed project would generate 35 net trips during morning peak hours, 67 net trips during evening peak hours, and 756 total net daily trips.
- For the *Existing Plus Project Conditions* scenario, the studied intersections will continue to operate at acceptable LOS D or better during morning and evening peak hours, except for the Bellflower Boulevard at the SR-91 eastbound ramps intersection which will continue to operate at LOS E during evening peak hours; and the Woodruff Avenue at Artesia Boulevard intersection which will continue to operate at LOS F during evening peak hours.

- For both the *Project Opening Year (2018) Without Project Conditions* and *Project Opening Year (2018) With Project Conditions* development scenarios, the studied intersections will continue to operate at acceptable LOS D during morning and evening peak hours, except for the Bellflower Boulevard at the SR-91 westbound ramps and Bellflower Boulevard at the SR-91 eastbound ramps intersections, which will operate at LOS E during morning and evening peak hours; and the Woodruff Avenue at Artesia Boulevard intersection which will continue to operate at LOS F during evening peak hours.

The Traffic Study also determined that the project driveway at Artesia Boulevard intersection will operate at acceptable LOS D or better during morning and evening peak hours.

- For both the *Forecast Year 2035 Without Project Conditions* and *Forecast Year 2035 With Project Year 2035 With Project Conditions* development scenarios, the Bellflower Boulevard at Artesia Boulevard intersection is the only studied intersection that will continue to operate at acceptable LOS D during morning peak hours. During evening peak hours, this intersection will operate at LOS E. The Bellflower Boulevard at the SR-91 westbound ramps intersection will operate at LOS E during morning and evening peak hours. The Bellflower Boulevard at the SR-91 eastbound ramps and Woodruff Avenue at Artesia Boulevard intersections will operate at LOS F during evening peak hours.

The Traffic Study also determined that the project driveway at Artesia Boulevard intersection will operate at acceptable LOS C during morning peak hours, but LOS E during evening peak hours.

- Caltrans maintains two studied intersections: (1) Bellflower Boulevard at the SR-91 westbound ramps; (2) Bellflower Boulevard at the SR-91 eastbound ramps. The Traffic Study forecasted that these two intersections will operate at LOS D or better for all scenarios with and without the proposed project. The Traffic Study concluded that “The addition of project generated trips results in no significant impacts at State Highway intersections based on Caltrans thresholds of significance.”

As discussed, the City utilizes the LACMP’s level of service threshold (LOS E) for determining whether a particular intersection would result in a significant impact. Therefore, those studied intersections that operate at LOS E or better due to the proposed project, will operate at an acceptable level. Based on the Traffic Study all studied intersections will operate at LOS E or better, except for the following intersections which will operate at LOS F:

- Woodruff Avenue at Artesia Boulevard during evening peak hours (*Project Opening Year (2018) Without Project Conditions* and *Project Opening Year (2018) With Project Conditions*).
- Bellflower Boulevard at the SR-91 eastbound ramps during evening peak hours (*Forecast Year 2035 Without Project Conditions* and *Forecast Year 2035 With Project Year 2035 With Project Conditions*).
- Woodruff Avenue at Artesia Boulevard during evening peak hours (*Forecast Year 2035 Without Project Conditions* and *Forecast Year 2035 With Project Year 2035 With Project Conditions*).

Though these intersections will experience unacceptable LOS F, the Traffic Study determined that significant impacts will not result, since the proposed project will increase traffic by less than two percent at these intersections during either morning or evening peak hours. Traffic from the proposed project will not significantly impact any of the analyzed intersections.

Please refer to the following tables from the Traffic Study which summarized the intersection analysis for the various development scenarios, including assumptions and calculations:

- Table 1 ICU - LOS & V/C Ranges
- Table 2: HCM – LOS & Delay Ranges
- Table 3: Intersection Analysis – Existing Conditions
- Table 4: Trip Generation Rates for Proposed Land Uses and Existing Land Uses to be Removed
- Table 5: Gross Trip Generation of Proposed Project – Vehicle Trips at Project Driveway
- Table 6: Net New Trip Generation of Proposed Project – Vehicle Trips Distributed to Study Intersections
- Table 7: Intersection Analysis – Existing Plus Project Conditions
- Table 8: Forecast Cumulative Project Trip Generation
- Table 9: Intersection Analysis - Project Opening Year (2018) Without Project Conditions
- Table 10: Intersection Analysis - Project Opening Year (2018) With Project Conditions
- Table 11: Intersection Analysis – Forecast Year 2035 Without Project Conditions
- Table 12: Intersection Analysis – Forecast Year 2035 With Project Conditions
- Table 13: Caltrans Intersection Analysis

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

The Los Angeles Congestion Management Program (LACMP) was developed as a means of addressing regional traffic growth and congestion as a function of land use and development decisions. The LACMP, per the Los Angeles County Metropolitan Transportation Authority, has established various methods for determining what specific projects would require CMP evaluation, including the following: (1) All CMP arterial intersections, including monitored freeway on- or off-ramp intersections, where the proposed project would add 50 or more trips during the morning and afternoon weekday peak hours; and (2) Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during the morning or afternoon weekday peak hours.

The closest CMP intersection to the project site is Lakewood Boulevard at Artesia Boulevard. The City's traffic engineer determined that given the long distance of this particular intersection to the project site, significant impacts to the Lakewood Boulevard at Artesia Boulevard will not result. The Traffic Study also made similar findings and concluded that "no CMP monitored intersections are forecast to receive 50 or more project-generated trips during either the AM peak hour or the PM peak hour...no CMP mainline freeway monitoring location is forecast to receive 150 or more project-generated trips during either the AM peak hour or the PM peak hour. Therefore, the proposed project is forecast to have no significant CMP traffic impacts". Further analysis is not required at this time.

- 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? ***Less Than Significant Impact.***

The City of Bellflower is located approximately five miles from Long Beach Airport and is not located within the sphere of the airport's land use plan. The City is not subject to the provisions of any airport land use plan. There is no opportunity to expose any people residing or working within the City of Bellflower to potential safety hazards. The proposed project will not be impacted by any airport land use plan nor does the project propose any structures that will conflict with any airport land use plan. The proposed project will not be constructed at heights (42 feet maximum) that could affect any air traffic patterns. Further analysis is not required at this time.

- d. Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (i.e., farm equipment)? ***Less Than Significant With Mitigation Incorporation.***

The Traffic Study conducted a sight distance analysis, based on intersection design standards contained in Caltrans Highway Design Manual (HDM) Topic 405, Section 405.1, and Table 405.1A; and the CA MUTCD. The analysis concluded that "based on the posted speed of 40 miles per hour on Artesia Boulevard, corner sight distance of 440 feet is required per HDM standards and the proposed project driveway". The Traffic Study concluded that the required sight distance will not be obstructed given that "there are no major obstructions existing along the south side of Artesia Boulevard such as large trees or signs and on-street parking is already restricted on the south side of Artesia Boulevard along the project's frontage." The proposed project will be required to comply with all applicable City standards and regulations relating to traffic circulation and access. The project's entry driveway has been designed to ensure that significant safety hazards will not result and that sufficient vehicular sight distance will be provided. Significant impacts related to safety and hazards are not expected. To further ensure that sufficient sight distance is provided, the Traffic Study recommended that the engineer of record verify that sufficient sight distance is provided for the project driveway. A mitigation measure is included to address this issue. Further analysis is not required at this time.

- e. Result in inadequate emergency access? ***Less Than Significant Impact.***

The Fire Access Plan for the proposed project indicated that an onsite easement for emergency access will be provided for the 28-foot fire lanes and a 28-foot fire turn-around lane. The proposed courtyards within Buildings 2 and 3 and alleys located north of Buildings 4 and 5 will be of lengths that will allow sufficient hose pulls from the fire turn-around lane. In addition, the proposed project will be required to comply with all applicable City standards and regulations relating to traffic circulation and access. The project's driveway will be designed to ensure that significant safety hazards will not result and that all driveways and access points be designed with sufficient vehicular sight distance. Adequate emergency access will be provided as necessary. Further analysis is not required at this time.

- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ***Less Than Significant Impact.***

The proposed project will be required to comply with all applicable City requirements relating to alternative transportation, including the City's Transportation Demand Management (TDM) policies and programs which reduce and manage traffic movements in the City by promoting alternative modes of transportation and the City's Capital Improvement Program relating to public transit, bicycle, and pedestrian facilities in the City. The proposed project will be accommodated by existing public transit services. In addition, the proposed project will also be required to comply with any standards and guidelines contained in the proposed Specific Plan that promote improved pedestrian movements. The proposed project will not conflict with any policies, plans, or programs of the City relating to alternative transportation options. Further analysis is not required at this time.

MITIGATION MEASURES

1. Prior to approval of Final Map 74043, the applicant's engineer of record shall confirm that sufficient sight distance is provided for the project driveway along Artesia Boulevard.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ***Less Than Significant Impact.***

The proposed project would require site work and grading. Any construction activity could result in soil erosion and loss of topsoil which could then affect water quality. Significant impacts, however, are not expected for the following reasons. First, the project site was previously graded and covered with asphalt and impervious surfaces, and therefore, extensive grading is not required for future construction. Secondly, as required for any development, the proposed project would be required to comply with provisions and requirements of the National Pollution Discharge Elimination System (NPDES), the Storm Water Pollution Prevention Plan, and Stormwater Post Construction BMP Plan. The following summarizes these provisions and requirements:

- If the project is over one acre, a Storm Water Pollution Prevention Plan (SWPPP) will be required per the State Construction General Permit Order.
- If the project constructs (a) one acre or more of disturbed area and adding more than 10,000 square feet of impervious surface; (b) commercial with 10,000 or more square feet of surface area; or (c) a parking lot of 5,000 square feet or more or with 25 or more parking spaces, then a Stormwater Post Construction BMP Plan (SUSMP) will be required per the MS4 Permit Order No. R4-2012-0175. The design capture volume will be required to be retained on site. The SUSMP will need to be approved by the Building Department and recorded with the County Recorder.

The project site is 1.68 acres and exceeds the one acre threshold and therefore, is required to prepare a SWPPP and SUSMP. These documents will describe feasible methods for alleviating any potential water quality impacts and ensuring compliance with the provisions and requirements of the NPDES. In addition, as typical of any development, an erosion control plan will also be required which will

explain how soil erosion and potential topsoil loss will be further controlled during construction. Substantial soil erosion or topsoil loss would not result with the proposed project. Compliance with the provisions and requirements of the Regional Water Quality Board ensures that the proposed project will not violate any water quality standards or waste discharge requirements. Control of potential erosion would further reduce the likelihood that any water quality standard or waste discharge requirement would be violated. Potentially significant water quality impacts will not result. Further analysis is not required at this time.

- 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? ***Less Than Significant Impact.***

Water service to the project site is provided by Bellflower Somerset Water Company (water company) via six-inch and eight-inch water lines along Artesia Boulevard. Wastewater services to the project site and the City are provided by Los Angeles County Sanitation District (LACSD). Existing eight-inch sewer lines run along Artesia Boulevard. The proposed project will provide the following water and sewer improvements. Regarding water, an onsite public water system will be constructed with water services and meters to each unit. A 13D fire sprinkler system will also service each unit from the water meter. Regarding sewer, an onsite private sewer main in the driveway will connect to the existing public sewer main along the south side of Artesia Boulevard. The proposed project will be serviced with adequate water and wastewater facilities. It should also be noted that the water company and LACSD systems are capable of accommodating any development that is consistent with the General Plan and Zoning classifications. Given that the proposed live/work project is consistent with the underlying General Plan land use designation, it can be concluded that the existing City and County's water and wastewater systems would be able to accommodate any water and wastewater demands generated by the proposed project. Sufficient water and wastewater supplies, capacities, and resources are available to service the proposed project. The proposed project will not require the construction of new water and/or wastewater treatment facilities or expansion of existing facilities. Further analysis is not required at this time.

- c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ***Less Than Significant Impact.***

The proposed project will construct an onsite storm drain pipe system that will intercept and discharge onsite runoff into a bio-infiltration and detention chamber system prior to overflow discharge into Artesia Boulevard for larger storm flows. The proposed project will be adequately accommodated by the existing and proposed drainage system. The project site is presently covered with impervious surfaces. The proposed mixed-use project will also cover the project site with impervious surfaces. Therefore, the proposed project will not result in the generation of additional runoff that would exceed the capacity of the existing drainage system. The drainage system is able to accommodate any development on the project site, regardless of land use. The proposed project will not create or contribute runoff at such excessive levels that would exceed the existing and planned drainage system. The proposed project is not of a land use or intensity that would directly require or result in the construction of new drainage facilities or expansion of existing facilities. Further analysis is not required at this time.

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

Water service to the project site is provided by Bellflower Somerset Water Company (water company) via six-inch and eight-inch water lines along Artesia Boulevard. The proposed project will provide an onsite public water system that will be constructed with water services and meters to each unit. A 13D fire sprinkler system will also service each unit from the water meter. It should also be noted that the water company will be capable of accommodating any development that is consistent with the General Plan and Zoning classifications. Given that the proposed live/work project is consistent with the underlying General Plan land use designation, it can be concluded that the existing water company's system would be able to accommodate any water demands generated by the proposed project. Sufficient water supplies, capacities, and resources are available to service the proposed project. New or expanded entitlements are not required. Further analysis is not required at this time.

- 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? **Less Than Significant Impact.**

Wastewater services to the project site and the City are provided by LACSD. Existing eight-inch sewer lines run along Artesia Boulevard. The proposed project will provide an onsite private sewer main in the driveway that will connect to the existing public sewer main along the south side of Artesia Boulevard.

It should also be noted that the LACSD will be capable of accommodating any development that is consistent with the General Plan and Zoning classifications. Given that the proposed live/work project is consistent with the underlying General Plan land use designation, it can be concluded that the existing sewer system would be able to accommodate any wastewater demands generated by the proposed project. Sufficient wastewater supplies, capacities, and resources are available to service the proposed project. The proposed project will not require the construction of new water and/or wastewater treatment facilities or expansion of existing facilities. Further analysis is not required at this time.

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

The proposed 32-unit project is not of a land use or intensity that would generate substantial amounts of solid waste that would significantly burden landfills. Significant impacts are not expected. Further analysis is not required at this time.

- g. Comply with Federal, State, and City statutes and regulations related to solid waste? **Less Than Significant Impact.**

The proposed project does not propose any land uses or intensities that would significantly conflict with any Federal, State, or City statutes or regulations related to solid waste. Further analysis is not required at this time.

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? ***Less Than Significant With Mitigation Incorporation.***

The proposed project could potentially have impacts related to cultural resources, noise, and transportation. Mitigation measures are recommended to reduce any potential impacts to insignificant levels.

The proposed project will have less than significant impacts related to aesthetics, agricultural resources, air quality, geology and soils, hazardous materials, biological resources, greenhouse gases, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems. Mitigation measures are not required.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? ***Less Than Significant With Mitigation Incorporation.***

The proposed project will result in potentially significant project impacts relating to cultural resources, noise, and transportation. Mitigation measures however, are recommended to reduce any potential significant impacts to levels of insignificance. With compliance of the recommended mitigation measures, cumulative impacts related to cultural resources, noise, and transportation are also not expected.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ***Less Than Significant With Mitigation Incorporation.***

The proposed project could potentially affect human beings in relationship to cultural resources, noise, and transportation. Mitigation measures however, are recommended to reduce any potential significant impacts to levels of insignificance. Human beings will not be significantly impacted.

E. PREPARERS OF DOCUMENT AND CONSULTED PERSONS AND AGENCIES

City of Bellflower

- Jason Clarke, Senior Planner
- Jerry Stock, City Engineer
- Duane Morita, Planning and Environmental Consultant

Other Agencies and Organizations

- Native American Tribal Governments

F. SOURCES

1. "Bellflower General Plan"; prepared by the City of Bellflower.
2. "Bellflower Zoning Ordinance"; prepared by the City of Bellflower.
3. "Phase I Environmental Site Assessment and Phase II Environmental Site Assessment for 9908-9922 Artesia Boulevard, Bellflower, California 90706", prepared by Stantec, in December 1, 2015.
4. "Title Report", prepared by First American Title, in November 23, 2015.
5. "Acoustical Analysis Bellflower 3, 9908-9922 Artesia Boulevard, Bellflower, California", prepared by Davy and Associates, in March 23, 2016.
6. "Preliminary Hydrology Study and Hydraulic Analysis for 9908-9922 Artesia Boulevard Tract No. 74043 in the City of Bellflower, California", prepared by C and V Consulting, in February 2, 2016.
7. "9908-9922 Artesia Project Air Quality and Greenhouse Gas Impact Study City of Bellflower, California", prepared by MD Acoustics, in March 14, 2016.
8. "9908-9922 Artesia Project Traffic Impact Analysis City of Bellflower, California", prepared by TJW Engineering, in March 10, 2016.

Appendices A Through E Under Separate Cover

The following Appendices A through E are bound separately from this Initial Study and Mitigated Negative Declaration. The appendices can be found at the Bellflower City Hall, 16600 Civic Center Drive, Bellflower CA 90706, phone: (562) 804-1424.

1. "9908-9922 Artesia Project Air Quality and Greenhouse Gas Impact Study City of Bellflower, California", prepared by MD Acoustics, in March 14, 2016. (Appendix A)
2. "Phase I Environmental Site Assessment and Phase II Environmental Site Assessment for 9908-9922 Artesia Boulevard, Bellflower, California 90706", prepared by Stantec, in December 1, 2015. (Appendix B)
3. "Preliminary Hydrology Study and Hydraulic Analysis for 9908-9922 Artesia Boulevard Tract No. 74043 in the City of Bellflower, California", prepared by C and V Consulting, in February 2, 2016. (Appendix C)
4. "Acoustical Analysis Bellflower 3, 9908-9922 Artesia Boulevard, Bellflower, California", prepared by Davy and Associates, in March 23, 2016. (Appendix D)
5. "9908-9922 Artesia Project Traffic Impact Analysis City of Bellflower, California", prepared by TJW Engineering, in March 10, 2016. (Appendix E)

RESPONSES TO COMMENTS DOCUMENT

**INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION 16-01
FOR THE PROPOSED BELLFLOWER 3 PROJECT**

Lead Agency:

CITY OF BELLFLOWER
16600 Civic Center Drive
Bellflower, California 90706

August, 2016

I. BACKGROUND

The City of Bellflower prepared an Initial Study and Mitigated Negative Declaration to evaluate environmental impacts resulting with the proposed Bellflower 3 project. The project proposes 32 total attached townhome units within five buildings at a density of 19.05 DU/AC. 81 total parking spaces will be provided, including a 12-space parking lot along the northwest corner of the project site, near the project's entry driveway. The project buildings will be designed with contemporary architectural features and will have flat roofs with parapets, cable trellises, stucco finishes painted with earth-tone colors like brown and green, fiber cement siding, vinyl windows, metal railings, wood columns, metal awnings, and garages with metal sectional roll-up doors.

II. PUBLIC REVIEW PROCESS (COMMENT LETTERS AND RESPONSES)

The Initial Study and Mitigated Negative Declaration document (MND) 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 Mitigated 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. Estefania Sanchez, Program Assistant 3; July 21, 2016.
- Chevron Pipe Line Co.; Mr. Dave Zerler, Contractor; July 22, 2016.
- County Sanitation Districts of Los Angeles County; Ms. Adriana Raza, Customer Service Specialist, Facilities Planning Department; July 29, 2016.
- Department of Transportation, District 7, State of California; Ms. Dianna Watson, IGR/CEQA Branch Chief; August 2, 2016.
- Gabrielino Tongva Indians of California Tribal Council; Mr. Robert F. Dorame, Tribal Chair/Cultural Resources; August 3, 2016.
- Metropolitan Transportation Authority, Los Angeles County; Ms. Elizabeth Carvaljal; August 8, 2016.
- City of Norwalk; Ms. Beth Chow, Senior Planner; August 9, 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 Mitigated 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 Mitigated Negative Declaration document (Section 15088(b) of the CEQA Guidelines).

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

According to Section 15074 of the CEQA Guidelines, the City shall "consider the proposed (Mitigated) Negative Declaration...together with any comments received during the public review process. The decision-making body shall adopt the proposed (Mitigated) 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 (Bellflower 3 project) will have a significant effect on the environment and that the (Mitigated) 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. Estefania Sanchez, Program Assistant 3; July 21, 2016.

Response to Comment 1-1: The comment indicated that the Transmission Department did not operate any facilities near the project area. The comment also provided contact information to the Southeast Distribution Region if further confirmation was necessary. The applicant will be made aware of this information. Further response is not required.

Comment Letter 2: Chevron Pipe Line Co.; Mr. Dave Zerler, Contractor; July 22, 2016.

Response to Comment 2-1: The comment indicated that the Chevron Pipe Line Company did not have any facilities near the project site. The comment also provided the names of other departments if further confirmation was necessary. The applicant will be made aware of this information. Further response is not required.

Comment Letter 3: County Sanitation Districts of Los Angeles County; Ms. Adriana Raza, Customer Service Specialist, Facilities Planning Department; July 29, 2016.

Response to Comment 3-1: The comment requested the opportunity to further confirm that there was sufficient trunk sewer capacity to accommodate the project by allowing the District to review final project plans. The applicant will be made aware of this request. Further response is not required.

Response to Comment 3-2: The comment provided information regarding discharge and sewer facilities. This information is now included in the CEQA public record. The comment also indicated that the District was empowered by the California Health and Safety Code, which allowed the District to charge connection fees. The applicant will be made aware of these fees. Further response is not required.

Response to Comment 3-3: The comment requested the opportunity to further confirm that there was sufficient trunk sewer capacity to accommodate the project by allowing the District to review final project plans. The applicant will be made aware of this request. Further response is not required.

Response to Comment 3-4: The comment confirmed that the information in the MND was current. Further response is not required.

Comment Letter 4: Department of Transportation, District 7, State of California; Ms. Dianna Watson, IGR/CEQA Branch Chief; August 2, 2016.

Response to Comment 4-1: The comment indicated that the proposed project will not result in any impacts to Caltrans facilities and stated: "Based on review, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities". Further response is not required.

Response to Comment 4-2: The comment made recommendations to include vehicle-demand-reducing strategies with the project, as appropriate. In addition, the comment reminded that any transportation of heavy construction equipment and/or materials on State Highways would require a Caltrans transportation permit. The applicant will be made aware of this information. Further response is not required.

Comment Letter 5: Gabrielino Tongva Indians of California Tribal Council; Mr. Robert F. Dorame, Tribal Chair/Cultural Resources; August 3, 2016.

Response to Comment 5-1: The comment letter confirmed that the project site has no connection to native tribes or have any culturally sensitive remains. The comment also provided the locations of where data base information relating to native tribes and cultural remains could be further found. The applicant will be made aware of these locations. Further response is not required.

Comment Letter 6: Metropolitan Transportation Authority, Los Angeles County; Ms. Elizabeth Carvaljal; August 8, 2016.

Response to Comment 6-1: The comment provided information regarding Metro bus lines and confirmed that the project will not impact Metro facilities by stating: "...the project is not expected to result in any long-term impacts on transit...". The comment also provided the contact information of the Operations Control Special Events Coordinator, who should be contacted prior to construction activities so as to confirm that construction activities would not affect the Metro bus lines. The applicant will be made aware of this information. Further response is not required.

Comment Letter 7: City of Norwalk; Ms. Beth Chow, Senior Planner; August 9, 2016.

Response to Comment 7-1: The comment indicated that the City of Norwalk had "no comments to offer at this time". Further response is not required.



A  Sempra Energy utility

Estefania Sanchez
Program Assistant 3

9400 Oakdale Blvd
Chatsworth, CA 91311

ESanchez5@semprautilities.com

July 21, 2016

City of Bellflower
16600 Civic Center Drive,
Bellflower, CA 90706

Comment Letter 1

Email: Jason Clarke jclarke@bellflower.org

Subject: Mitigated Negative Declaration for the Proposed Bellflower 3, Mixed-Use Project
- City Ventures Development at 9908-9922 Artesia Boulevard, Bellflower, CA
90706

DCF: 1124-16NC811

The Transmission Department of SoCalGas does not operate any facilities within your proposed improvement. However, SoCalGas **Southeast** Distribution Region may maintain and operate facilities within your project scope.

H

To assure no conflict with the **Southeast** Distribution's pipeline system, please contact them at (714) 634-5067.

Sincerely,

Estefania Sanchez
Program Assistant 3
ESanchez5@semprautilities.com



Dave Zerler
Conflict Inquiry Specialist

July 22, 2016

Comment Letter 2

To: Jason Clarke:

Chevron Pipe Line Company has determined that it has no facilities inside the scope of your proposed **Bellflower 3, Mixed-Use Project-City Ventures Development at 9908-9922 Artesia Boulevard, Bellflower**. If you would like further confirmation of this, utilize the USA system and a Chevron inspector will respond. 2-1

Sincerely,

Dave Zerler (Contractor)
Chevron Pipe Line Company



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

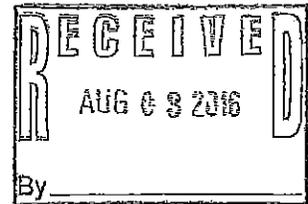
GRACE ROBINSON HYDE
Chief Engineer and General Manager

July 29, 2016

Ref. Doc. No.: 3810124

Comment Letter 3

Mr. Jason P. Clarke
Senior Planner
City of Bellflower
16600 Civic Center Drive
Bellflower, CA 90706



Dear Mr. Clarke:

Comment Letter for the Bellflower 3 Project

The County Sanitation Districts of Los Angeles County (Districts) received a Mitigated Negative Declaration for the subject project on July 21, 2016. The proposed project is located within the jurisdictional boundaries of District No. 2. We offer the following comments:

XVII. UTILITIES AND SERVICE SYSTEMS

1. Item b., page 58, response paragraph – It was noted that LACSD systems are capable of accommodating any development that is consistent with the General Plan and Zoning Classification. However, the Districts appreciate the opportunity to review individual developments within a City in order to confirm sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by the project. 3-1
2. Item e., page 59, first response paragraph – The wastewater flow originating from the proposed project will likely discharge to the 8-inch local sewer line described in the paragraph that runs along Artesia Boulevard. This local sewer line, which is not maintained by the Districts, conveys the wastewater to the Districts' Artesia Extension Trunk Sewer, located in Ramona Street west of Artesia Boulevard. The Districts' 19.95-inch lined diameter trunk sewer has a capacity of 2.3 million gallons per day (mgd) and conveyed a peak flow of 1.7 mgd when last measured in 2010. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 256.8 mgd. 3-2

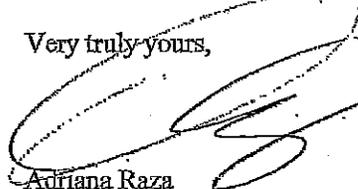
It should also be noted that the Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org.

Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

- 3. Item e., page 59, second response paragraph – As mentioned in comment no. 1, although it was noted that LACSD will be capable of accommodating any development that is consistent with the General Plan and Zoning classifications, the Districts appreciated the opportunity to review individual developments within a City in order to ensure sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by the project. 3-3
- 4. All other information concerning Districts' facilities and sewerage service contained in the document is current. 3-4

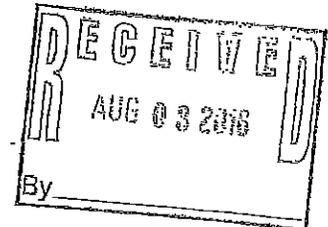
If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

 for:

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar



DEPARTMENT OF TRANSPORTATION
 DISTRICT 7, OFFICE OF REGIONAL PLANNING
 IGR/CEQA BRANCH
 100 MAIN STREET, MS # 16
 LOS ANGELES, CA 90012-3606
 PHONE: (213) 897-0219
 FAX: (213) 897-1337



*Serious drought
 Help save water!*

August 2, 2016

Mr. Jason P. Clarke
 Planning Department
 City of Bellflower
 16600 Civic Center Drive
 Bellflower, Ca 90706

Comment Letter 4

Re: Bellflower 3 Project
 Vic: LA-91/PM 9.776
 GTS# LA-2016-00052ME

Dear Mr. Clarke:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Gordon Mull Subdivision Project.

The project proposed to 32 total attached condominium units within five buildings at a density of 19.05 DU/AC. The addresses for the project site are 9908 through 9922 Artesia Boulevard.

The nearest State facility to the proposed project is State Route-91. Based on review, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

However, we encourage the City to include vehicle-demand-reducing strategies. These may include incentives for commuter to use transit, park-and-ride lots, discounts on monthly bus and rail passes, shuttle buses, vanpools, etc. To the extent that more of the population shifts to transit or alternate modes of transportation for some of their inter-regional trips, future cumulative traffic impacts to freeways may be satisfactorily mitigated.

As a reminder, any transporting of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

In the Spirit of mutual cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2016-00052ME

Sincerely,

DIANNA WATSON
 IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Duane Morita - City Ventures Development - Response to comments

From: Jason Phillip Clarke
To: Duane Morita
Date: 8/4/2016 6:01 PM
Subject: City Ventures Development - Response to comments

Comment letter 5

Duane,

Yesterday (8/3/16), I received a phone call from the person below who's been covering the City of Bellflower for about 30 years.

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
562-761-6417

Mr. Dorame indicated that he does not believe the project site has any connection to native tribes and does not have any culturally sensitive remains. He is not requesting a monitor on site nor does he think one is necessary. The last site he was aware of having sensitive remains was the former golf course site on Alondra Blvd. He recommended that the developer go to or make contact with the following locations to determine if the site has any connections to any native tribes or cultural remains: 5-1

1. Fullerton information center: To look up Indian tribes information. He believes the fee is as for LAN# \$100 an hour; and
2. The Native American Heritage Commission: For any human remains and/or sacred files.

I asked Mr. Dorame to send me a letter or email with the above information.

Jason P. Clarke, Senior Planner
City of Bellflower
16600 Civic Center Drive
Bellflower, CA 90706
jclarke@bellflower.org
Office (562) 804-1424, ext. 2248
eFax (562) 925-8660



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213-922-2000 Tel
metro.net

August 8, 2016

Comment Letter Ce

Jason Clarke
Planning Department
City of Bellflower
16600 Civic Center Drive
Bellflower, CA 90706

RE: Bellflower 3 Project-9908-9922 Artesia Boulevard-City of Bellflower-Mitigated Negative Declaration

Dear Mr. Clarke:

Thank you for the opportunity to comment on the Mitigated Negative Declaration for the proposed Bellflower 3 Project located at 9908-9922 Artesia Boulevard in the City of Bellflower. The proposed project includes 32 total attached condominium units within five buildings at a density of 19.05 DU/AC. Building 1 will be a four-unit mixed-use, two-story building comprised of 3,600 square feet of commercial space on the first floor and residential on the second floor. Building 2 will be a ten-unit, three story residential building. Building 3 will be an eight unit, three-story residential building. Building 4 will be a five-unit, three story residential building. Building 5 will be a five-unit, three-story residential building. The project includes a Zone Change, Precise Plan and Tract Map. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project. ce-1

Metro bus line 130 operates on Bellflower Boulevard and on Artesia Boulevard, adjacent to the proposed project. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus services that are present. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact Metro bus lines at least 30 days in advance of initiating construction activities. For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922-5188, 30 days in advance of initiating construction activities. Other municipal bus operators may also be impacted and should be included in construction outreach efforts.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net.

LACMTA Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952

Sincerely,

Elizabeth Carvajal
Transportation Planning Manager

Fwd: MND - Bellflower 3 Comments

1 message

Comment Letter 7

Jason Phillip Clarke <jclarke@bellflower.org>

Tue, Aug 9, 2016 at 11:30 AM

To: Duane Morita <dmorita@bellflower.org>, Duane Morita <dmorita55@gmail.com>

fyi

>>> Beth Chow <bchow@norwalkca.gov> 7/25/2016 12:05 PM >>>

Jason,

Thank you for routing the above referenced MND to the City of Norwalk for the opportunity to review and offer comments. Upon review of the documents, the City has no comments to offer at this time.

7-1

Please let me know if you have any questions.

Best Regards,

Beth Chow, AICP

Senior Planner

City of Norwalk

562.929.5953

bchow@norwalkca.gov

**MITIGATION AND MONITORING REPORT
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION 16-01
BELLFLOWER 3 PROJECT
CITY OF BELLFLOWER
August, 2016**

No.	Mitigation Measure	Implementation Action	Monitoring Method	Enforcing Party	Monitoring Phase (Time Frame)	Verification /Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record/File)
CULTURAL RESOURCES								
1	Prior to any ground disturbances, the applicant shall coordinate with the appropriate Native American Tribal Government and enter into an agreement to provide a certified Native American Monitor onsite during construction and development activities.	Applicant provides proof that coordination occurred and provides copy of agreement (if necessary).	City receives proof of coordination and agreement (if necessary).	City Planning	Prior to any ground disturbances	City Planning		
NOISE								
2	Throughout construction activities, the contractor shall ensure the following: <ul style="list-style-type: none">• Restrict grading and construction activities to daily operation between 7:00 AM to 7:00 PM Monday through Friday and 8:00 AM to 5:00 PM on Saturdays. There will be no work on Sundays or Federal holidays.• Ensure that all construction and grading equipment will be	Periodic site inspections to confirm compliance	Periodic site inspections to confirm compliance	City Planning	Throughout construction activities	City Planning		

No.	Mitigation Measure	Implementation Action	Monitoring Method	Enforcing Party	Monitoring Phase (Time Frame)	Verification /Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record/File)
3	<p>properly maintained. All vehicles and compressors shall utilize exhaust mufflers, and engine closure covers as designed by the manufacturer.</p> <p>Prior to issuance of building permit, the building plans shall incorporate the following:</p> <ul style="list-style-type: none"> • Roof ceiling construction shall be roofing on plywood. Batt insulation will be installed in joist spaces. The ceilings will be one layer of gypboard nailed direct. • All exterior walls shall be 2x4 studs 16-in o.c. with batt insulation in the stud spaces. Exteriors will be plaster or stucco. The interiors will be gypboard. • All north-facing perimeter windows and glass doors for Building 1, which is closest to Artesia Boulevard will be glazed with STC 29 glazing. STC 29 glazing can be provided with dual pane assembly with a 1/2" airspace. The glazing 	Planchek building plans	Planchek building plans	City Building	Prior to issuance of building permit	City Building		

1 10 No.	Mitigation Measure	Implementation Action	Monitoring Method	Enforcing Party	Monitoring Phase (Time Frame)	Verification /Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record/File)
	<p>supplier should submit a test report documenting the STC-29 rating.</p> <ul style="list-style-type: none"> All entry doors shall be 1-3/4" solid core flush wood doors with vinyl bulb weather-stripping on the sides and top. Ventilation openings in the exterior walls or roof/ceilings shall not be allowed without approved acoustical baffles. 							
TRANSPORTATION AND TRAFFIC								
4	<p>Prior to approval of Final Map 74043, the applicant's engineer of record shall confirm that sufficient sight distance is provided for the project driveway along Artesia Boulevard.</p>	<p>Plancheck Final Map 74043 to confirm sufficient sight distance is provided.</p>	<p>Plancheck Final Map 74043 to confirm sufficient sight distance is provided.</p>	<p>City Public Works</p>	<p>Prior to approval of Final Map 74043</p>	<p>City Public Works</p>		



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 to consider a Mitigated Negative Declaration (No. MND 16-01), a Zone Change (Case No. ZC 16-01) to change the existing zone from "M-1" (Light Industrial District) to "M-1(PD)" (Light Industrial District Planned Development), a Precise Plan (Case No. PP 16-02) for a Planned Development Overlay, and a Tentative Map (No. TT 74043) for the consolidation of four existing lots into one lot for the subdivision of a 32 unit, 2 and 3-story, multi-family condominium project; four of the units consist of mixed-uses (consisting of 3,600 square feet of commercial on ground floor and residential above) on the subject site measuring approximately 73,347 square feet for properties located at 9908-9922 Artesia Boulevard.

DATE: September 19, 2016

RECOMMENDATION

1. Open the public hearing, receive testimony, close the public hearing, consider the evidence, and then adopt Resolution No. PC 16-02 recommending the City Council adopt Mitigated Negative Declaration No. MND 16-01, Zone Change Case No. ZC 16-01, Precise Plan Case No. PP 16-01 and approve Tentative Map Case No. TT 74043 for properties located at 9908-9922 Artesia Boulevard; or
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 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 Mitigated Negative Declaration have been prepared and are attached. Based on the

environmental assessment, the proposed project and the recommended mitigation measures, the project is not anticipated to have a significant impact on the environment. The 20-day public review period was from July 21, 2016 to August 9, 2016. The City received and responded to seven (7) comments regarding this project, which have been included on attachment C."

PROJECT DATA

Applicant/Developer: City Ventures
3121 Michelson Drive
Suite 150
Irvine, CA 92612

Property Owner: Lou Sobh Cerritos Saturn Inc.
18201 Studebaker Rd.
Cerritos, CA 90703

Property Area: Approximately 1.68 acres or 73,347 sq. ft. (4 parcels)

Assessor Parcel Numbers: 7161-008-002, 7161-008-001, 7161-007-005, 7161-007-004

Address: 9908-9922 Artesia Boulevard.

Zoning Designation M-1 (Light Industrial District) and within the DFD (Design for Development for the South Bellflower Commercial Area) Overlay

General Plan Designation: I (Industrial)

Surrounding Zones/ Land Uses:

North:	M-1 (Light Industrial District); Commercial and Residential Uses
South:	R-3 (Multiple Residential); Residential
West:	M-1 (Light Industrial District); Commercial Use
East:	M-1 (Light Industrial District); Auto Repair Center

PROJECT HISTORY

08/04/16 - The Development Review Board recommended approval of DRB Case No. 7-16-7234 with conditions.

BACKGROUND

▪ ***Site Description***

The subject site is located on the south side of Artesia Boulevard between the 91 Freeway to the north, Ramona Street to the south, Bixby Avenue to the east and Bellflower Boulevard to the west. The project site is currently being used as a vehicle storage parking lot for Kia Motors. The site is developed with perimeter walls and/or fences. There are driveway aprons along the northeast (to be removed) and northwest (to be replaced) end of the project area. No easements are located onsite. There is landscaping in the front of the property adjacent Artesia Boulevard. Existing surrounding land uses include commercial buildings to the north; an existing automotive repair center to the east; a commercial building and parking lot to the west; and apartments to the south.

▪ ***Project Description***

The project proposes 32, 2 and 3-story, (33'-6" to 37'-10") mixed use condominium units at a density of 19 units per acre (DU/AC). There are five separate buildings within the development as described below:

➤ **Mixed Use Component**

Building 1 (Building 400): Proposes an attached four-unit, mixed-use, two-story (33'-6" tall) building comprised of 6,343 square feet of ground floor space and 6,500 square feet of second floor space for a total of 12,843 square feet. The ground floor will include 3,600 square feet of commercial retail/office space adjacent Artesia Boulevard, four, 2-car garages on the rear side and a front door to access the second floor living space. Each residential unit measures approximately 1,710 square feet in floor area. Building 1 is adjacent Artesia Boulevard. The commercial spaces are open floor plans with a restroom. The commercial space does not have any internal connection to the residential units above. At least one commercial space includes an electrical room.

➤ **Residential Component**

Building 2 (Building 300): Proposes an attached ten-unit, three-story (36'-6" tall) residential building, comprised of 7,367 square feet of ground floor space; 7,152 square feet of second floor space; and 7,234 square feet of third floor space for a total of 21,753 square feet. The units measure between 1,536 square feet and 1,856 square feet.

Building 3 (Building 200): Proposes an attached eight-unit, three-story (36'-6" tall) residential building, comprised of 5,935 square feet of ground floor space; 5,730 square feet of second floor space; and 5,902 square feet of third floor space for a total of 17,567 square feet. The units measure between 1,545 square feet and 1,887 square

feet.

Buildings 2 and 3 will be constructed around a concrete courtyard, which will provide entry to each unit. Buildings 2 and 3 are proposed in the middle of the lot.

Buildings 4 and 5 (Building 100): Each building proposes attached five-units, three-story (37'-10" tall) residential buildings, comprised of 3,708 square feet of ground floor space; 3,615 square feet of second floor space; and 3,577 square feet of third floor space for a total of 10,900 square feet per building. The units measure between 1,536 square feet and 1,844 square feet. The front entrance of the units, face the rear (south) property line.

There are 3 floor plan types being proposed (Plans 1 through 3). Plan 1 units which are the attached 4 units, mixed used building, propose an entry and garages on the first floor (behind the commercial space) and two bedrooms, optional third bedroom/den, kitchen, dining room, living room, laundry room and two bathrooms on the second floor. Plan 2 and 3 units, which are all the other units, proposes 3 bedrooms with the following layout options:

Option 1: An entry, den, with/without powder room, and garage on the first floor, a dining room, kitchen, living room and $\frac{3}{4}$ bathroom on the second floor and 3 bedrooms and 2 full bathrooms on the third floor.

Option 2: An entry, bedroom, full bathroom, and garage on the first floor, a dining room, kitchen, living room and $\frac{3}{4}$ bathroom on the second floor and 2 bedrooms and 2 full bathrooms on the third floor.

Option 3: An entry, bedroom, full bathroom, and garage on the first floor, a dining room, kitchen, living room and $\frac{3}{4}$ bath room on the second floor and 2 bedrooms, 1 bonus room and 2 full bathrooms on the third floor.

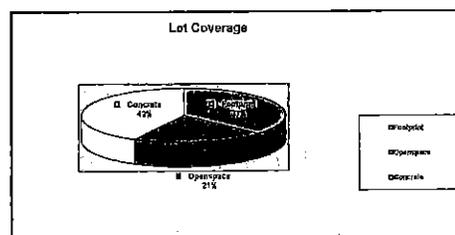
➤ **Site Design Features**

Site Layout: The project site plan proposes Building 1 to be constructed at the northeast corner of the project site, adjacent Artesia Boulevard. Buildings 2 and 3 are proposed within the middle of the project site. Buildings 4 and 5 are proposed along the rear southern boundary of the project site. A parking lot is proposed along the northwest corner of the project site west of Building 1 (mixed use), near the project's entry driveway to serve the commercial uses and guest parking. This parking lot includes a 24-foot wide drive way, a trash enclosure and one loading space. The front entry proposes a 28-foot wide drive aisle/fire lane driveway with decorative pavement. The entry driveway leads to a 28-foot wide, "I" style drive aisle/fire lane with decorative paving in three separate areas. The bottom of the "I" style driveway reduces to 25-foot wide for about 40 feet along the east end and 60 feet along the west end. Two courtyards will also provide pedestrian entry to units in Buildings 2 and 3.

The project proposes a signage wall along the west north property line, internal sidewalks, enhanced concrete paving along the driveways, a decorative metal fence near the front entrance, internal wood fence near the front parking lot, a trash enclosure for the commercial component, masonry seat walls, landscaping along the driveway, decorative pavers at the front doors, colored concrete paving for pedestrians, 6-foot tall split face block wall along the perimeter, community mailboxes and 3 transformer locations.

Lot Coverage square footage and percentage:

The total building footprint for the site is 27,060.74 sf. or 37%; the total openspace/hardscape/landscaping area for the site is 15,120 sf. or 21%; and the total concrete area for the site is 31,166.26 sf. or 42%.



Parking: The project proposes 80 total parking spaces, which is 2.5 spaces per unit. Each unit will be provided with the following attached two-car garage size options: 453, 455 or 473 square feet (64 parking spaces). The parking lot adjacent Artesia Boulevard serving the commercial spaces and guest of the residence will include 12 parking spaces and one loading space. Four additional parking spaces will be provided along the interior of the lot for guest.

Architecture: The project buildings will be designed with contemporary architectural features. The buildings will have flat roofs with parapets, cable trellises, stucco finishes painted with earth-tone colors like brown and green, gray fiber cement siding, vinyl windows, metal railings, wood columns, metal awnings, and garages with metal sectional roll-up doors. The commercial portion of the development includes brick veneer. The height of most of the buildings will be under 40 feet from ground to top of parapet.

Landscaping and Open Space: The project proposes approximately 15,120 square feet of landscaping and open space area in the form of courtyards, trees (i.e. 48, 24 and 36-inch box), shrubs and groundcover. In addition, 16 of the units propose a deck on the second floor and 16 units propose a patio on the first floor approximately 79 to 315 square feet. Landscaping is proposed within the front parking lot, front of the commercial spaces, within the courtyard of Buildings 2 and 3, along the front of each garage wall, and along several areas of the driveway.

- ***Requested Entitlements and Environmental Review***

The following discretionary approvals are being requested to implement construction of the proposed project:

- **Zone Change:** A zone change is being requested to change the zoning designation for all properties from M-1 (Light Industrial District) to M-1 (PD) (Light Industrial-Planned Development Overlay District).
- **Precise Plan (Planned Development Overlay):** A precise plan has been submitted to allow for more flexible development standards.
- **Tentative Map No. 74043:** A tentative map has been submitted to consolidate four existing lots, totaling 73,347 square feet into one lot and subdivide the property for 32 condominium units and common areas.

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 Bellflower Municipal Code (BMC) Section 17.104.030, the Zone Change request meets the four findings outlined in Resolution No. PC 16-02.

- ***Precise Plan/Planned Development Overlay District***

Pursuant to BMC Chapter 17.60, the Precise Plan (Planned Development Overlay District) provides flexibility in the evaluation of development standards for projects that incorporate and provide creative and innovative design elements and superior architecture; this may include but not limited to flexibility with yards, density, height of buildings, use, street dedications, open space, walls, fences, landscape buffers, parking, traffic concerns and street access. Furthermore, a proposed development must have no adverse effect upon any adjacent property, the neighborhood or the City and the proposed use must protect the public health, safety, convenience, interest and general welfare (BMC § 17.60.070). Lastly, the City can impose additional conditions of approval to ensure the project complies with the BMC and General Plan. Pursuant to BMC Section 17.60.060, the Precise Plan meets the four findings outlined in Resolution No. PC 16-02.

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

The project site is designated by the Land Use Element of the Bellflower General Plan as "I Industrial." The General Plan allows for Mixed Use development by way of "an overlay zone or Specific Plan in order to augment existing uses, therefore, adding value and an inducement to private investment. As with all other designations, the Zoning Ordinance will implement the specific provisions of the land use category." Pursuant to BMC Chapter 17.60, said project is being processed as a Planned Development Overlay District. The proposed project will comply with the General Plan Land Use Element by establishing an overlay district on the project site which includes rezoning the project site from M-1 (Light Industrial District) to M-1 (PD) (Light Industrial District-Planned Development Overlay). Furthermore, the project is being created "in order to accommodate innovation in land use planning, both in existing commercial and multi-family residential areas," and to allow commercial and residential development on a single lot.

- ***Tentative Maps***

The Subdivision Map Act requires a map for the subdivision of five or more parcels. Pursuant to BMC Section 16.04.030, the purpose of the subdivision review is to regulate and control the division of land within the City and to supplement the provisions of the Subdivision Map Act concerning the design, improvement and survey data of subdivisions, the form and content of all required maps provided by the Subdivision Map Act, and the procedure to be followed in securing the official approval of the City regarding the maps.

ANALYSIS

- ***General Plan Compliance***

The General Plan Land Use Element permits mixed use developments via a Specific Plan or Planned Development Overlay. Because the General Plan permits mixed uses with an overlay, the General Plan designation would remain as "I" for "Industrial". The mixed use is intended to facilitate improvements in areas that have stagnated and/or deteriorated over the years in the City; this is an incentive to attract investment and improvement in the City. The proposed Zone Change/Planned Development is consistent with the following General Plan Land Use Element goals and policies:

GENERAL

GOAL 1: Discourage disjoint land use patterns.

POLICY 1.1 Provide land use designations which match actual viable uses.

POLICY 1.2 Encourage opportunities to sensitively integrate different, but compatible, land uses.

GOAL 2: Create a City that functions efficiently, is aesthetically pleasing, and makes the best use of its various resources.

POLICY 2.1 Create opportunities wherein a population diverse in terms of income, age, occupation, race, lifestyle, vales, interest, and religion may interact, exchange ideas, and realize common goals.

POLICY 2.2 Provide commercial facilities to meet the retail and service needs of the community.

POLICY 2.7 Carefully scrutinize plans for developments which will have a significant impact on the city or on surrounding developments to ensure the highest quality design.

POLICY 2.15 Encourage a greater proportion of home ownership and owner occupancy of multi-family developments.

GOAL 5: Provide incentives for reinvestment in aging, built-out developments and encourage consolidation of properties for higher quality land uses and designs.

POLICY 5.2 Allow different development standards for consolidated properties where it is possible to provide amenities in a different manner than is necessary on smaller lots (i.e. centralized parking and open space with shared access).

MIXED USE

POLICY 1: Allow for innovative and/or neo-traditional uses in established area.

POLICY 2.1: The City shall consider difference mechanisms to implement new innovations in housing and commercial endeavors.

- ***Zone Change***

The proposed Zone Change to a "Planned Development Overlay" would allow for mixed use development on the subject properties. Mixed use development is a concept in which neighborhood-oriented commercial/office uses are integrated with residential uses. Typical mixed use developments provide for street-level commercial uses, with residential uses developed over the commercial or immediately adjacent to the commercial or vice versa.

The mixed use development would create commercial opportunities as well as housing opportunities for the City. The demand for housing in Bellflower and throughout Southern California has fueled an increase of mixed use developments. By redeveloping under-utilized commercial areas (zone both commercial and industrial), it is much easier to increase the City's housing stock by means of mixed use development.

- **Precise Plan (PD Overlay District)**

The proposed precise plan request includes the following development standards:

- **Density**

Based on the lot size and number of proposed units, the development has a density range between the R-2 and R-3 zones as shown and compared on the table below:

Table 1.0

	Zone	density range per acre	unit per land	*lot size	allowed # of units
1.	R-2	8 to 13 units	3,350	73,347 sf	21
2.	M-1 (PD) Proposed	19 units	2,292	73,347 sf	32
3.	R-3	14 to 22	1,980	73,347 sf	37

*The lot size is based on the proposed development

- **Parking**

Request: The project proposes a total of 80 parking spaces (2.5 spaces per unit) and 1 loading space. Sixty-four spaces are enclosed within garages; 12 spaces will be shared between the commercial and residential units; and 4 additional guest spaces are located within the residential area in the rear. The BMC does not have parking standards specifically tailored to mixed use developments; therefore, parking was analyzed based on the following standards:

Bellflower Municipal Code: For the residential use, a typical multi-family development based on the R-3 zoning is required to provide a 2-car garage per unit (32 units X 2 parking spaces = 64 parking spaces). Also 1 parking space for the 3rd bedroom of each unit (28 units X 1 parking space = 28 parking spaces) and 1 parking space per guest for each unit (32 units X 1 parking space = 32 parking spaces). Total required parking spaces would be 124 parking spaces.

For the commercial component, the BMC requires one parking space for each three hundred (300) square feet of building area (3,600 square feet / 300 square feet = 12 parking spaces) and 1 loading space. Based on traditional development (based on R-3 zone) and calculation of the required parking, 136 (124 + 12) parking spaces plus one loading space would be required for the project. However, the project is not a traditional multifamily or commercial development. The developer is proposing to provide a total of 80 parking spaces and 1 loading space, which is 56 spaces less than the parking required in the R-3 zone.

Comparison: For the Planning Commission's reference, the proposed parking may be compared to other, nontraditional projects, including the following:

1. "The Boulevard Collection," a 67-unit mixed use development with 2.67 spaces per unit; Includes a total of 179 spaces, where 14 spaces are shared; and

2. "The Downtown Bellflower Collection", a 19-unit residential development with 2.5 spaces per unit; Includes a total of 45 spaces.

In addition, the City Engineer has reviewed both the traffic and parking study and determined the site is adequately parked.

➤ *Setbacks*

Request - The project proposes varied setbacks from the property lines for the residential and commercial development. The mixed use building (Building 1) in the front includes a minimum front yard setback (north property line) of 7'-2" on the eastside to a maximum of 18'-4" on the west side; the commercial spaces include an attached architectural arcade feature within the front yard setback and placed 1'-8" on the east side and 8'-9" on the west side. All the buildings have a side yard setback of 5'-2" adjacent the east and west property lines. Buildings 4 and 5 have a minimum rear yard setback 6'-3" and maximum 15'-3". The BMC does not have setback standards specifically tailored to mixed use developments; therefore, setbacks were analyzed based on the following standards:

Bellflower Municipal Code: For the residential use, a typical multi-family development is subject to the yard standards of the R-3 zone. The R-3 would require a 32-foot front yard setback. The R-3 zone requires a 5-foot side and rear yard setback for non-habitable spaces or an 8-foot side or rear yard setback for habitable spaces with openings.

For the commercial component, the BMC requires a 10-foot front yard setback and a 0 to 3-foot side yard setbacks pursuant to the C-G (General Commercial) zone.

For the residential units, the front yard setback difference between the proposed development and the R-3 zone is 14 feet. The side and rear yard setback difference between the proposed development and the R-3 is 1.75 and 2.835 feet. For the commercial component, the front yard setback difference between the proposed development and CG zone is 8.3 on the east side of the building and 1.25 feet on the west side of the building.

Comparison: For the Planning Commission's reference, the setbacks may be compared to existing development adjacent to the proposed project and other projects built or approved in the City:

1. Front Yard Setback: "The Downtown Bellflower Collection", a 19-unit residential development has a 3'-6" front yard setback. The existing development to the west of the subject site has a 0 front yard setback.
2. Side Yard Setback: "The Downtown Bellflower Collection", a 19-unit residential development has a 5'-5" side yard setback.
3. Rear Yard Setback: The required rear yard setback is consistent with the underlying M-1 zone, which is 0 to 3 feet.

4. The "Belmont Court" development, a 32-unit mixed use development in the Town Center has zero setbacks along the front, side and rear property lines.

➤ *Building Height*

Request - The project proposes 2 and 3-story tall buildings equivalent to 33'-6" and 37'-10" tall. The commercial component is one-story tall with a 4 units on the second floor; therefore, the front building is 2-stories tall and the other 4 buildings are 3-stories tall. The BMC does not have building height standards specifically tailored to mixed use developments; therefore, building heights were analyzed based on the following standards:

Bellflower Municipal Code: In the M-1 zone, building heights are limited to 12 stories.

Comparison: The proposed project will comply with the building height requirements of the M-1 zone and is consistent with the height of the existing buildings in the immediate vicinity of the development which are 2 to 3 stories tall.

➤ *Landscaping/open space/hardscape*

Request- The project proposes approximately 15,120 square feet of landscape/open space/hardscape area which includes, landscaping throughout the site in the form of trees, shrubs, ground cover, shared courtyards between 18 units (Buildings 2 and 3), private yard areas for 4 units (buildings 4 and 5) and shared walkways. The project includes 48, 36 and 24-inch box trees. In addition, the project includes patios/decks for the residential units that range in size from a minimum 79 square feet to a maximum size of 315 square feet for total of 3,542 square feet. The commercial component includes landscaping in the parking lot, within the front yard setback and an open arcade arch in the front. Furthermore, the project includes 2 separate community areas for tenants and those areas are conditioned to include amenities such as a BBQ area, seating tables and decorative trash cans. The BMC does not have open space/hardscaped/landscape requirements specifically tailored to mixed use developments; therefore, open space/hardscaped/landscape areas were analyzed based on the following standards:

Comparison: Since this is not a traditional project, open space/landscaping/hardscape for the residential component may be compared to similar projects built or approved in the City and the commercial component may be compared to the C-G zone required landscaping for the front yard and parking lot. For example:

1. "The Boulevard Collection," a 67-unit mixed use, residential and commercial development. The project included openspace/landscaping for both residential and commercial component. The residential component includes private yard areas, patios/decks, BBQ areas and small parks for kids. The commercial component includes landscaping in the parking lot and within the front yard area.

2. “The Downtown Bellflower Collection”, a 19-unit residential development. The project included openspace/landscaping in the form of private yard areas, patios/decks, BBQ areas and a small park for kids.

Based on the above information, the proposed development meets the intent and purpose of the planned development overlay district, meets the findings for a precise plan request and as conditioned provides development standards that meet the intent of Chapter 17.60. For example, the proposal includes creative design features and superior architecture. The proposed architecture is contemporary style with flat roofs. The building elevations will include the following exterior materials: brick along the face of building 1 and the front door of all residences, various colors, cement siding, decorative railings along the patio decks, with a stucco finish. The project is conditioned to include four-sided architecture with all the previously mentioned materials. The units also include patios and/or decks on the second floor with metal railings. The commercial component includes an architectural “arcade” feature with 5 columns. The building style is compatible with the surrounding buildings in style and height. For example, there is a white stuccoed, 2-story, contemporary commercial building directly across the street to the north of the development. There are at least two, 3-story residential apartments to the south of the development along Ramona Street and at least one development includes brick siding. A copy of the conditions of approval for the precise plan is provided in **Attachment A on Exhibit B of Resolution No. PC 16-02**.

- **Tentative Map**

The development is required to comply with all the development standards in Precise Plan Case No. PP 16-01. (**Condition No. 7, Resolution No. PC 16-02, Tentative Map Conditions of Approval**).

The Fire Department and City Engineer have reviewed the proposed Tentative Map and have provided recommended conditions of approval and comments. Should the Planning Commission choose to approve the Tentative Map, a Final Map is required to be submitted for City Council approval (**Condition No. 30, Resolution No. PC 16-02, Tentative Map Conditions of Approval**).

- **Traffic and Shared Parking**

As part of the review process, a “Traffic Study” was submitted and incorporated in the environmental document. Based on the review of the Traffic Study, the City Engineer has concluded that the proposed development can accommodate the anticipated number of vehicle trips to the site and will not significantly impact any CMP roadways/intersections. However, the City Traffic Engineer requested the applicant submit additional details for the shared parking in the front to justify the number of spaces given the commercial uses will be operational on the weekend and most people are home on the weekends. After review of the “Shared Parking Study” for the project (**Attachment G**), the City Engineer has determined the shared parking between the commercial and residential units is adequate as long as the commercial uses are limited

to office and retail uses. As described in the study, *"It is our recommendation that the commercial space be restricted to office and retail uses, with food service (restaurant, café, coffee shop, convenience store) and health club uses prohibited as a use on the site. If the commercial space is occupied by a higher parking generator, such as a restaurant, the proposed parking supply would not be adequate to meet peak parking demand."*

Also, the project is not subject to the City of Bellflower's Traffic Demand Management Ordinance, which is tied to the Los Angeles Congestion Management Program (LACMP). Conditions are included to address the number of parking spaces on site and to limit commercial uses on the site to office and retail (**Condition No. 32e and 33, Resolution No. PC 16-02, Precise Plan Conditions of Approval, Exhibit B**).

- ***Trash Service***

In typical Planned Developments, individual trash bins are provided for each residence. Each unit is typically provided with three (3) individual bins from the trash company. The first for regular trash, the second for recyclables, and the third for green waste (i.e. grass, sod, plants, etc.). However, for the proposed project, each residential unit is provided with two (2) barrels, one for trash and the other for recyclables. There will be no green waste barrel because an HOA will address the landscaped areas by hiring a third party landscape company to maintain the property. The trash and recyclable barrels would only be visible along the driveway during trash collection day and would be stored within the garage area. The developer contacted the trash collection service provider regarding on-site trash collection. The trash collection service provider has indicated that the proposed site layout is acceptable as it relates to on-site trash collection. The commercial component will include a decorative code compliant enclosure.

- ***Development Review Board***

The DRB is responsible for evaluating new residential and commercial projects. On August 4, 2016, the DRB reviewed the proposal and recommended approval of the project with conditions listed on Attachment A, Resolution No. PC 16-02, Precise Plan Conditions of Approval, Exhibit B. A summary of conditions of approval added at DRB are listed below. At DRB, the applicant accepted the attached conditions of approval. The proposal is subject to additional design comments by the Planning Commission and City Council.

- *Add additional exterior material to building elevations;*
- *Modify walkway within front parking lot;*
- *Add decorative 6-foot tall screen wall behind parking lot;*
- *Cannot add additional bedrooms or convert existing rooms to bedrooms;*
- *Add amenities to all community areas;*
- *Submit separate landscape plan with details;*
- *Add illuminated address sign to building walls and site map;*

- *Submit a master sign plan for review;*
- *Submit construction phasing plan and traffic control plan;*
- *Update Traffic Study to address shared parking*

- ***Access and Fire Department Approval***

The Fire Department reviewed the proposed project and determined that the access is adequate. The Fire Department requires additional review of the final map prior to approval and recording. The developer has obtained the fire flow from the water purveyor for the project, which will be formally submitted as part of the building plan check review process.

- ***Homeowner's Association and Covenants, Conditions & Restrictions***

In previous Planned Development projects, the Planning Commission has required that the applicant/property owner establish a Homeowner's Association. The Homeowner's Association would be responsible for enforcing the CC&RS (covenants, conditions and restrictions), operating and managing the common areas (i.e. driveway, landscape, hardscape, etc.). To ensure that the common areas are properly maintained throughout the life of the property, a condition has been added requiring a Homeowner's Association (***Condition No. 42, Resolution No. PC 16-02, Precise Plan Conditions of Approval, Exhibit B***).

- ***Future Additions***

To restrict future additions of the residential units, the following condition of approval has been added:

"The Planning Commission expressly conditions its approval of this project on the fact that the residential units will be 2-to 3-bedroom units. No additional bedrooms may be added to any of the residential units. No rooms that are not designated as a bedroom on the plans submitted to the City may be converted to bedrooms. Additions that enlarge an existing bedroom or other areas of a unit are allowed and may be processed for a planning approval and a construction permit through the City's Development Review process and the Planning Commission at a public hearing. This condition must be included in the CC&Rs prepared by the HOA and recorded on the property." (***Condition No. 48, Resolution No. PC 16-02, Precise Plan Conditions of Approval, Exhibit B***).

CONCLUSION

The proposed project is consistent with various goals and policies of the General Plan. In addition, the proposed project will not be detrimental to the existing community or surrounding neighborhood and will create additional housing and commercial opportunities. The project helps with the City's vision to revitalize underutilized commercial areas or deteriorated commercial areas. Therefore, staff recommends the

Staff Report –MND 16-01 / ZC 16-01 / PP 16-02 / TT 74043
9908-22 Artesia Blvd.
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Planning Commission adopt Resolution No. PC 16-02, approving the project.

ATTACHMENTS

- A. Resolution No. PC 16-02 (with attachments)
- B. Environmental Documents (Initial Study & MND 16-01)
- C. Responses to Comments / Mitigation and Monitoring Report
- D. DRB Letter for DRB Case No. 7-16-7234
- E. Aerial, Assessor's Map, Zoning Map & Land Use Map
- F. 300' Radius Map
- G. Shared Parking Study
- H. Project Plans

CITY OF BELLFLOWER

RESOLUTION NO. PC 16-02

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELLFLOWER RECOMMENDING THE CITY COUNCIL ADOPT MITIGATED NEGATIVE DECLARATION NO. MND 16-01 AND APPROVE ZONE CHANGE CASE NO. ZC 16-01, PRECISE PLAN CASE NO. PP 16-01 AND TENTATIVE MAP NO. TT 74043, FOR PROPERTIES LOCATED AT 9908-9922 ARTESIA BOULEVARD; APPLICANT: CITY VENTURES, LLC.

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

SECTION 1. Recitals.

1. On February 9, 2016, City Ventures, LLC. (the "Applicant/Property Owner(s)") filed an application for Zone Change Case No. ZC 16-01, Precise Plan Case No. PP 16-01, and Tentative Map No. TT 74043 for properties located at 9908-9922 Artesia Boulevard. On April 5, 2016, the project application was deemed complete.
2. The project proposed by the Applicant/Property Owner(s) involves changing the existing zone from "M-1" (Light Industrial District) to "M-1 (PD)" (Light Industrial Planned Development Overlay District). In addition to the Zone Change, the proposed project also involves a Precise Plan to allow for flexible development standards and a Tentative Map to allow for the subdivision of the existing 4 lots into 32 condominium units and mixed uses (includes driveways and common areas).
3. Applicant/Property Owner(s) application was reviewed by the City for, in part, consistency with the General Plan and conformity with the Bellflower Municipal Code ("BMC");
4. 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 (14 Cal. Code of Reg. §§15000, *et seq.*, the "CEQA Guidelines");
5. An environmental assessment has been conducted for this project in compliance with the California Environmental Quality Act (CEQA) and in accordance with the provisions of CEQA, the City prepared an Initial Study and a Mitigated Negative Declaration (No. MND 16-01);
6. The City completed its review and scheduled a public hearing regarding the application before the Planning Commission on August 15, 2016;
7. 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/Property Owner(s), and closed the hearing at the August 15, 2016 meeting;

8. The Planning Commission considered the information provided by City staff, public testimony, and the Applicant/Property Owner(s). 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 Mitigated Negative Declaration (MND) 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 Mitigated 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 Mitigated Negative Declaration and staff report. At the hearing, the Planning Commission fully reviewed and carefully considered the Initial Study and Mitigated Negative Declaration, together with any comments received during the public review period, and determined that the Mitigated Negative Declaration was consistent with CEQA.

SECTION 3. General Plan Findings. The Planning Commission finds as follows:

1. The Planned Development proposed in the application will be in the interest or furtherance of public health, safety and general welfare, because it allows for the redevelopment of a subject site that has been vacant for a long period in time. The redevelopment of the subject site will likely result in an increase of property values within the surrounding area. The proposed project will comply with applicable standards and requirements contained in the City Codes and California Building Code relating to construction and paving, structural foundations, etc. Compliance with these standards and requirements ensure that future construction of the proposed project would not be compromised or cause hazards to the public. In addition, the proposed Planned Development is consistent with all other provisions of the General Plan and good planning practice that promotes future commercial and residential development(s).
2. The Planned Development furthers the goals and policies of the General Plan because it creates areas for physically viable development and integrates different, but compatible, land uses.

SECTION 4. Zone Change Findings. The Planning Commission finds as follows:

1. There are changed conditions since the existing zoning became effective to warrant other or additional zoning, in that the Regional Housing Needs Assessment (RHNA) assigned by the California Department of Housing and Community Development (HCD), through Southern California Association of Governments (SCAG), for the City of Bellflower's 4th (2008-2014) and 5th (2014-2021) Housing Element cycles is 1,069 units. The City must make sites available to accommodate the construction of those 1,069 units. The proposed zone change from M-1 (Light Industrial District) to M-1 (PD) (Light Industrial Planned Development Overlay District) would allow for a mixed use development and residential development, which will count towards meeting the assigned RHNA allocation.
2. The proposed change of zone will not adversely affect adjoining property as to value or precedent, and will not be detrimental to the area, in that the proposed zone change from M-1 (Light Industrial District) to M-1 (PD) (Light Industrial Planned Development Overlay District) would allow for an existing vacant industrially zoned parcel to be redeveloped for mixed-use development that incorporate both residential/commercial mixed use and residential uses. The City Engineer has reviewed the traffic study and determined the parking will not adversely affect the neighboring properties. The project will likely increase the value of surrounding properties, since the project site is currently a vacant lot. The project will not create a negative precedent, and instead furthers the City's interests in increasing its housing stock and increasing mixed-uses. The proposed zone change would be consistent with the commercial and residential zoned properties surrounding the subject site.
3. The change of zone will be in the interest or furtherance of public health, safety and general welfare, in that the proposed project will comply with applicable standards and requirements contained in the City Codes and California Building Code relating to construction and paving, structural foundations, etc. Compliance with these standards and requirements ensure that future construction of the proposed project would not be compromised or cause hazards to the public. One of the requirements for the project is to include a storm water containment/treatment system, which the subject site currently does not have since it is vacant. The City Engineer has reviewed the traffic study and determined the parking will not adversely affect the neighboring properties.
4. That the approval of such change of zone will not adversely affect the Comprehensive Zoning Plan in that the zone change from M-1 (Light Industrial District) to M-1 (PD) (Light Industrial Planned Development Overlay District) would allow for more viable opportunities along Artesia Boulevard. The proposed zone change would not adversely affect the comprehensive zoning plan in that mixed-use developments will comply with the development standards set forth within the Precise Plan and the zoning code.

SECTION 5. Zone Change Locator Map. Attached hereto as Exhibit A is a locator map indicating the subject site and the proposed Zone Change from M-1 (Light Industrial District) to M-1 (PD) (Light Industrial Planned Development Overlay District).

SECTION 6. Precise Plan Findings. The Planning Commission finds as follows:

1. That the proposed project is compatible with the surrounding neighborhood and adjacent properties in that there are existing multifamily residential developments 2 and 3 stories tall nearby as well as similar commercial properties with the similar parking layouts and commercial building locations in the front of the property. In addition the commercial building design is modern and similar in height and style with an existing commercial building to the north of the subject site.
2. That the proposed project incorporates superior site design techniques that demonstrate innovative and creative utilization of design principles in that the proposal provides mixed use development that incorporates both residential and commercial components where the mixed use component is at the street level and remaining residential uses are towards the rear of the lot. In addition, the buildings are properly spaced apart to allow for functional space and access to the site. The proposed driveways are code complaint for vehicles and adequate access is provided for emergency vehicles. The proposes openspace/landscaping throughout the project area as well for the residents and commercial tenants. The site is properly parked at 2.5 spaces per unit with shared parking between the commercial and residential uses. The site will include new perimeter split face walls, proper lighting, both pedestrian and vehicles access, decorative paving.
3. That the proposed project demonstrates superior architecture and the use of high-quality building materials, building fixtures and architectural treatments and amenities in that the proposal includes a mixed use development with residential and commercial uses and also incorporates contemporary architectural features. The buildings will have flat roofs with parapets, cable trellises, stucco finishes painted with earth-tone colors like brown and green, fiber cement siding, vinyl windows, metal railings, wood columns, metal awnings, and garages with metal sectional roll-up doors. The commercial portion of the development includes brick veneer. Furthermore the proposal is conditioned to added additional architectural features and amenities to the site.
4. That the proposed project has open space that is designed in a manner where the open space is functional and is grouped in a manner that maximizes the appearance and use of open space in that the site provides 8,010 square feet of landscaped area and 7,110 square feet of open space area equivalent to 21% coverage of the entire site. The open and hardscape spaces include patios, balconies, courtyards, concrete seating areas, trees, shrubs and ground cover.

SECTION 7. Precise Plan Conditions of Approval. Based upon the foregoing, the application for Precise Plan Case No. PP 16-01 is approved. The property must be developed in substantial conformity with the plans date stamped March 29, 2016 and subject to the conditions listed on the attached "Exhibit B", which is incorporated into this Resolution by reference.

SECTION 8. Tentative Map Findings. The Planning Commission finds as follows:

1. That the proposed map is consistent with the City's general plan in that the proposed project will result in the subdivision of existing parcels for the development of mixed use multifamily attached units within a planned development overlay in accordance with the General Plan Land Use Element. The subject property will be improved with uses consistent with the goals and policies of the General Plan, including but not limited to:
 - a. Goal 1 (Discourage disjoint land use patterns),
 - b. Goal 2 (Create a City that functions efficiently, is aesthetically pleasing, and makes the best use of its various resources),
 - c. Goal 5 (Provide incentives for reinvestment in aging, built-out developments and encourage consolidation of properties for higher quality land uses and designs),
 - d. Policy 1.1 (Provide land use designations which match actual viable uses),
 - e. Policy 1.2 (Encourage opportunities to sensitively integrate different, but compatible, land uses),
 - f. Policy 2.1 (Create opportunities wherein a population diverse in terms of income, age, occupation, race, lifestyle, vales, interest, and religion may interact, exchange ideas, and realize common goals),
 - g. Policy 2.2 (Provide commercial facilities to meet the retail and service needs of the community),
 - h. Policy 2.7 (Carefully scrutinize plans for developments which will have a significant impact on the city or on surrounding developments to ensure the highest quality design),
 - i. Policy 2.15 (Encourage a greater proportion of home ownership and owner occupancy of multi-family developments), and
 - j. Policy 5.2 (Allow different development standards for consolidated properties where it is possible to provide amenities in a different manner than is necessary on smaller lots (i.e. centralized parking and open space with shared access).

The proposal is also consistent with the following policies from the Mixed Use section: Policy 1 (Allow for innovative and/or neo-traditional uses in established area) and 2.1 (The City shall consider different mechanisms to implement new innovations in housing and commercial endeavors).

2. That the design or improvement of the proposed subdivision is consistent with applicable general and precise plan in that the proposed project will result in the subdivision of existing lots into 32 condominium units (for purposes of multi-family and common area), which will be consistent with the "Mixed Use" General Plan Land Use designation. The subject property consists of land uses consistent with the goals and objectives of the General Plan.
3. That the site is physically suitable for the type of development in that the site is currently a vacant lot surrounded by urban uses, including industrial and residential zoned properties. The subject property will be developed with a mixed use development consisting of 4 multi-family mixed units and multi-family 28 units, which will be in compliance with the zoning requirements of the subject site.

4. That the site is physically suitable for the proposed density of development in that the proposed project consists of 32 multi-family attached units on a property that measures 1.68 acres. The proposed project is at a density of 19 Unit per Acre (DU/AC), which is within the range of the high density residential land use designation (14-22 DU/AC). Pursuant to the General Plan – Land Use Element, this density is appropriate in proximity to areas of high intensity (industrial) of use such as adjacent to major arterials, which applies to the proposed project.
5. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat in that the proposed project will result in the subdivision of existing, vacant lots located in an urban area that is fully developed. The proposed project will not be built on or near habitats.
6. That the design of the subdivision or type of improvements is not likely to cause serious public health problems in that the design of the proposed project will comply with applicable standards and requirements contained in the BMC and California Building Code relating to construction and paving, structural foundations, etc. Compliance with these standards and requirements ensure that future construction of the proposed project would not be compromised or cause hazards to the public.
7. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision in that the conditions of approval will require that public rights of easements will not be interfered with, and that statements of concurrence be provided from utility companies whose easements may be affected by the proposed development.

SECTION 9. Tentative Map Conditions of Approval. Based upon the foregoing, the application for a Tentative Map Case No. TT 74043 is approved, and the adoption of this Resolution will be deemed the conditional approval of the Tentative Map, the conditions of approval are as follows:

1. The subject property must be developed and/or used in the manner requested and must be in substantial conformity with the submitted plans date-stamped March 29, 2016, unless revisions and/or additional conditions are contained herein.
2. This approval expires 24 months from the date of approval by the Planning Commission. If the final map is not recorded prior to the expiration date, the subdivider must apply in writing to the City of Bellflower Planning Commission Secretary at least 30 days before the above date for an extension of this approval.
3. The City will grant the extension and any subsequent extensions, provided that it finds good cause for doing so and that such extensions do not exceed an aggregate five (5) years. If the Planning Commission denies the extension, the subdivider may appeal to the City Council within 15 days.

4. Tract Map No. TT 74043 proposes to consolidate four (4) lots into one (1) lot, for the subdivision of a 32 condominium units (i.e. 4 units mixed use with 3,600 sf, commercial uses), driveway area and common areas. The development is required to comply with all the development standards in Precise Plan Case No. PP 16-01.
5. A final map is required to be submitted for City Council approval. The tentative map must be approved prior to issuance of construction permit. The final map must be recorded prior to issuance of Certificate of Occupancy.
6. The final map must identify that no building or portion thereof will encroach onto any easements on the property. Alternatively, documentation may be submitted authorizing the encroachment of a building from the easement holder.
7. The approval of the Tentative Map is contingent on the approval of Zone Change Case No. ZC 16-01, and Precise Plan Case No. PP 16-01.
8. All Public Works requirements must be completed prior to final inspection and building occupancy.
9. The Applicant/Property Owner(s) must obtain an encroachment permit (or similar approval) from the Public Works Department for the right-of-way area that is proposed to be landscaped, located north of the proposed "community gathering space."
10. All requirements of this Resolution, the applicable Zone, City Codes, City Departmental policies, rules and regulations and applicable law, policies and regulations of any State, Federal or local agency with jurisdiction thereof must be complied with by the Applicant/Property Owner(s).
11. In accordance with Government Code Section 66474.9(b) and (c), the Applicant/Property Owner(s) must defend, indemnify and hold harmless the City, its agents, officers, and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul, an approval of the City, which action brought within the time period provided for on Government Code Section 66499.37.
12. Prior to issuance of construction permit, the Applicant/Property Owner(s) must submit a letter or document indicating proof that the plans were submitted to and approved by the Fire Department.
13. A preliminary map guarantee must be provided which indicates all trust deeds (to include the name of the trustee), all easement holders, all fee interest holders, and all interest holders whose interest could result in a fee. The account for this title report must remain open until the final map is filed with the Los Angeles County Recorder.

14. All boundary and other survey monuments must be preserved and guaranteed by the Applicant/Property Owner(s) in conformance with the Subdivision Map Act and as required by the City Engineer.
15. A reciprocal ingress/egress access and drainage easement is required and must be made a component of the Map.
16. Proof of Tax clearance must be provided at the time of map review submittal for recordation.
17. Monumentation of tentative map boundaries, street centerlines, and lot boundaries is required if the map is based on a field survey.
18. In accordance with California Government Code Sections 66442 and/or 66450, documentation must be provided indicating the mathematical accuracy and survey analysis of the tentative map and the correctness of all certificates. Proof of ownership and proof of original signatures must also be provided.
19. The second sheet of the building plans is to list all City of Bellflower conditions of approval from each department and/or division. This information must be incorporated into the plans prior to the first submittal for plan check. Conditions are required from the following divisions: Planning, Building, Fire, Police, Public Works and Code Enforcement.
20. Structural calculations prepared under the direction of an architect, civil engineer, or structural engineer must be provided.
21. The Applicant/Property Owner(s) must implement and comply with all of the conclusions and recommendations of the soils report.
22. Should any construction require encroachment onto adjacent properties, a Right of Entry letter signed and dated by the affected property owner must be submitted to the City Building Department prior to the issuance of building permits.
23. All property lines must be shown in standard property line linetype.
24. Where engineered fill is required, compaction tests must not be performed by individual other than the soils engineer of record unless requested by the soils engineer of record and approved by the City of Bellflower Building Division.
25. A grading and drainage plan must be approved prior to issuance of the building permit. The grading and drainage plan must indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.

26. No property drainage must be allowed to cross sidewalks (parkways) or drive approaches. Yard basins, concrete gutters and under sidewalk (parkway) drains must be constructed to adequately drain the subject property. A drainage plan must be prepared by a Registered Civil Engineer and submitted for approval by the City. Under sidewalk drain must be used. Minimum slope on concrete flow lines must be 0.50%. Minimum slope on asphalt concrete or turf must be 1.0%. Existing elevations of adjacent property and street flow lines must be shown around the perimeter of the proposed development.
27. A sewer connection fee may have to be paid to the Los Angeles County Sanitation Districts, 1955 Workman Mill Road, Whittier, California, 90602. A receipt showing that the payments have been made must be presented to the City Building Department prior to the issuance of any permits. The Applicant/Property Owner(s) must provide documentation from the Sanitation District that sufficient sewer capacity exists to serve the proposed development.
28. Separate utility plans, except for phone and cable, must be prepared indicating the location and method of utility service. Each utility provider must approve the proposed method of service prior to building plan check approval by the City. The building plans will not be issued until the requested plan has been approved by the Building Division.
29. Separate utility connection must include, but not be limited to, separate sewer connection to the sewer main located in the private street, separate water service, separate electric service, separate gas service, separate cable service, and separate telephone service. All underground work must be located in a trench located within the utility easement between the right-of-way and the individual dwelling unit property.
30. A final map prepared by or under the direction of a registered civil engineer or licensed land surveyor must be submitted to and approved by the City of Bellflower prior to being filed with the Los Angeles County Recorder. The final map must be in substantial conformity with the submitted tentative map date-stamped March 29, 2016, unless revisions and/or additional conditions are specifically required herein.
31. Easements must not be granted or recorded within any area proposed to be dedicated, offered for dedication, or granted for use as a public street, alley, highway, right of access, building restriction, or other easements until after the final map is approved by the City of Bellflower and filed with the Los Angeles County Recorder; unless such easement is subordinated to the proposed dedication or grant. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.
32. All conditions from City of Bellflower Departments and Divisions must be incorporated into the map prior to submitting the map for review.

33. The approval of Tentative Map No. TT 74043 will not be effective for any purpose until the Applicant/Property Owner(s) or a duly authorized representative of the Applicant/Property Owner(s) has filed with the Planning Division an Affidavit of Acceptance, thereby accepting all the conditions of this approval, which Affidavit must be filed within 15 days of the date of approval.
34. All easements existing prior to final approval must be shown. If an easement is blanket or indeterminate, a statement to that effect must be shown on the final document.
35. A title report/guarantee showing all fee owners, interest holders and nature of interest must be submitted prior to final approval of the map. Such title report must be submitted no more than 14 days prior to final approvals.
36. The City of Bellflower, the County of Los Angeles, the State of California, and the Government of the United States, and any department, bureau or agency thereof, must have the right of immediate access to all portion of common areas, of the project not assigned for the exclusive use of the owner of a particular unit at all times for the purposes of preserving the public health, safety and welfare except in those instances where a common area is accessible only through a private unit.
37. A permit must be obtained from the City of Bellflower Public Works Department prior to start of any work in the public right-of-way; including, but not limited to, public improvements and utility installations. All work must be done in accordance with established City standards or as directed by the City Engineer.
38. An easement or easements for utility lines and must be created.
39. Any existing improvements in the public right-of-way; including, but not limited to, light standards, aprons, sidewalk, curb ramps, curb, and/or gutter which is damaged or made off-grade during construction must be removed and replaced in accordance with the appropriate City Standard or as directed by the City Engineer.
40. The Applicant/Property Owner(s) must contact the local Water Company to determine the existing fire flow rate in this area. If the existing fire flow capabilities are below the required minimum, the Applicant/Property Owner(s) must provide the necessary means for meeting the fire flow rates required by the Fire Department.
41. All Fire Department requirements for the proposed project specified in the letters dated March 1, 2016 must be complied with.
42. Landscaping in the public right of way must be per the City of Bellflower Master Street Tree Plan.

43. A separate perimeter wall plan must be submitted to show and dimension all existing and proposed perimeter walls/fences. The plan must include typical sections at the rear and side property lines. Sections must show the property line, perimeter wall or fence, said walls location measured from the property line, and wall height as measured from the ground surface on both sides of the wall/fence.
44. The construction or modification of existing drive approaches must be per City Standards with the bottom width, W, per the approved construction plans. All work must be done by a "C-8" or an "A" licensed contractor. "B-1" contractors are not acceptable for this work. Note: Horizontal saw cutting of existing curb is permitted in most instances. Verify with City Inspector.
45. The Applicant / Property Owner(s) must remove and replace existing drive approaches and curb depressions that do not access the development with full height curb, sidewalk or clean topsoil and necessary repaving. A "C-8" or an "A" licensed contractor must do all work. "B-1" contractors are not acceptable for this work. Note: Replacement of curb depressions must be accomplished by the removal of the existing curb and gutter and construction of new monolithic curb and gutter.
46. Curb and gutter must be constructed where missing or repaired in accordance with City Standards. Note: Curb and gutter must be monolithic.
47. A sanitary sewer lateral must be constructed to service the property. Minimum lateral size from main to property line is 6". Separate Sewer clean outs must be provided for each unit. Excavation permits with necessary insurance and bonds are required.
48. Un-sodded, mounded planters adjacent to public sidewalk must be provided with 6" curbs to prevent soil run-off onto the public sidewalk. Curbs are not required if the planter consists of sod.
49. The contractor must meet with the City Inspector before starting any construction within the public right-of-way.
50. All work within the public right-of-way, including placing and removal of traffic control devices, must be restricted to the hours between 8:30 A.M. and 3:30 P.M., Monday through Friday. No work requiring continuous inspection or traffic control must be done on Saturday, Sunday or Holidays, unless prior arrangements have been made at least one week in advance with the approval of the City Engineer.
51. The developer, at his/her cost, must be responsible for the relocation as necessary of any public or private utility or other obstruction to facilitate the construction within the public right-of-way.

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52. Failure to implement and/or maintain all provisions of these conditions of approval must be grounds for the revocation of said map following a public hearing or the approving body.
53. All proposed improvements shown on the Tentative Map and all conditions established by the Design Review Committee, the Director of Public Works, the Director of Planning, the City Engineer, Building Official, the Bellflower Municipal Code, and life safety issues must be complied with prior to building occupancy.
54. Any existing damaged public right-of-way improvements must be repaired in accordance with Section 5600 et seq of the California Streets and Highways Code and with the Bellflower Municipal Code before occupancy will be granted. (Property owner is responsible for the repair and maintenance of curb/gutter, sidewalk and drive apron).
55. All applicable NPDES requirements must be complied with including those requirements established by the City of Bellflowers storm water compliance consultant.
56. A Final Subdivision Guarantee will be required for the Final Map.
57. The proposed lot line adjustment must be prepared by a Registered Civil Engineer and must be submitted for review and approval prior to approval of the final map.
58. The Final Map must:
 - a) Meet all the provisions of the latest Subdivision Map Act relating to tract/parcel maps.
 - b) Give reference to all monuments found or set.
 - c) Include traverse calculations of the tract/parcel lots indicating closure within 1:10,000.
 - d) The developer will be required to pay all applicable checking fees with the City prior to the start of map checking.
 - e) Tentative Map improvements established by the City Engineer not completed and accepted at the time of approval of the final map must require the Applicant/Property Owner(s) to enter into an agreement with the City of Bellflower to complete such improvements at the Applicant/Property Owner(s)'s expense and guaranteed by improvement securities.
 - f) Be recorded by the Los Angeles County Recorder.
 - g) The Applicant/Property Owner(s) must provide the City with two (2) duplicate, medium weight mylars and four (4) sets of prints of the recorded map. All existing and/or proposed easements must be shown on the final map.

59. Two inch I.P. monuments (24 inch minimum length) must be set at all lot corners, except where sidewalks are to be constructed or are existing. The surveyor must set Lead and Tack in the sidewalk at these locations.
60. All Development Review Board (DRB Case No. DRB 7-16-7234) conditions of approval must be complied with prior to Certificate of Occupancy.

SECTION 10. *General Plan Findings.* The proposed Zone Change and Overlay are consistent with the General Plan. The General Plan's goals, objectives, and policies to serve the public health, safety, and general welfare, and the amendment are necessary.

SECTION 11. *Recommendation.* Based on the foregoing, the Planning Commission recommends the City Council adopt Mitigated Negative Declaration No. MND 16-01 and approve Zone Change Case No. ZC 16-01, Precise Plan Case No. PP 16-01 and Tentative Map Case No. TT 74043.

SECTION 12. *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 13. *Effective Date.* This Resolution will become effective immediately upon adoption and remain effective until superseded by a subsequent resolution.

SECTION 14. The Planning Commission Secretary is directed to mail a copy of this Resolution to the Applicant/Property Owner(s) and to any other person requesting a copy.

PASSED AND ADOPTED this 19th day of September 2016.



Ray Hamada, Chairman

ATTEST:



Art Bashmakian, Secretary

APPROVED AS TO FORM:



David H. King, Assistant City Attorney

Exhibit A: Zone Change Map

Exhibit B: Proposed Precise Plan for a Planned Development

Exhibit A - ZONE CHANGE MAP

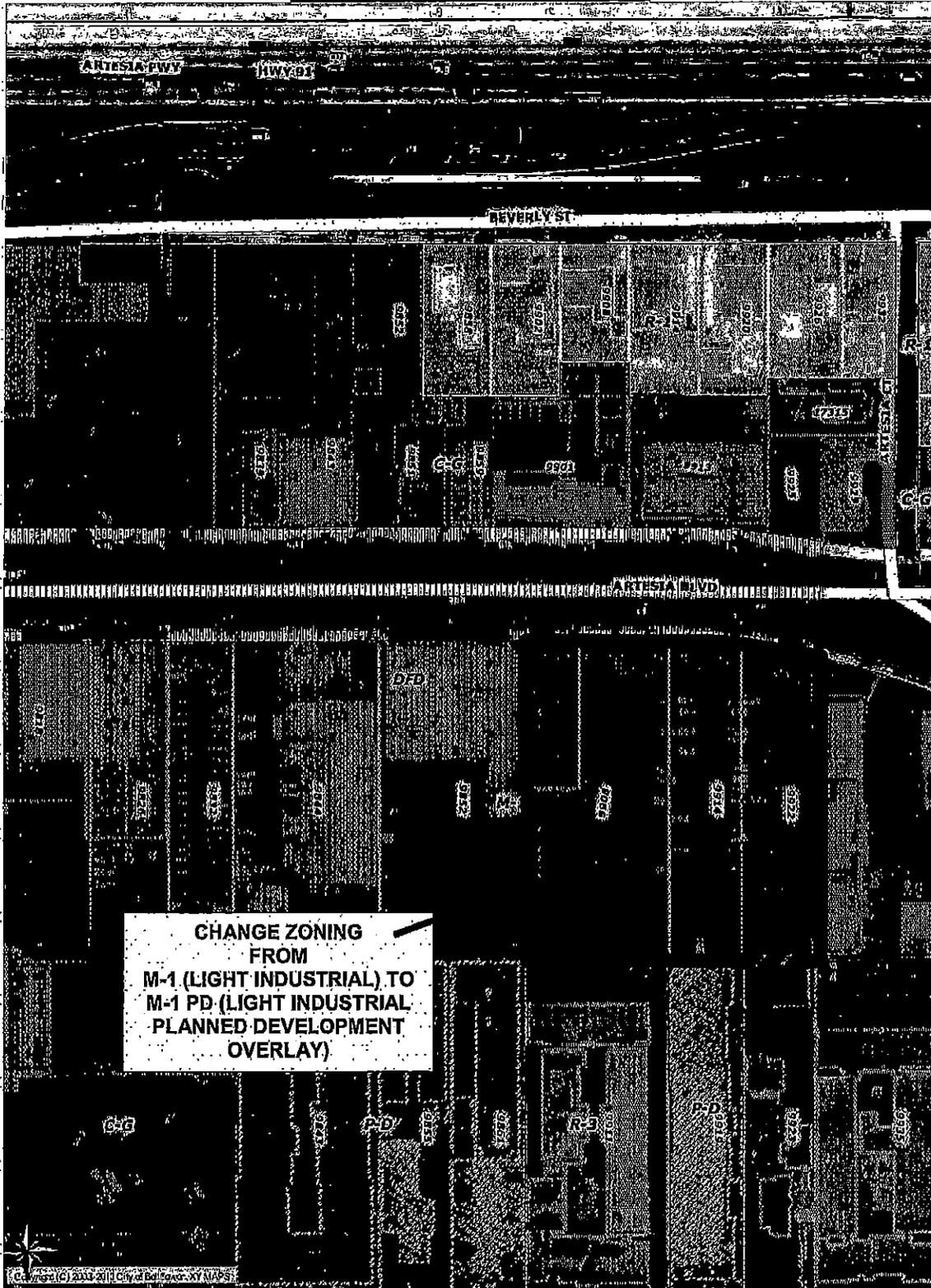


Exhibit B

**PRECISE PLAN CASE NO. PP 16-01 FOR
M-1 (PD) (LIGHT INDUSTRIAL PLANNED DEVELOPMENT OVERLAY DISTRICT)**

Standard Conditions of Approval

1. The subject property must be developed and/or used in the manner requested and must be in substantial conformity with the submitted plans date-stamped March 29, 2016 and Exhibits 3 to 5 on pages 21-23 and, unless revisions and/or additional conditions are contained herein.
2. This approval will lapse and become void if the privilege authorized is not utilized within one (1) year from the date of this approval.
3. The Applicant/Property Owner(s) must submit to the Planning Division an Affidavit in Agreement and Support thereof acknowledging acceptance of the conditions of approval within thirty (30) days from the date of approval by the Planning Commission. The Affidavit in Support form must be signed, notarized, and returned to the Planning Division prior to any plan check submittal or construction permit application.
4. The Applicant/Property Owner(s) and its successors in interest must indemnify, protect, defend (with legal counsel reasonably acceptable to the City), and hold harmless, the City, and any agency or instrumentality thereof, and its elected and appointed officials, officers, employees, and agents from and against any and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs, and expenses of whatever nature, including reasonable attorney's fees and disbursements (collectively "Claims") arising out of or in any way relating to this project, any discretionary approvals granted by the City related to the development of the project or the environmental review conducted under California Environmental Quality Act, Public Resources Code Section 21000 et seq. for the project. If the City Attorney is required to enforce any conditions of approval, then all costs, including reasonable attorney's fees, must be paid for by the Applicant/Property Owner(s).
5. Anything which is not shown on application/plans, or which is not specifically reviewed, or which is not in compliance with this section, is not being recommended for approval. Any application and/or plans which are defective as to, but not limited to, omissions, dimensions, scale, use, colors, materials, encroachments, easements, etc., must render any entitlements granted by this section null and void. Construction (if any) must cease until all requirements of this section are complied with. Development entitlements may be withheld until Code violations are abated.

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6. The Applicant/Property Owner(s) must comply with all federal, state, and local laws. A material violation of any of those laws in connection with the use of the subject property will be cause for revocation of this permit.
7. The Applicant/Property Owner(s) must submit to the Planning Division a revised plan showing all required improvements for review and approval.
8. The conditions of approval for the proposed project must be part of the title/deed restriction or maintenance covenant applicable to each lot with the project.
9. All conditions of approval must be met prior to occupancy of the subject site.
10. The proposed project is subject to the recently adopted Art in Public Places ordinance, which requires the contribution of 1% of the total valuation of the project towards the Public Art Fund, or an art to be placed on-site, subject to review and approval by the City.
11. The project must comply with the City of Bellflower Climate Action Plan by integrating the City's Climate-Ready Development Standards selected by the Applicant/Property Owner(s).
12. Prior to obtaining construction permits, the Applicant/Property Owner(s) would be subject to the City's Park Fees and Public Facilities Fees.
13. Prior to obtaining construction permits, the Applicant/Property Owner(s) must pay all applicable school fees.
14. A Mitigated Negative Declaration was prepared for the proposed project. If the Department of Fish and Wildlife determines that the project has an effect, a fee of \$2,210 must be paid to the county.
15. The approval of Precise Plan Case No. PP 16-01 is contingent on the approval of Zone Change Case No. ZC 16-01 and Tentative Map No. TT 74043.
16. The Applicant/Property Owner(s) must provide a sheet on the construction plans with the City of Bellflower signed resolution stating the conditions of approval as adopted by the City Council. This information must be incorporated into the plans prior to issuance of a construction permit.
17. Since the valuation of the proposed project exceeds \$150,000, a Construction and Demolition (C&D) Waste Management Plan needs to be completed by the Applicant/Property Owner(s) and approved by the Public Works Division prior to the issuance of a construction permit and the Applicant/Property Owner(s) will be required to submit a performance security in the amount of three percent (3%) of the total project cost.

18. All concrete and asphalt demolition debris from the site must be recycled.
19. Exterior construction activities (grading, framing, etc.) is restricted to 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8 a.m. to 6 p.m. on Saturdays, except that interior building construction activities must not be limited.
20. All construction equipment must be properly muffled to reduce noise levels. Transportation of equipment and materials and operation of heavy grading equipment must also be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday and 8 a.m. to 6 p.m. on Saturdays. All equipment staging areas must be sited on the subject property.
21. Dust generated by construction activities must be reduced by watering the soil prior to and during grading activities. Reclaimed water must be used whenever possible. Dirt must not be hosed into the storm drain system.
22. All improvements to the subject site must be in compliance with all City Ordinances and must conform to all requirements of the California Building Code as adopted by the City.
23. Trash service must be provided in an appropriate manner subject to review and approval by the Planning Director and the City's franchise trash collector (CR&R as of the date of this Resolution). CR&R will be providing disposal pick-up service on-site. Each home will be provided with the following minimum barrels for their disposal need:
 - (a) One gallon black barrel for trash,
 - (b) One gallon blue barrel for recyclable waste.
24. The project must comply with all applicable erosion control, fugitive dust, and best management practice/ NPDES standards.
25. The Applicant/Property Owner(s) must integrate Best Management Practices as shown on the site plan to ensure compliance with NPDES guidelines to the satisfaction of the Director of Planning Department, or his/her designee, prior to the finalization of construction permits.
26. The Applicant/Property Owner(s) must record a maintenance covenant for Standard Urban Stormwater Mitigation Plan and other Municipal NPDES Development Planning Requirements to the satisfaction of the Director of Planning Department, or his/her designee, prior to finalization of construction permits.

27. The Applicant/Property Owner(s) must submit an erosion control plan as part of the grading plan and permit approval process.
28. The proposed project must provide proper drainage and must conform to all applicable City land use provisions, City Stormwater regulations, the NPDES provisions and the Permit. The project must comply with Best Management Practices to ensure compliance with all stormwater provision.
29. The proposed project must comply with Federal Clean Water Act, the State's water code, and the City's runoff control ordinance.
30. The site entrances must be swept to ensure that dirt does not enter the storm drain system.

Special Conditions of Approval

31. The mixed use component includes the following:

Building 1 (Building 400): Adjacent Artesia Boulevard, includes an attached four-unit, mixed-use, two-story (33'-6" tall) building comprised of 6,343 square feet of ground floor space and 6,500 square feet of second floor space for a total of 12,843 square feet. The ground floor will include 3,600 square feet of commercial retail/office space and four (2) garages on the rear side to serve the units on the second floor. Each residential unit measures approximately 1,710 square feet. The commercial space does not have any internal connection to the residential units above.

32. The residential component includes the following:

- a. Building 2 (Building 300): Includes an attached ten-unit, three-story (36'-6" tall) residential building, comprised of 7,367 square feet of ground floor space; 7,152 square feet of second floor space; and 7,234 square feet of third floor space for a total of 21,753 square feet. Units measure between 1,536 square feet and 1,856 square feet. 1 unit is ADA compliant.
- b. Building 3 (Building 200): Includes an attached eight-unit, three-story (36'-6" tall) residential building, comprised of 5,935 square feet of ground floor space; 5,730 square feet of second floor space; and 5,902 square feet of third floor space for a total of 17,567 square feet. Units measure between 1,545 square feet and 1,887 square feet. 1 unit is ADA compliant.
- c. Buildings 4 and 5 (Buildings 100): Each building includes attached five-units, three-story (37'-10" tall) residential buildings, comprised of 3,708 square feet of ground floor space; 3,615 square feet of second floor

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space; and 3,577 square feet of third floor space for a total of 10,900 square feet. Units measure between 1,536 square feet and 1,844 square feet. The front entrance of the units, face the rear (south) property line. 1 unit is ADA compliant in each building.

- d. **Floor Plans:** Includes 3 plan types (Plans 1 through 3). Plan 1 units which are the attached 4 units, mixed used building, includes an entry and a garage on the first floor (behind the commercial space) and two bedrooms, den, kitchen, dining room, living room, laundry room and two bathrooms on the second floor. Plan 2 and 3 units, which are all the other units, proposes an entry, den and a garage on the first floor, a dining room, kitchen, living room and powder room on the second floor and three bedrooms and 2 bathrooms on the third floor.
 - e. **Parking:** The project includes 80 total parking spaces. Each unit includes an attached two-car garage with size options of 453, 455 or 473 square feet (64 parking spaces). The parking lot adjacent Artesia Boulevard shared between the commercial spaces and guest of the residence will include 12 parking spaces and one loading space. Four additional parking spaces will be provided along the interior of the lot for guest. 2 spaces are ADA compliant.
33. Allowable commercial business uses must comply with the permitted or conditionally permitted uses listed under the C-G zone.
 34. All temporary uses and activities are subject to the provisions and temporary use permits requirements of BMC Chapter 17.76.
 35. The Applicant/Property Owner(s) must comply with all conditions from DRB Case No. 7-16-7234.
 36. The project site is subject to the following development standards:

Mixed Use and Residential Condominium Development Standards Table			
	Development Criteria	Development Standard	Special Provisions and Comments
A.	Lot Area Standards.		
	• The Minimum Lot Area Required to Develop on Any Lot or Parcel	73,347 s.f. /1.68 acres	
B.	Commercial S.F. and Dwelling Units		
	• Minimum and Maximum Commercial Square Footage	3,600 s.f.	

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Mixed Use and Residential Conditional Development Standards Table			
	Development Criteria	Development Standards	Special Provisions and Comments
	<ul style="list-style-type: none"> Maximum Dwelling Units 	32 units	
C.	Minimum Required Yard Standards.		
	<ul style="list-style-type: none"> Front Yard Setback for site (North Property Line) 	1'-8" east and 10'-8" west	Exhibit 2 illustrates the required setback
	<ul style="list-style-type: none"> Side Yard Setbacks for site (East and West Property Lines) 	5'-2"	Exhibit 2 illustrates the required setback
	<ul style="list-style-type: none"> Rear Yard Setback for site (South Property Line) 	6'-3"	Exhibit 2 illustrates the required setback
D.	Maximum Building Heights/Allowable Stories.		
	<ul style="list-style-type: none"> Building 1: Buildings 2 and 3: Buildings 4 and 5: 	2 stories or 33'-6" 3 stories or 36'-6" 3 stories or 37'-10"	Non-habitable, projections exceeding the building height for all buildings are allowed if architecturally integrated into the building design.
E.	Minimum Building Separation		
	<ul style="list-style-type: none"> Minimum Building Separation of Residential Building Groupings 	25 and 28 feet	See approved plan for details.
	<ul style="list-style-type: none"> Minimum Building Separation Between Residential Building Groupings and Mixed Use Buildings 	28 feet	
F.	Minimum On-Site Parking		
	<ul style="list-style-type: none"> Commercial Uses 	Min. of 1 parking space for every 300 square feet of floor area designated to the commercial component of the mixed use building, with a minimum parking stall dimension of 9' in length x 20' in width	Parking may be used as "shared parking spaces" upon approval of the City Council.
	<ul style="list-style-type: none"> Residential Uses 	Min. of 2 enclosed spaces per unit with a minimum interior dimension	Each residential unit must have a minimum of 2 enclosed, on-site spaces per unit. Parking

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Mixed Use and Residential Condominium Development Standards Table		
Development Criteria	Development Standard	Special Provisions and Comments
	of 20' in length x 20' in width	spaces must be arranged in a side-by-side design.
<ul style="list-style-type: none"> Residential Guest Parking 	One-half (1/2) guest parking space per residential unit with a minimum dimension of 9' in length x 20' in width.	Residential guest parking spaces may be provided in the following ways: <ol style="list-style-type: none"> 1) Residential guest spaces may be provided throughout the residential portion and designated for guest use only. 2) A portion of the required residential guest parking spaces may be "shared" with the parking spaces located on the westside of the mixed use building provided for the commercial uses upon approval of the City Council. 3) Shared guest spaces may be limited for commercial use only during the hours of 9:00 a.m. to 5:00 p.m. Appropriate signage must be provided.
<ul style="list-style-type: none"> Additional Residential Parking 	Three-quarters (.75) parking space must be provided as follows: <ol style="list-style-type: none"> 1) for each bedroom after the first two bedrooms for 	

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Mixed Use and Residential Condominium Development Standards Table		
Development Criteria	Development Standard	Special Provisions and Comments
	building 1 and 2)for each bedroom after the first three (3) bedrooms for buildings 2-5 with a minimum dimension of 9'6" length x 20' in width	
G. Minimum Driveways Widths and Circulation		
• Commercial	24 feet wide	
• Residential	25 to 28 feet wide	See approved plan for details.
H. Loading.	One loading space with a minimum dimension of 10' in length x 20' in width	Commercial uses are to be "front loaded". A time limit for loading may be required pursuant to a parking plan approved by the City Council. The loading space must be provided in the commercial parking area on the west side of the mixed use building and be located in a manner that is easily accessible.
I. Fence and Wall Standards.		
• Front Fence/Walls (along north property line)	No fence required. If a solid fence/wall is proposed, a maximum 42" high decorative spilt face solid or transparent fence/wall must be provided. All proposed columns must include a decorative cap not exceeding 42" high. A fence/wall higher than 42" may be subject to BMC subsection	Any fence/wall higher than 42" must provide adequate line of sight for vehicle and pedestrian traffic subject to the review and approval of the City Engineer.

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Mixed Use and Residential Condominium Development Standards Table		
Development Criteria	Development Standard	Special Provisions and Comments
	17.76.060(F).	
<ul style="list-style-type: none"> Side and Rear Fence/Walls (along south, east and west property lines) 	6' high decorative spilt face block wall with decorative cap.	The total wall height with decorative cap cannot exceed 8 feet in height.
<ul style="list-style-type: none"> Interior Fence/Walls (includes commercial parking lot and residential patio areas) 	Commercial: 6' high decorative wood fence near parking lot. Residential: Low wall fence enclosing patio area.	Patio yard walls/fences attached to 4 units within buildings 4 and 5 cannot exceed 4 feet in height.
<ul style="list-style-type: none"> Fence /Wall Approval 		A fence/wall plan must be submitted and approved by the Director of Planning and/or his/her designee. No chain-link fences are allowed. The wall height along the sides and rear property lines must be minimum 6 to maximum 8 feet.
J. Landscaping.		
<ul style="list-style-type: none"> Commercial Parking Area 	Min. 5% of the parking area	Landscape plan must be approved by the Director of Planning and/or his/her designee. Landscaping along the Artesia Boulevard street front must provide pedestrian appeal. Potted plants may be used.
<ul style="list-style-type: none"> Residential Area 	Min. 1 24-inch-to-48-inch box tree per unit and 5, 5-gallon plants per one thousand (1,000) square feet of floor area per unit.	Landscape plan must be approved by the Director of Planning and/or his/her designee.

Mixed Use and Residential Condominium Development Standards Table		
Development Criteria	Development Standard	Special Provisions and Comments
<ul style="list-style-type: none"> • Common Areas 		Furniture in private landscape areas may be allowed pursuant to landscape plan approved by the Director of Planning and/or his/her designee.
<ul style="list-style-type: none"> • Landscape Height 	Landscape improvements located within the first 20 feet of the site must not exceed 42" in height as measured from the paved driveway surface to ensure safe vehicular sight distance.	
K. Lighting Standards.		
<ul style="list-style-type: none"> • Parking Areas 	Any open parking area not lighted by street lights must be lighted with fixtures that provide illumination of the parking area only.	Decorative bases must be used for any light pole standards. Lighting fixture design must be consistent with the architectural theme of the project.
<ul style="list-style-type: none"> • Driveway and Entrances 	The driveway entrance must be lighted with fixtures that provide adequate illumination of the driveway entrance. All common driveways must be lighted.	
<ul style="list-style-type: none"> • Common Walkways 	All common walkways must be lighted. All walkway ramps and steps must be lighted.	
<ul style="list-style-type: none"> • Shielding 	All outdoor lighting and lighting fixtures	A 0-foot candle must be provided along all

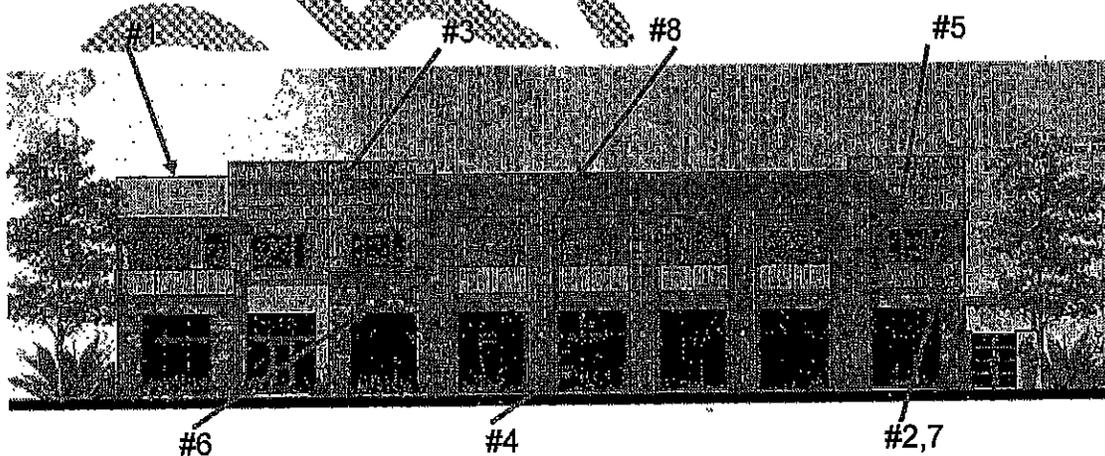
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Mixed Use and Residential Condominium Development Standard Table		
Development Criteria	Development Standards	Special Provisions and Comments
	must be located and shielded so as to prevent the spill of light onto residential lots.	property lines that abut residential buildings.
L. Mechanical Equipment.	The provisions of the BMC 17.44.100 apply to the commercial component and BMC 17.32.170 applies to the residential component.	Decorative screening must be provided in cases where the equipment is visible. A noise study must be provided to examine decibel levels to residential windows and openings.
M. Trash Service.		
<ul style="list-style-type: none"> • Enclosure and Design 	Where commercial or shared trash bins are required, the provisions of the BMC 17.44.130 Applies	Trash service must be provided in a manner approved by the City's trash collector.
<ul style="list-style-type: none"> • Individual receptacles for each residential unit 	Trash receptacles must be placed inside each garage when not in use.	See approved plan for details.
<ul style="list-style-type: none"> • Access 	Adequate vehicular access to and from such trash area must be provided. Trash area enclosures must be maintained in a closed manner at all times to prohibit unauthorized access and to prevent visibility from public rights-of-way or adjacent property.	

37. All structures must have minimum "four-sided" architecture treatment/elements. The residential buildings must match with the commercial elevations and include brick/stone veneer around the front door entrances. Additional cement siding, metal awnings must be provided along the following buildings and elevations: (Buildings 4 and 5 on all elevations), (Building 3 on all elevations), (Building 2 on front, rear, left and right elevation) and (Building 1 on the rear elevations). All balconies must include vertical metal railings. All modifications to the elevations must be approved by the Director of Planning or his/her designee. The architectural elements are as follows:

Architectural Elements

1. Flat roof with Parapet	2. Metal Railing	3. Fiber Cement Siding	4. Entryways	5. Decorative Metal Awning
6. Brick/Stone Veneer	7. Balconies	8. Smooth painted Stucco		



Mixed Use Street View

38. The project must incorporate a "Green Building Design" for the residential homes and mixed use buildings. The development will be designed as all-electric, no-gas homes that run on advance solar power. Energy efficient appliances and

materials are used in the interior and exterior of the buildings. The commercial building will be designed to accommodate gas. The following elements will be used as energy efficient methods: Solar Panels, high efficiency lighting, hybrid electric water heater, dual glazed windows with ultraviolet coating, low flow toilets, faucets, and showerheads, pre-wiring for electric vehicle charger, high solar roofing materials, lumbar saving beam and header, and roof and floor truss systems and maximized wall insulation.

39. A master landscape, hardscape and irrigation plan must be submitted and approved by the Director of Planning and/or by his/her designee. The master landscape, hardscape and irrigation plan must show the type, quantity, location, and size of all plants and irrigation equipment. Plants must be selected appropriately based upon their adaptability to the climatic, geologic, and topographical conditions of the site and the type must be approved prior to obtaining a construction permit. Landscaping must be provided along the perimeter of the property. Where possible, existing mature trees on the property must remain and be adequately maintained. Where landscaping is provided along the street edge, up-lighting should be incorporated to enhance the street view of the project. Varying plant and tree species must be incorporated to provide visual interest throughout the development and drought tolerant plants must be provided. The landscape parking lot planters must be constructed pursuant to BMC chapter 17.44. Enhanced streetscape treatment along Artesia Boulevard must be provided in order to achieve an attractive and creative street edge appearance along those portions of the public street that the project abuts. The City of Bellflower's Street Tree Master Plan applies as appropriate. Additional landscaping must be placed at the front of the store fronts in the form of planters or landscaped areas. Additional landscaping where applicable must be placed along the side of buildings 1-5. The Applicant/Property(s) must demonstrate the project complies with the State Water Efficiency Model Ordinance prior to construction permit issuance.
40. Minor Amendments encompass minor and reasonable deviations or alterations to project plans. The Director of Planning may consider and approve the following Minor Amendments:
- i. A Minor Amendment to approved plans that do not create a noticeable difference in the exterior of the building design. Such minor alterations would not include the elimination of approved building materials.
 - ii. A Minor Amendment to the site plan where it can be demonstrated that such modifications will not substantially alter the locations of structures and uses and will not result in alteration of any plan features such as plaza areas, number of parking spaces, and/or similar items.

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41. Major Amendments: Projects that deviate from those standards and requirements contained in this Precise Plan that are not considered Minor Amendments, require a Major Amendment. Any Major Amendment requires Planning Commission recommendation and City Council approval.
42. To ensure all common areas (i.e., driveway, hardscape, landscape, etc.) are properly maintained, a Homeowners' Association (HOA) and Covenants, Conditions and Restrictions (CC&R's) is required for the proposed project, to the satisfaction of the City and in compliance with State Law. The developer(s) will hire a management company. During sales of the units, the sales managers will sit on the HOA board. The developer(s) will remove themselves from the HOA board only when 1) a new HOA board is selected from the new home owners, 2) the new home owners are trained on how to run the HOA and 3) the units are fully occupied. The Documents related to the HOA and CC&R's must be reviewed and approved by the City Attorney prior to recordation of the Final Map. In addition, the Applicant/Property Owner(s) must pay for all attorney fees associated with the review of the document.
43. The CC&R's for the project must be recorded prior to issuance of Certificate of Occupancy.
44. Guest parking spaces must measure 9' by 20' except when adjacent to wall or other physical obstructions spaces must measure 10' by 20'. The guest parking spaces must not be obstructed by landscaping.
45. All pedestrian access paths must be shown and dimensioned.
46. The Applicant/Property Owner(s) must comply with the Climate Action Plan per the MND and achieve the minimum required 16 points out of the 21 target points.
47. The Applicant/Property Owner(s) must implement and comply with the mitigation measures identified in the "Mitigation and Monitoring Report" for the project.
48. The units in building 1 (mixed use component) is limited to 2 bedrooms. The units in buildings 2-5 are limited to 3 bedrooms. If additional bedrooms are added then additional parking spaces must be provided on site to accommodate additional bedrooms for each unit at a rate of .75 spaces per additional bedroom. All other rooms cannot be converted to bedrooms. Other additions including enlarging bedrooms or other areas of a home may be processed for a planning approval and a construction permit through the City's Development Review Board process and may require the Planning Commission to review the project through a public hearing. The final approved floor plan for these units will be incorporated into CC&R's.

49. The building elevations must include illuminated addresses along the front of each unit, along the rear (i.e. garage side) of each unit, along the top of each building visible for emergency vehicles (i.e. Fire Department), along the top of the residential units adjacent Artesia Boulevard and along the front of each commercial tenant space. The plans must be redesigned prior to submitting for building plan check.
50. A Master Sign Plan must be submitted for review and approval prior to installation of signs. All signs within the development must be included on the Master Sign Plan. The Master Sign Plan must include Design, Height, Materials, Color, Type, Style, Illumination, Maintenance, etc. of Signs. The display of real estate, for lease, and political signs and temporary Signs and Banners are subject to the provisions of the Bellflower Municipal Code Chapter 17.68. No sign must be installed on any development within the Precise Plan that is not in compliance with a Master Sign Plan. The Director of Planning and/or his/her designee must approve the Master Sign Plan and any Sign Permit request.
51. A separate plan must be submitted to show the details on the signage wall for evaluation. Submit the Master Sign Plan prior to submitting for building plan check.
52. A site map displaying the site layout must be installed on the site. The site map must be submitted for review prior to installation and include dimensioned elevations; cannot exceed 6 feet in height and shall be placed at least 10-feet from the north property line in a place accessible for pedestrians, vehicles and emergency personnel. The plans must be redesigned prior to submitting for building plan check.
53. The Applicant/Property Owner(s) must obtain the neighbor's consent and approval in writing prior to conducting any work (i.e., demolition and construction) of walls on, partially or entirely located on any of the adjacent properties.
54. The community areas next to building 2 and between buildings 4 and 5 must include amenities such as barbecue equipment, and tables and benches. No portion of the driveway may be used as a public plaza area. All community areas must include at least 1 decorative trash can and the commercial component in the front must include at least 2 decorative trash cans for pedestrians/customers/employees to utilize. The plans must be redesigned prior to submitting for building plan check.
55. The pedestrian access within the front parking lot leading to the commercial space must be designed on the site and not lead to the public right-of-way.

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Relocate trees and plants to accommodate the new pedestrian path. The plans must be redesigned prior to submitting for building plan check to show the new layout.

56. The Applicant must install a 6-foot tall decorative screen wall with growing vines along the entire length of the south end of the front parking lot. The screen wall must be reviewed and approved by the Director of Planning for design and height restrictions and the City Engineer for line of sight issues.
57. The Applicant must submit a construction phasing plan and traffic control plan prior to construction permit issuance.
58. Garage doors cannot be blocked by vehicles.
59. Curbs along the driveway must be painted red with "no parking" labeled on the curbs.
60. Four street trees must be installed within the public right of way.
61. Details must be provided for all water heater installations.
62. All DRB conditions must be addressed prior to the issuance of a construction permit.
63. Prior to construction permit issuance, new addresses for each of the residences must be assigned by the Planning Division.
64. Postal delivery receptacles must be located behind the sidewalk and installed in a manner approved by the United States Post Office.
65. Parking signs must be posted in front of all visitor/guest parking spaces. For the shared parking in the front, a sign must be posted indicating visitor/guest parking spaces after 5 p.m.
66. The site plan must provide a table of on-site parking pursuant to the Precise Plan.
67. Wheel stops or curbs must be provided at all guest parking spaces not fronting a garage door.
68. The Applicant/Property Owner must provide, and continuously maintain, lighting within the common area. This condition must be included within the provisions of the CC&R's.

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69. All required landscaped areas and irrigation systems must be continuously maintained for the life of the project. This condition must be included within the provisions of the CC&R's.
70. All non-paved or non-decorative stamped areas for parking areas must be surfaced or paved with either asphaltic concrete or concrete to a minimum of three (3) inches in depth, or two (2) inches of premix and four (4) inches of Class A base, or other surface approved by the City Engineer, and said parking or surfacing must thereafter be maintained in good condition.
71. The project must be designed in conformance with the newly adopted 2013 California Building Standards Codes and 2014 Los Angeles County Fire Code with local amendments thereto.
72. Structural calculations and a lateral analysis for each structure must be prepared and submitted for review and approval during the initial submittal of building plans. Structural calculations and structural plans must be prepared under the direction of a California State licensed Civil/Structural Engineer or other appropriately licensed design professional.
73. A grading and drainage plan must be prepared under the direction of a California licensed Civil Engineer or appropriately licensed design professional in accordance with the Bellflower Municipal Code and the current California Building Code with local amendments.
74. A soil report with a study of liquefaction potential must be prepared under the direction of a California State licensed Geo-technical Engineer or appropriately licensed design professional in accordance with the Bellflower Municipal Code and current California Building and Residential Codes.
75. All utilities within the subject property must be placed underground prior to building occupancy or sale.
76. Un-sodded, mounded planters adjacent to public sidewalk must be provided with 6" curbs to prevent soil run-off onto the public sidewalk. Curbs are not required if the planter consists of sod.
77. The contractor must meet with the City Inspector before starting any construction within the public right-of-way.
78. The developer, at his/her cost, is responsible for the relocation as necessary of any public or private utility or other obstruction to facilitate the construction within the public right-of-way.

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79. The development must comply with the most recent approved Fire Department comments.
80. Private driveways must be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted and must be maintained in accordance with the Fire Code.

DRAFT

EXHIBIT 1
Vicinity Map

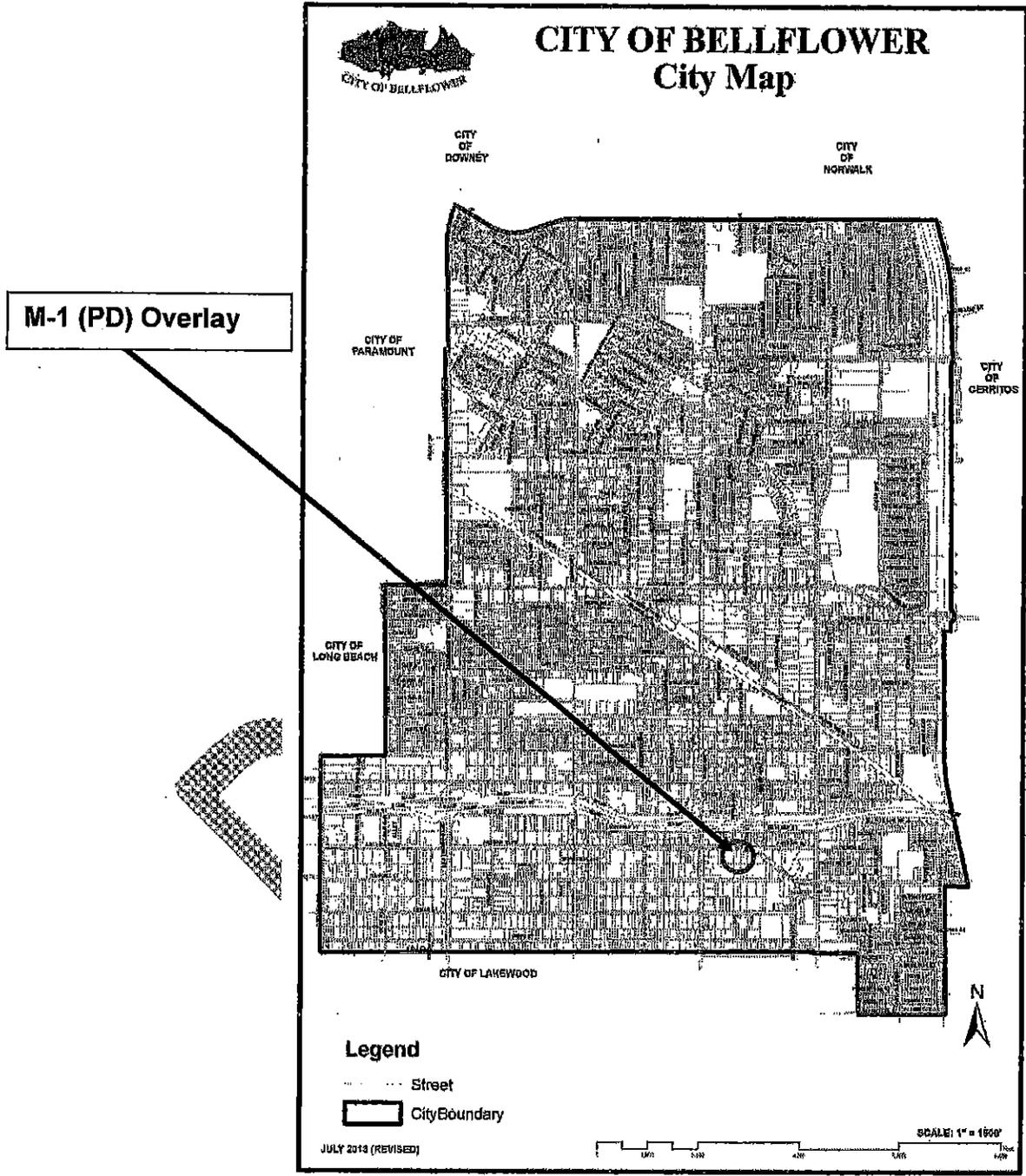
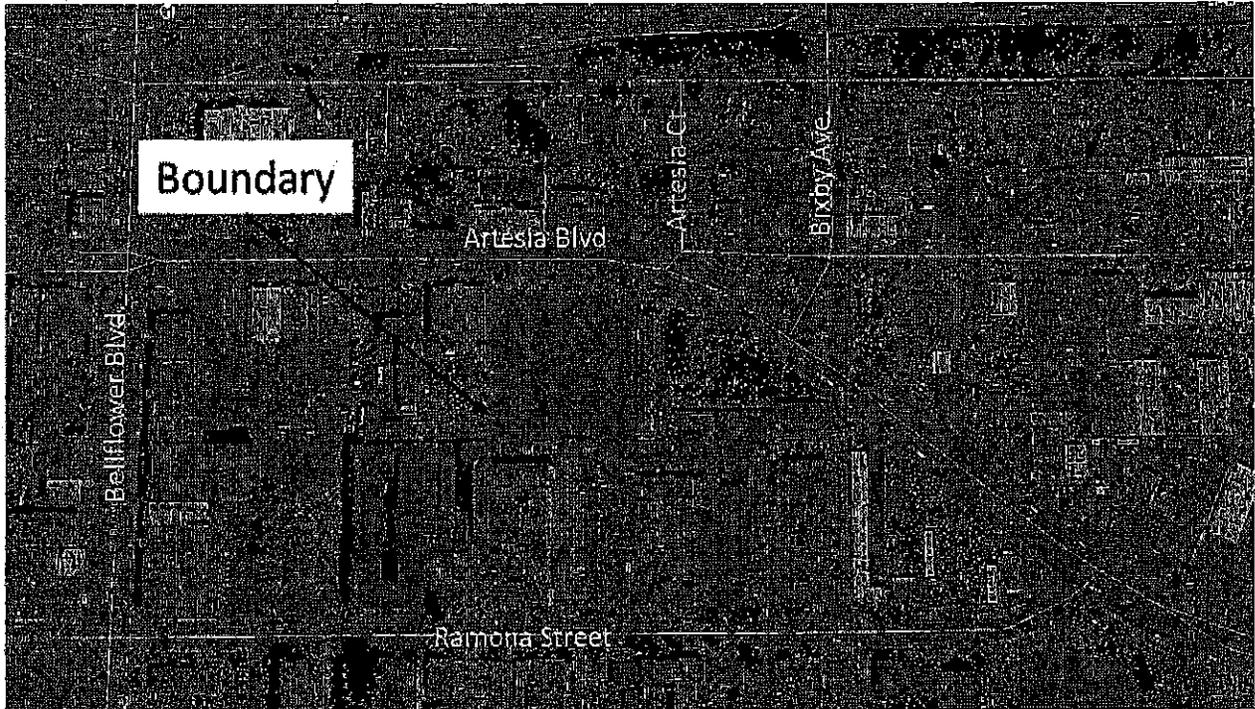


EXHIBIT 2
Precise Plan Boundaries



DR

EXHIBIT 3
Setbacks

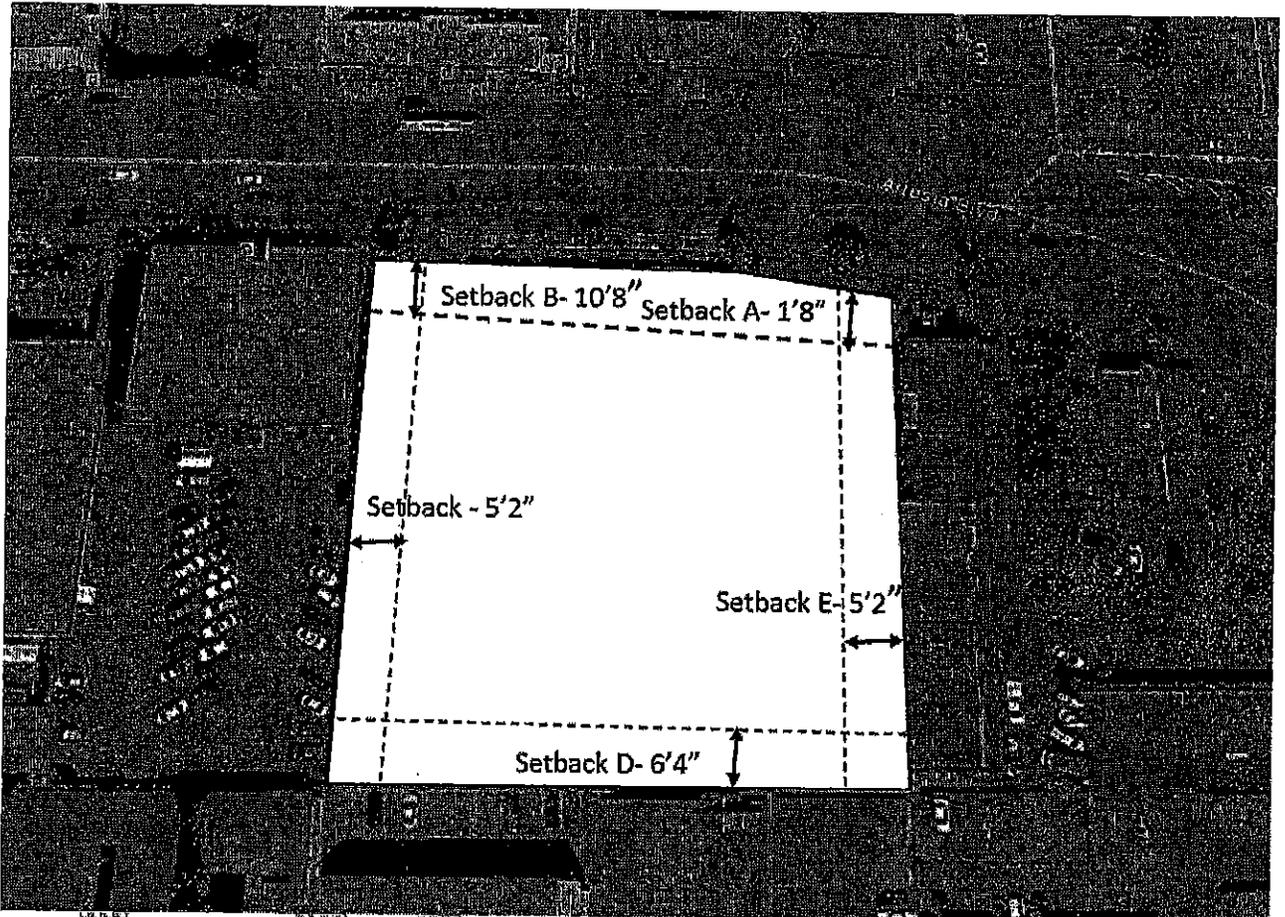
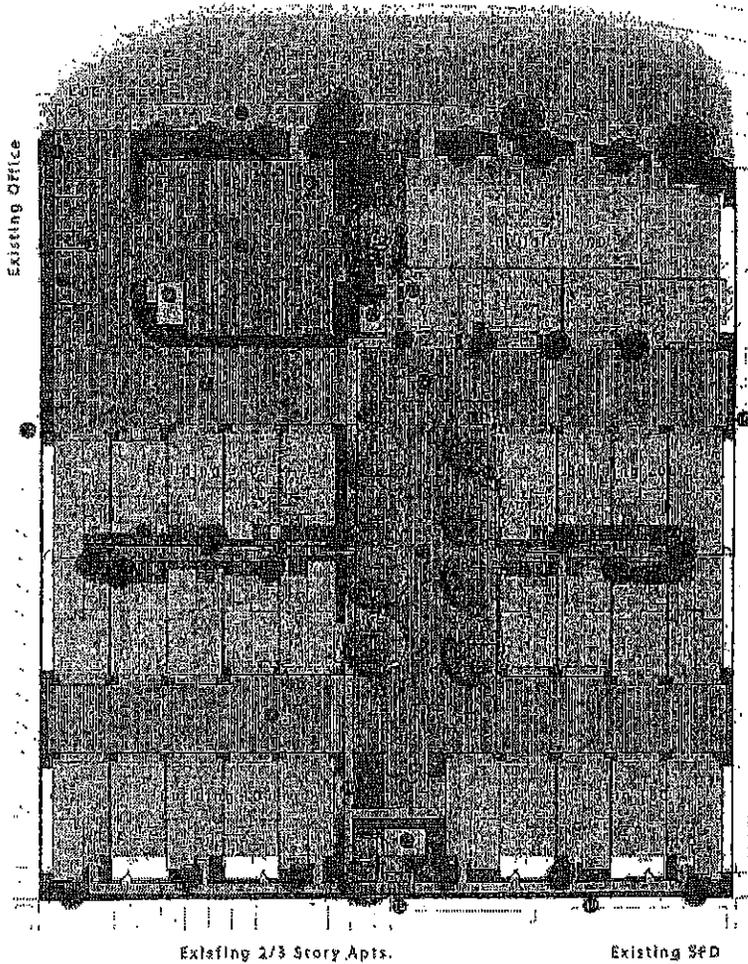


EXHIBIT 4
 Landscape



KEY

- 1 Signage Wall
- 2 Sidewalk
- 3 Enhanced Concrete Paving
- 4 Decorative Metal Fence
- 5 Recell Parking lot
- 6 3' Tall Decorative Wood Fence
- 7 Concrete Paving/Driveway
- 8 ADA Parking Stall
- 9 Small Trash Enclosure (per Architect)
- 10 6' Wide Community Sidewalk
- 11 Masonry Seal Wall
- 12 ADA Ramp
- 13 Perforation Pavers
- 14 Street Tree in Tree Urn
- 15 Decorative Metal Fence
- 16 Signage Area
- 17 Decorative Concrete Pavers at Front Doors
- 18 Colored Concrete Paving
- 19 6' Tall Split Face Block Wall with Tall Hedge Screen
- 20 Recell Parking
- 21 Community Mailboxes
- 22 Transfer Station Location

CONCEPTUAL SITE PLAN

BELLFLOWER SITE

BELLFLOWER, CALIFORNIA



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The City of Bellflower

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August 19, 2016

City Ventures
Attn: Kim Prijatel and Kim Hesse
3121 Michelson Drive
Suite 150
Irvine, CA 92612

RE: **DRB CASE NO. DRB 7-16-7234 for 9908-9922 Artesia Boulevard**
APN: 7161-008-002, 7161-008-001, 7161-007-005, 7161-007-004

Dear Ms. Prijatel and Ms. Hesse:

On August 4, 2016, the Development Review Board (DRB) conducted an advisory review of the following:

A Precise Plan for the development of an attached, 32-unit, 2-3 story, condominium development (where 4 units are mixed with 3,600 square feet of commercial ground floor space) on a 73,347 square foot lot.

The project also involves a zone change to change the zone from M-1 (Light Industrial District) to M-1 (PD) (Light Industrial District Planned Development Overlay) and a tentative map (No. TT 74043) to consolidate 4 parcels into 1 to subdivide the lot for condominium purposes.

At the conclusion of the DRB meeting, the DRB recommended approval of the proposed development and entitlements with conditions. Please address the attached comments/conditions discussed at the DRB provided by the Planning Division, City Engineer, Traffic Engineer, Public Works, Building and Safety Division, Fire Department, Storm Water Consultant and other consultants/agencies comments. If you have any questions regarding the DRB's determination, please call me at (562) 804-1424, extension 2248 or email at jclarke@bellflower.org.

Sincerely,

A handwritten signature in black ink that reads "Jason P. Clarke". The signature is written in a cursive style with a long horizontal line extending to the right.

Jason P. Clarke
Senior Planner

Enclosures

**DEVELOPMENT REVIEW BOARD COMMENTS FOR
DRB CASE NO. 7-16-7234
MEETING DATE: AUGUST 4, 2016
32 CONDOMINIUM DEVELOPMENT WITH 4 MIXED USE UNITS**

The following comments for the proposed project are based on the project plans date-stamped July 20, 2016.

PLANNING DIVISION COMMENTS

A. Approval/Entitlements / Environmental Review / Public Notice Requirements

The following approvals/entitlements for the proposed project are required:

1. Step 1: The Development Review Board (DRB) has evaluated the proposal and recommended approval to the Planning Commission and City Council. (COMPLETED)
2. Step 2: Planning Commission: The Planning Commission meeting has been continued from August 15, 2016 to September 6, 2016 because there was no quorum to hold the meeting. The Planning Commission will make a recommendation on the Zone Change, Precise Plan and make a decision on the Tentative Map.
3. Step 3: City Council: The City Council will evaluate and make a decision on the Zone Change, Precise Plan and Final Map at the next available Public Hearing.

B. Recommended Approved Precise Plan Request

The precise plan must comply with the plans submitted and date stamped July 20, 2016 and comply with the following recommended conditions of approval by the DRB. Additional comments and conditions may be imposed by the Planning Commission and City Council.

1. **Number of Allowed Units:** 32 units (with 4 mixed use units). The density is 19 units per acre.

Mixed Use Component

2. **Building 1 (Building 400):** An attached four-unit, mixed-use, two-story (33'-6" tall) building comprised of 6,343 square feet of ground floor space and 6,500 square feet of second floor space for a total of 12,843 square feet. The ground floor includes 3,600 square feet of commercial retail/office space and four garages on the rear side to serve the units on the second floor. Each residential unit measures approximately 1,710 square feet in floor area. The commercial

9908-9922 Artesia Boulevard

DRB 7-16-7234

August 19, 2016

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space does not have any internal connection to the residential units above.

Residential Component

3. **Building 2 (Building 300):** An attached ten-unit, three-story (36'-6" tall) residential building, comprised of 7,367 square feet of ground floor space; 7,152 square feet of second floor space; and 7,234 square feet of third floor space for a total of 21,753 square feet. The units measure between 1,536 square feet and 1,856 square feet. One unit complies with the Americans with Disabilities Act (ADA).
4. **Building 3 (Building 200):** An attached eight-unit, three-story (36'-6" tall) residential building, comprised of 5,935 square feet of ground floor space; 5,730 square feet of second floor space; and 5,902 square feet of third floor space for a total of 17,567 square feet. The units measure between 1,545 square feet and 1,887 square feet. One unit is ADA compliant.
5. **Buildings 4 and 5 (Building 100):** Each building includes an attached five-unit, three-story (37'-10" tall) residential building, comprised of 3,708 square feet of ground floor space; 3,615 square feet of second floor space; and 3,577 square feet of third floor space for a total of 10,900 square feet per building. The units measure between 1,536 square feet and 1,844 square feet. One unit is ADA compliant.

Floor Plans

6. **Commercial Plan:** The ground floor includes 3,600 square feet of commercial retail/office space.
7. **Residential Plan 1:** Building 1 includes attached 4 units, mixed used building. This includes an entry and garages on the first floor (behind the commercial space) and two bedrooms, den, kitchen, dining room, living room, laundry room and two bathrooms on the second floor.
8. **Residential Plans 2 and 3:** Buildings 2-5 includes 3-beds rooms, has the following layout options:
 - a. Option 1: An entry, den, with/without powder room, and garage on the first floor, a dining room, kitchen, living room and $\frac{3}{4}$ bath room on the second floor and 3 bedrooms and 2 full bathrooms on the third floor.
 - b. Option 2: An entry, bedroom, full bathroom, and garage on the first floor, a dining room, kitchen, living room and $\frac{3}{4}$ bath room on the second floor and 2 bedrooms and 2 full bathrooms on the third floor.
 - c. Option 3: An entry, bedroom, full bathroom, and garage on the first floor,

a dining room, kitchen, living room and ¾ bath room on the second floor and 2 bedrooms, 1 bonus room and 2 full bathrooms on the third floor.

9. **Maximum Number of Bedrooms:** No additional bedrooms are permitted. The maximum number of bedrooms for the four mixed units is 2 bedrooms and the maximum number of bedrooms for all other units is 3 bedrooms. If additional bedrooms are added then additional parking spaces must be provided on site to accommodate additional bedrooms for each unit at a rate of .75 spaces per additional bedroom. The final approved floor plan for these units will be incorporated into the Declaration of Covenants, Conditions, and Restrictions (CC&Rs).

Site Design Features

10. **Setbacks:** The project has the following setbacks:

- a. Front (North): 10'-8" to 1'-8"
- b. Side (East and West): 5'-2"
- c. Rear (South): 6'-4"

11. **Driveways Access:** The front parking lot includes a 24-foot wide drive way. The overall driveway width ranges from 25 and 28 feet wide. The driveway includes an "I" design style.

12. **Parking:** The development proposes a total of 80 parking spaces, which is 2.5 spaces per unit. The parking breakdown is as follows:

- a. Each unit includes an attached two-car garage with size options of 453, 455 or 473 square feet (64 parking spaces);
- b. Twelve shared parking spaces are provided to serve the commercial spaces and guest of the residences. One space is ADA compliant. One loading space is provided;
- c. Three open tandem parking spaces are along the driveway between buildings 2 and 3. (see comment 32)
- d. One open ADA parking space is provided at the end of the driveway;
- e. Other
 - i. All ADA units will include ADA parking spaces (*to be determined by the Building Department*).
 - ii. Minimum 1 parking space for every 300 square feet of floor area designated to the commercial component of the mixed use building,
 - iii. All open parking spaces must have a minimum dimension of 9' in length x 20' in width;
 - iv. All garages must have a minimum interior dimension of 20' in length x 20' in width of clear and unobstructed floor space;
 - v. One-half (1/2) guest parking space per residential unit;

- vi. Three-quarters (.75) parking space must be provided as follows: 1) for each bedroom after the first two bedrooms for building 1 and 2) for each bedroom after the first three (3) bedrooms for buildings 2-5.

13. Landscaping and Open Space: The project includes approximately 15,120 square feet of landscaping and open space in the form of courtyards, ground floor patios, trees (i.e. 48, 24 and 36 inch box), shrubs and groundcover. Landscaping is proposed within the front parking lot along the front of the commercial spaces, within the courtyard of Buildings 2 and 3, along the front of each garage wall, along all property lines and along several areas of the driveway.

14. Patio's and Decks: All units include decks on the second floor approximately 79 to 315 square feet (i.e. total of 3,542 square feet). In addition, two units in Building's 4 and 5 include 672 square foot patios on the first floor.

15. Front parking Lot/walkway access/Commercial component: The front parking lot does not allow pedestrians to internally access the commercial space; as proposed pedestrians would have to use the public right-of-way (i.e. sidewalk) to access the commercial space; there is not internal walking path provided. Please redesign the plan to relocate the walking access on the property and not onto the public right-of-way (i.e. sidewalk). Please, relocate any landscaping that may get deleted because of this change.

16. Pedestrian Plaza/Community Areas: As shown on the submitted plans, there is a pedestrian plaza proposed along the driveway between buildings 2 and 3. It is recommended that the plaza area be removed and two separate community areas be included in the following locations on the site: 1) next to building 2 and 2) between buildings 4 and 5. The following amenities must be included in the development within all community areas:

- o Barbecue equipment;
- o Benches and tables;
- o At least one decorative trash can

17. Metal Panel: The proposed decorative metal panel along the south property line between buildings 4 and 5 must be clarified to include additional details (i.e. dimensioned elevations).

18. Signage Wall: The signage wall along the northwest property line must be clarified to include additional details. The plan must include dimensioned elevations. The sign wall cannot exceed 6 feet in height and must be placed at least 10-feet from the north property line.

19. Decorative Paving Material: Decorative pavers must also be included along the

commercial frontage.

20. **Concrete Paved Driveways:** All other paving material must comply with the Bellflower Municipal Code (BMC).
21. **Trash Enclosure:** The proposed trash enclosure must comply with the requirements outlined in the BMC. For example, the enclosure must include a decorative gate and a decorative wood trellis above. Please revise the plan to include a dimensioned floor plan and elevations of the trash enclosure.
22. **Individual Trash Barrels:** Must comply with the plan approved by the trash facility provider.
23. **Screen Wall:** A decorative, 6-foot tall, metal screen fence with growing vines must be placed along the south side of the front parking spaces to screen the garages on building no. 2. Dimensioned elevations must be provided. The screen wall material must be approved by the Planning Division and evaluated by the City Engineer to address any line of sight issues.
24. **Lighting:** All open parking spaces (i.e. the front parking lot and along the driveway and rear of the lot) must include decorative light poles. All garage access must include lighting. Include dimensioned elevations of all light poles.
25. **Unit Numbering and Building Address:** The building elevations must be revised to include the unit number along the front of each unit, along the rear (i.e. garage side) of each unit and along the front of the wall of the commercial component. Also include the building address along the top of each building visible for emergency vehicles (i.e. Fire Department). All unit numbers and addresses must be illuminated.
26. **Site Map:** The development must include a site map, no taller than 6 feet, placed near the front driveway and visible to vehicles and pedestrians. The site map structure must include materials consistent with the development. Please include the site map on the site plan and provide dimensioned elevations. See attached example.
27. **Decorative Trash Cans:** Include at least two decorative trash cans outside for the commercial space.

Architecture

28. **Exterior Materials:** The project buildings are designed with contemporary architectural features. The elevations propose flat roofs with parapets, cable trellises, stucco finishes painted with earth-tone colors (i.e. sand, green, copper and gray) fiber cement siding, vinyl windows, metal railings, wood columns, metal awnings, and garages with metal sectional roll-up doors.

29. **Brick Siding:** Brick siding must be included on the commercial wall and entryway of each unit.
30. **Additional Elevation Features:** The DRB recommended the following elevation modifications. See attached for specific elevation locations:
- Add additional vertical cement siding to several elevations (see attached);
 - Add additional metal canopies (see attached plan);
 - Replace all horizontal railings along the balconies for the residential units with vertical railings.
 - Ensure fire ladder access is not within the side yard setback.

Other

31. **Allowed Business Uses:** Any business uses within the commercial component are permitted under the C-G zone pursuant to BMC section 17.44.020.
32. **Master Sign Plan:** A Master Sign Plan must be submitted for review and approved prior to installation of signs. All signs within the development must be included on the Master Sign Plan. The Master Sign Plan must include Design, Height, Materials, Color, Type, Style, Illumination, Maintenance, etc. of signs. The provisions of BMC Chapter 17.68 applies. The display of real estate, for lease, and political signs and temporary Signs and Banners are subject to the provisions of the BMC. The sign plan must also include all other signage (i.e. towing signs, stop signs, guest parking signs, all parking signs). No sign can be installed on any development within the Precise Plan that is not in compliance with a Master Sign Plan. The Director of Planning, the Building Official and/or his/her designee must approve the Master Sign Plan and any Sign Permit request. Submit the Master Sign Plan prior to submitting for building plan check.
33. **Landscape Plan:** Trees are being proposed along the driveway between building 2 and 3; said trees are located in the same place as 3 open tandem visitor spaces. The trees cannot obstruct the parking spaces; if needed, the trees must be relocated. The project must provide landscaping requirements for the commercial component based on the C-G zone landscaping requirements of the BMC. At least one 24, 36 or 48 inch box tree must be provided for each residential unit. A separate landscape and irrigation plan must be submitted for plan check review and must show the type, quantity, location, and size of all plants and irrigation equipment. Plants must be selected appropriately based upon their adaptability to the climatic, geologic, and topographical conditions of the site and the type must be approved prior to obtaining a building permit. Drought tolerant plants are encouraged.

34. **Shared Parking:** Per the City Traffic Engineer, please submit additional written details for the shared parking in the front to justify the number of spaces given

the commercial uses will be operational on the weekend and most people are home on the weekends. Please submit this information prior to the Planning Commission meeting.

35. **State Water Compliance:** The project must comply with the California State Model Water Efficient Landscape Ordinance. Ensure the attached information is incorporated into the landscape plans and gets approved prior to building permit issuance.
36. **Perimeter Walls/Interior Fences/Walls:** The plan includes removing all existing perimeter walls and adding new 6-foot tall split face walls with tall hedge screen along the east, west and south property lines. Perimeter walls along the side and rear property lines cannot exceed 8 feet in height. Also any walls or fences within the front, first 10 feet of the development cannot exceed 42 inches in height for solid fences/walls or 6 feet in height if the fence includes a decorative wrought iron fence. Furthermore, all patio walls on the ground floor for each unit cannot exceed 4 feet in height. Obtain the neighbor's consent and approval in writing prior to conducting any work (i.e., demolition and construction) of walls on, partially or entirely located on any of the adjacent properties. All fences/walls must be decorative and match the development in texture and color. All interior fences cannot exceed 6 feet in height.
37. **Architectural Model:** Provide the video model for the Planning Commission and City Council meetings. Pursuant to B.M.C. Section 17.80.090(B) & (C) (Special Provisions), projects with a project valuation greater than two and a half million dollars (\$2,500,000.00) and greater than five million dollars (\$5,000,000.00), shall provide both an architectural site model that illustrates the site layout, design features and architecture of each structure within the project and a massing model that illustrate the mass and bulk of the proposed structures on the site and within the immediate vicinity. All models shall become the property of the City.
38. **Park and Public Facilities Fees:** Your project is subject to the park and public facilities fees.
39. **Lighting:** Provide a manufactures specification for all exterior lighting.
40. **Color Rendering:** Provide an updated color rendering of the project for the Planning Commission meeting. The rendering submitted for DRB included an error along the elevation of Building 2.
41. **CC&R:** Provide a draft CC&R document for staff's review.
42. **Climate Action Plan:** Base on the Mitigated Negative Declaration being required for this proposal, a Climate Action Plan (CAP) will also need to be processed to address Green House Gas Emissions associated with the project. Per the CAP,

9908-9922 Artesia Boulevard

DRB 7-16-7234

August 19, 2016

Page 9 of 9

the project needs to obtain a minimum 16 points to address gas emission concerns. The points are associated with design features that need to be implemented into the project to address gas emission concerns. See the attached description and points table for further information. Address the comments on the points table prior to submitting for Planning Commission. For example, you will need to provide a detailed answer for each question/description associated with each point you choose on the table. Are you installing 48 inch box trees on the site? Yes there will be five, 48 box trees on the site.

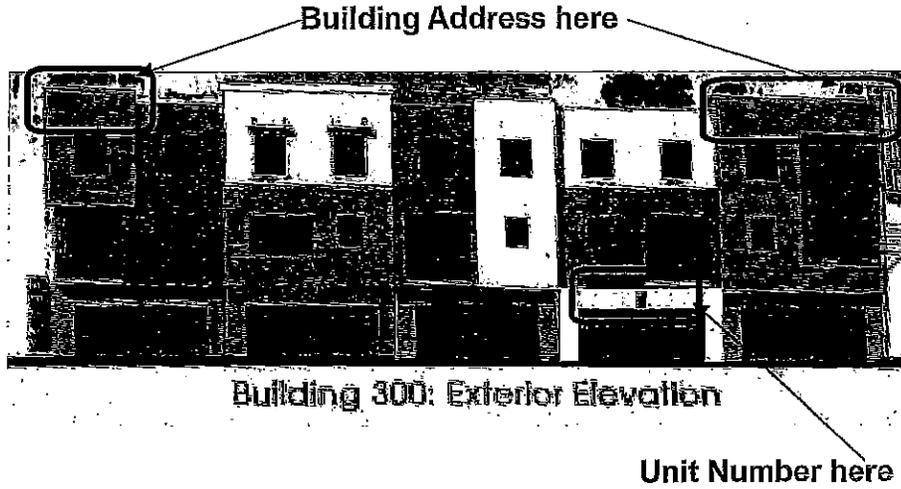
43. **Public Art Fee:** Pursuant to Ordinance 1098, a 1% fee or installation of an art piece valued at 1% of the total project cost is required when the total project cost of any residential development projects exceeds five hundred thousand dollars (\$500,000.00).

- **Option 1:** For the art installation, you are required to obtain approval from DRB and City Council first. You will need to revise your site plan to include the location of the art piece for the DRB to review.
- **Option 2:** If you decide not to install art on the property, then you will be required to pay a 1% fee per valuation of this project prior to receiving a building permit.

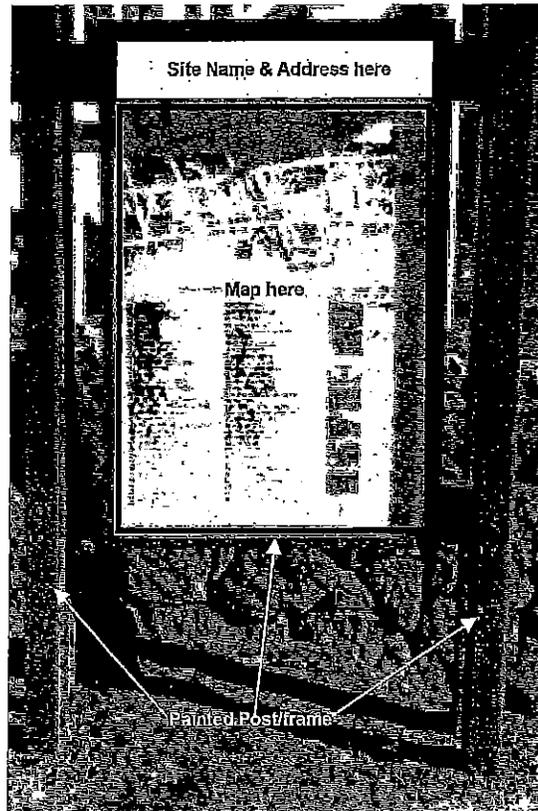
44. Please submit a construction phasing plan and traffic control plan prior to building permit issuance.

Examples Only

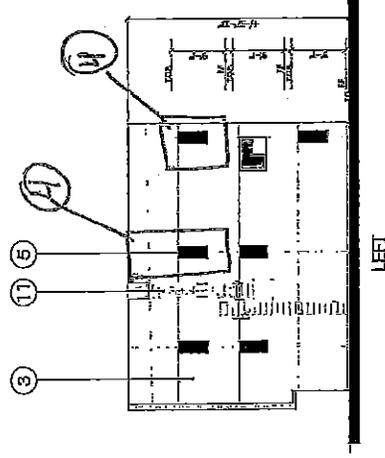
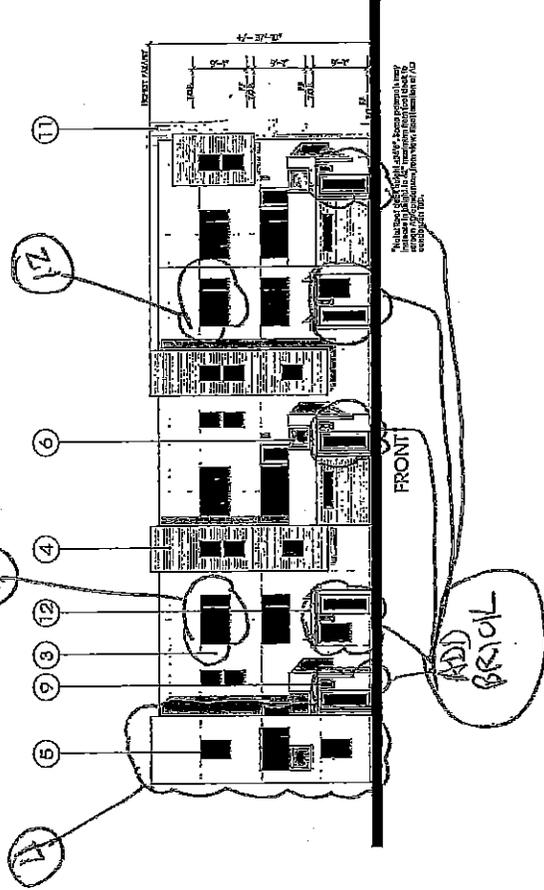
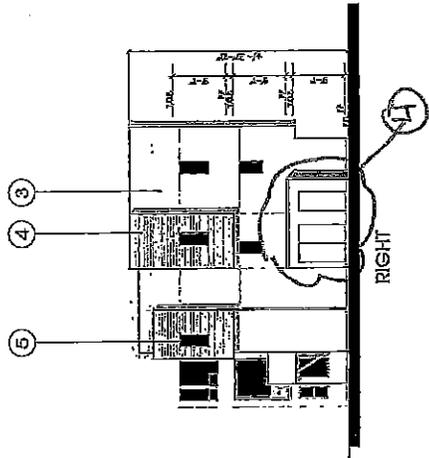
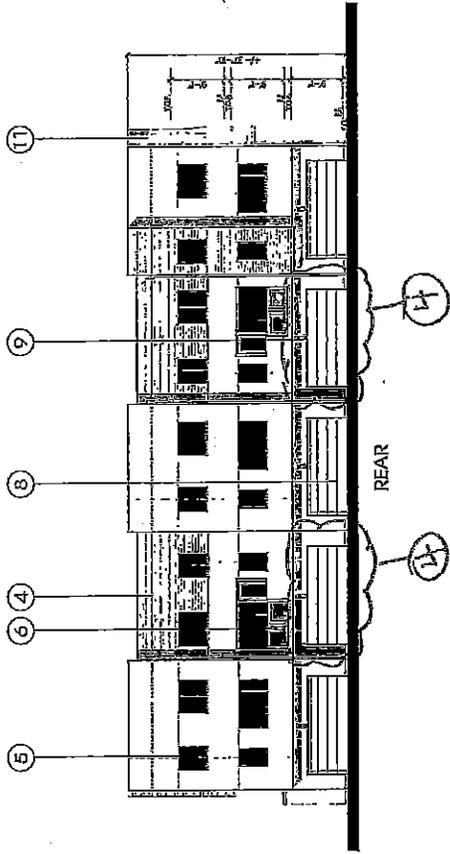
Addresses



Site Map



☁ = ADD



Materials

- 1 Roof: Flat with Parapet
- 2 Cable Trelis
- 3 Primary Wall: Stucco Finish
- 4 Fiber-Cement Siding
- 5 Vinyl Windows
- 6 Metal Siding
- 7 Column: Wood
- 8 Garage Door: Metal Sectional Roll-Up
- 9 Access & Coach Light
- 10 Exterior Light Fixture (See Front Elevation)
- 11 Roof Access Ladder
- 12 Metal Awning

Notes

- Direction of Elevation Varies
- Refer to Site Plan for Specific Locations/Character
- Refer to 100-100 Exterior Elevations & Color/Material Section for Color Information located on Previous Sheet

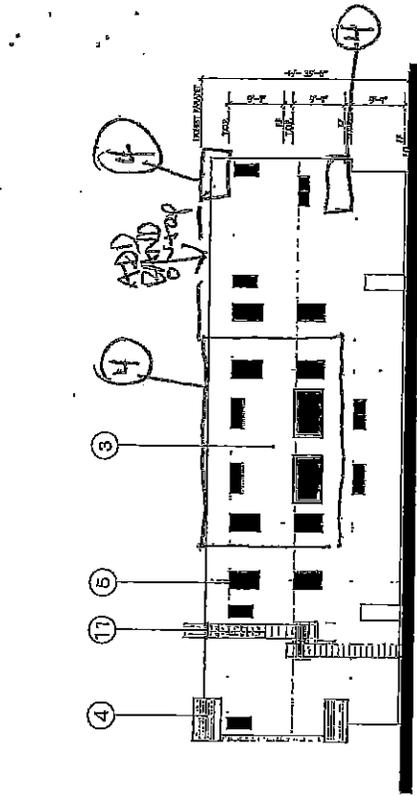
Building 100: Exterior Elevations

Sheet Number
A-3
202303 - 02/23/18

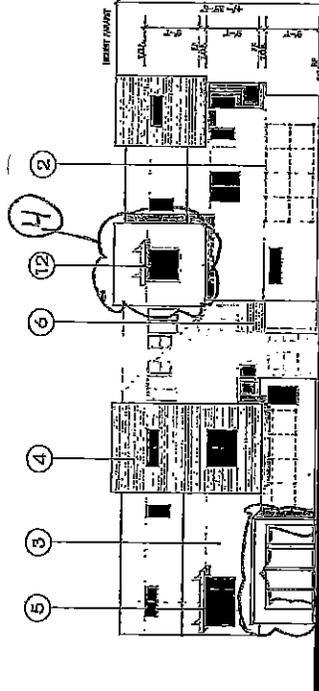
City Ventures
Architectural Firm

2024 VERRILLI HERBERICH ASSOCIATES, INC.

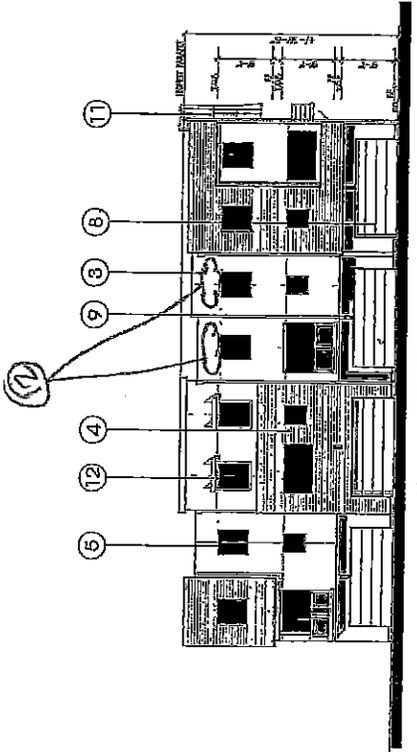
BELFLOWER SITE
990B ARTESIA BLVD
Bellflower, CA



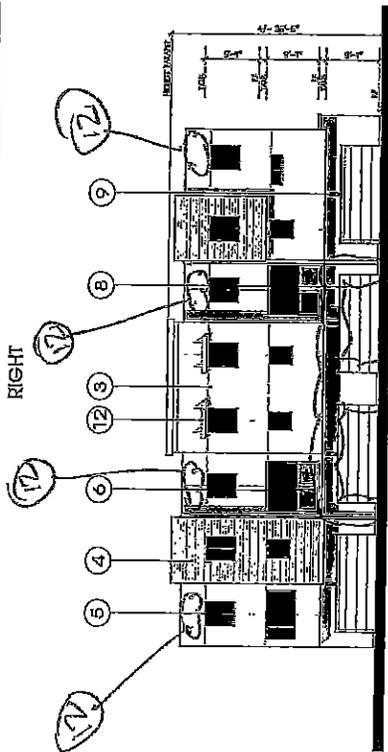
REAR



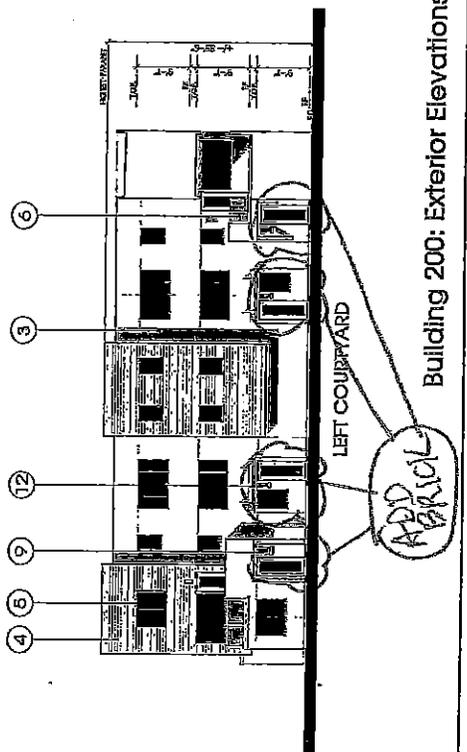
FRONT



RIGHT



LEFT



RIGHT COURTYARD

Building 200: Exterior Elevations

Materials

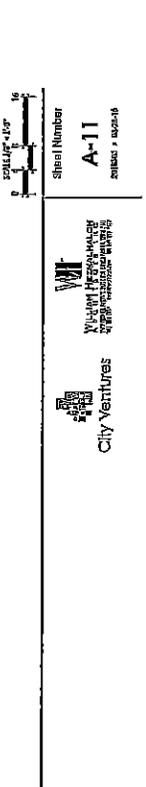
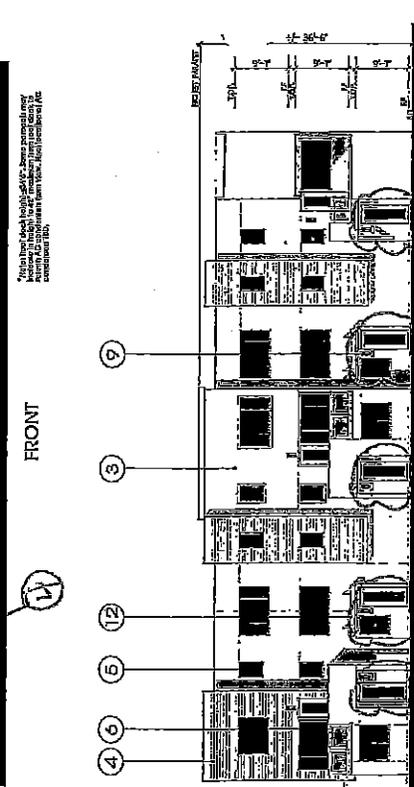
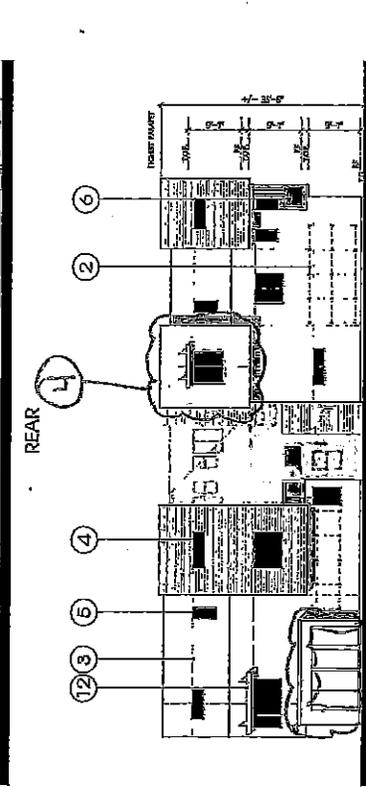
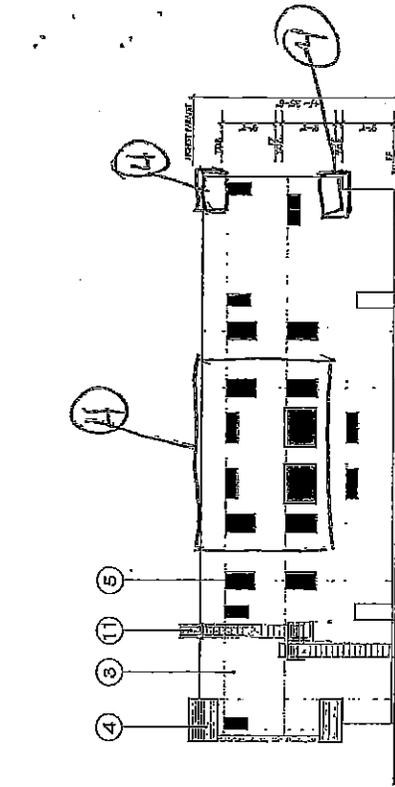
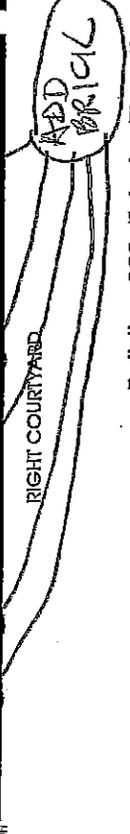
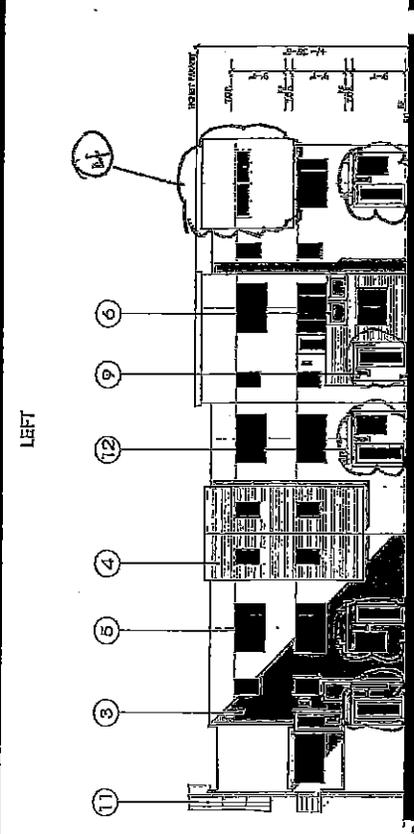
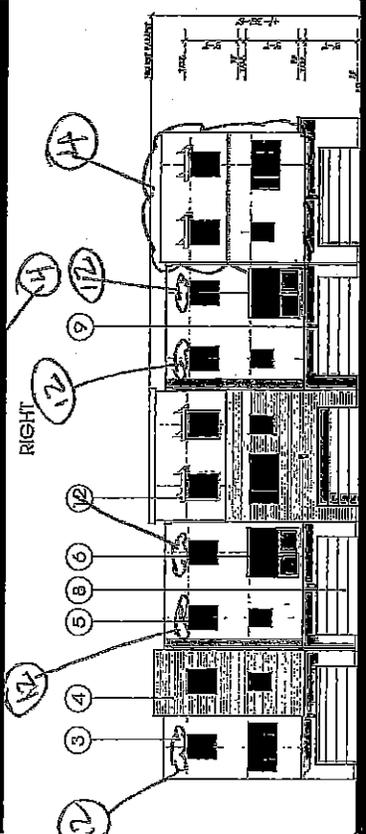
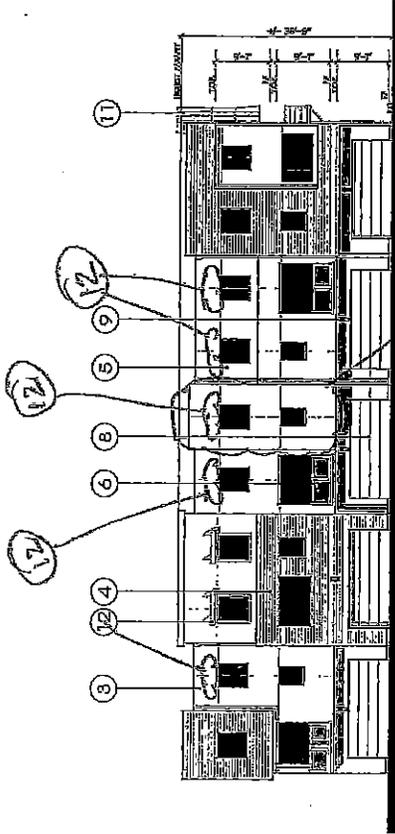
- 1. Roof: Flat with Parapet
 - 2. Cobble Tiles
 - 3. Primary/Well: Stucco Finish
 - 4. Floor: Cement Slab
 - 5. Vinyl Windows
 - 6. Metal Siding
 - 7. Column: Wood
 - 8. Garage Door: Metal/Sectional Roll-Up
 - 9. Address & Coach Light
 - 10. Exterior Light Fixture (See Front Elevation)
 - 11. Rear Access Ladder
 - 12. Metal Awning
- Note:**
- Direction of Elevation, Notes
 - Refer to Site Plan for specific Locations/Orientation
 - Refer to & Play: Exterior Elevations & Color/Material board for Color Information located on Previous Sheet

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BELLFLOWER SITE
 9908 ARTESIA BLVD
 Bellflower, CA

City Ventures
 WILLIAM HERRING PETERSEN ARCHITECTS
 2014-0004-01

Sheet Number
A-7
 2014-0004-01



Materials

- 1. Roof: Flat with Parapet
- 2. Ceiling: Trellis
- 3. Primary Wall: Stucco Finish
- 4. Fiber Cement Siding
- 5. Vinyl Windows
- 6. Metal Roofing
- 7. Columns: Wood
- 8. Garage Door: Metal Sectional Roll-Up
- 9. Address & Coach Light
- 10. Exterior Light Fixture (See Front Elevation)
- 11. Roof Access Ladder
- 12. Metal Awning

Notes:

- Direction of Elevation Varies
- Refer to Site Plan for Specific Locations/Orientation
- Refer to 10-Place Exterior Elevations & Color/Material Boards for Color Information located on Previous Sheet

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IBELFLOWER SITE
 19908 ARTERIA BLVD
 OAKLAND, CA

City Ventures
 WILLIAM REMARK ARCHITECTS
 1000 14TH AVENUE, SUITE 100
 DENVER, CO 80202

Sheet Number

A-11

DATE: 03/20/13

Building 300: Exterior Elevation

ADD BRICK

LEFT COURTYARD

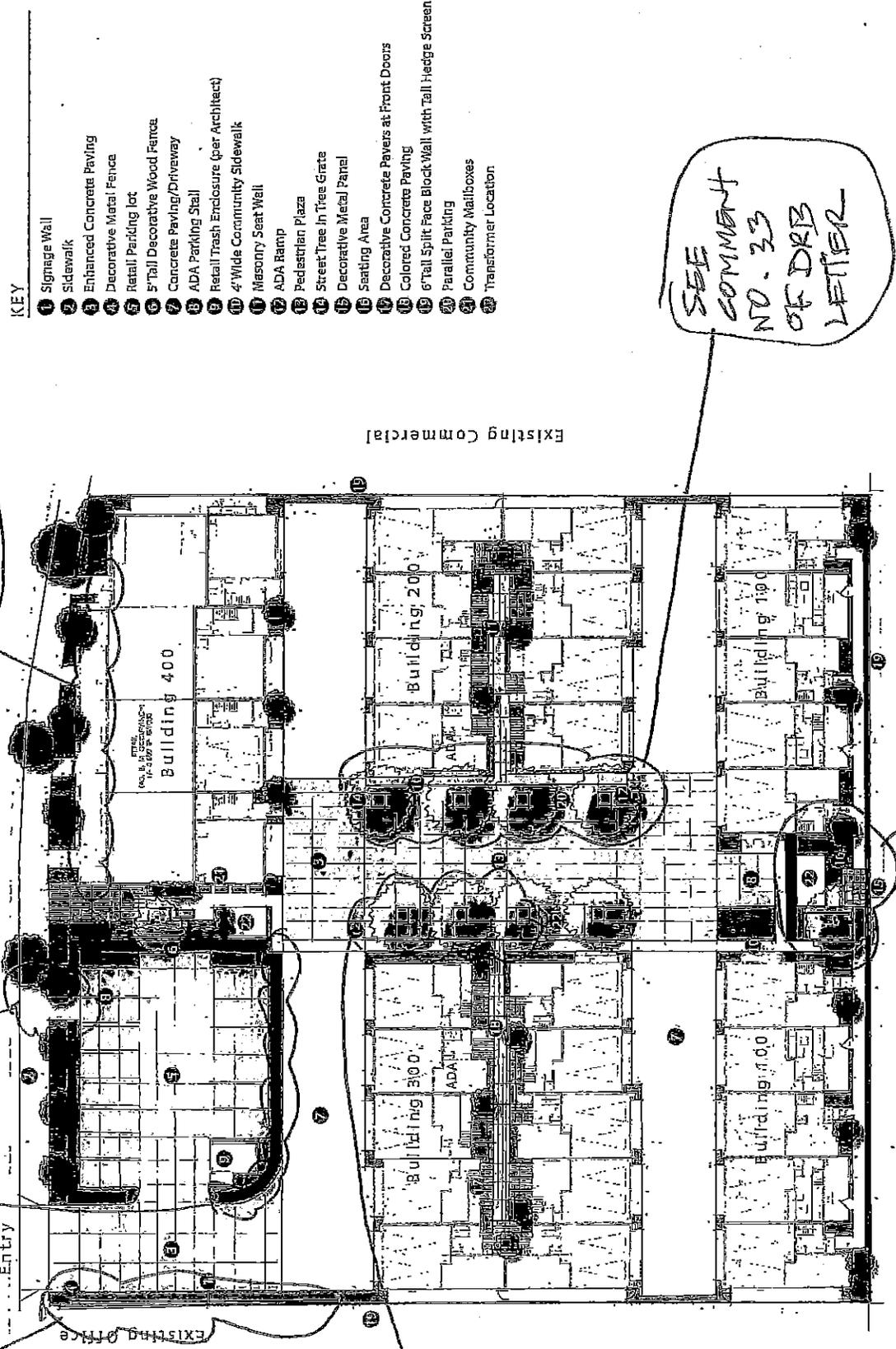
RIGHT COURTYARD

ADD BRICK

Architectural Note: All elevations are based on the current approved site plan. All elevations are based on the current approved site plan.

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

SEE NO. 18
SEE NO. 23
SEE NO. 15
SEE NO. 19



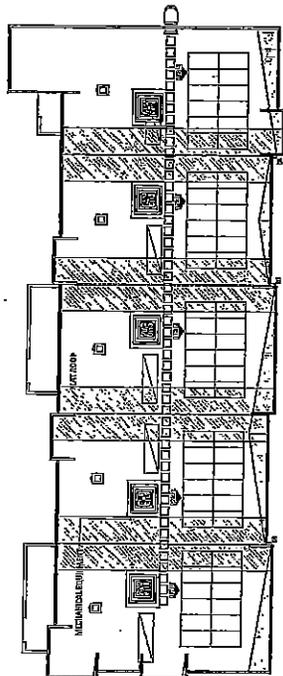
- KEY
- 1 Signage Wall
 - 2 Sidewalk
 - 3 Enhanced Concrete Paving
 - 4 Decorative Metal Fence
 - 5 Retail Parking lot
 - 6 5' Tall Decorative Wood Fence
 - 7 Concrete Paving/Driveway
 - 8 ADA Parking Stall
 - 9 Retail Trash Enclosure (per Architect)
 - 10 4' Wide Community Sidewalk
 - 11 Masonry Seat Wall
 - 12 ADA Ramp
 - 13 Pedestrian Plaza
 - 14 Street Tree In Tree Grate
 - 15 Decorative Metal Panel
 - 16 Seating Area
 - 17 Decorative Concrete Pavers at Front Doors
 - 18 Colored Concrete Paving
 - 19 6' Tall Split Face Block Wall with Tall Hedge Screen
 - 20 Parallel Parking
 - 21 Community Mailboxes
 - 22 Transformer Location



9/14/2016
C2 Collaborative
LANDSCAPE ARCHITECTURE



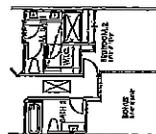
CONCEPTUAL SITE PLAN
BELLFLOWER SITE
BELLFLOWER, CALIFORNIA



Roof Plan

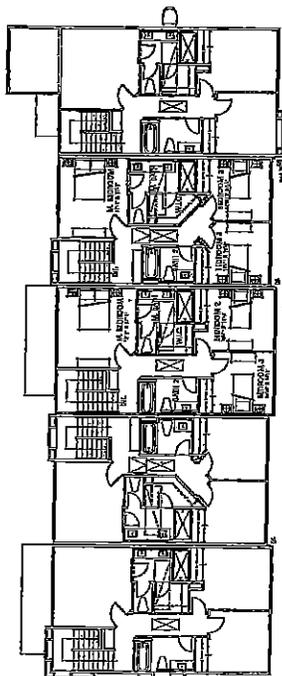


OPT. M. BEDRM 2
AT ALL PLAN 3
W/ OPT. BEDROOM DOWN
*MAX 3 BEDROOM



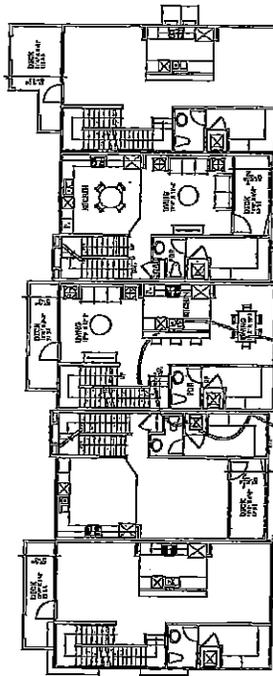
OPT. BONUS
AT ALL PLAN 3
W/ OPT. BEDROOM DOWN
*MAX 3 BEDROOM

ROOF PLAN

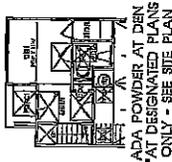


Third Floor

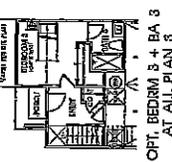
W/ OPT. BONUS AT ALL PLAN 3
W/ OPT. BEDROOM DOWN *MAX 3 BEDROOM
W/ OPT. POWDER AT DEN AT ALL PLAN 3
OPT. WALL AT DEN AT ALL PLAN 3



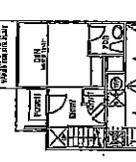
Second Floor



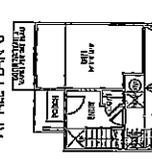
ADA POWDER AT DEN
AT DESIGNATED PLANS
ONLY - SEE SITE PLAN



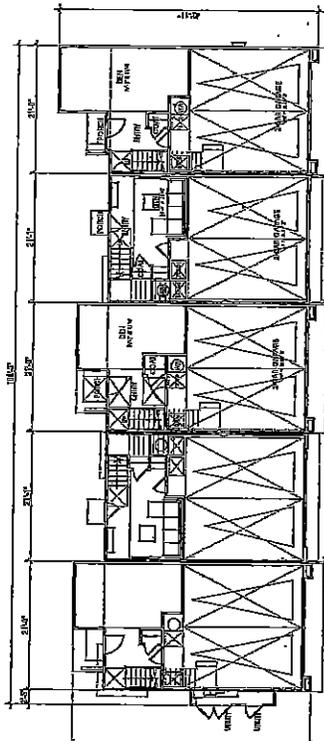
OPT. BEDRM 2 + BA 3
AT ALL PLAN 3



DEN W/ OPT. POWDER
AT ALL PLAN 3



OPT. WALL AT DEN
AT ALL PLAN 3



First Floor

PLAN 3A 1,709 SF GROSS
3 BEDRM + DEN
2.5 BA
2-CAR GARAGE

PLAN 2C-R 1,656 SF GROSS
3 BEDRM + DEN
2.6 BA
2-CAR GARAGE

PLAN 2C 1,656 SF GROSS
3 BEDRM + DEN
2.6 BA
2-CAR GARAGE

PLAN 3C 1,844 SF GROSS
3 BEDRM + DEN
2.6 BA
2-CAR GARAGE

Building 100: Floor Plans & Roof Plan

Sheet Number

A-1

202003 - 03/20/20



BELFLOWER SITE
9908 ARTERIA BLVD
Bellflower, CA

© 2010 W.M. HERRING & ASSOCIATES, INC.

Date: August 9, 2016
TO: Art Bashmakian, Director of Planning and Building Services
FROM: Jerry Stock, City Engineer
SUBJECT: DRB 7-16-7234, 9908-22 Artesia Boulevard

I have reviewed the area in question and the following deficiencies in land development as they pertained to public right-of-way were noted. Any existing damaged public right-of-way improvements shall be repaired in accordance with Section 5600 et seq of the California Streets and Highways Code and with the Bellflower Municipal Code before occupancy will be granted. (Property owner is responsible for the repair and maintenance of curb/gutter, sidewalk and drive apron).

TRAFFIC ENGINEERING

All applicable plans shall show the location and dimensions of all existing and proposed drive approaches.

All applicable plans shall show all existing right of way improvements.

Landscape and hardscape improvements located within the 20-foot front yard setback shall not exceed 42" in height as measured from the paved driveway surface to ensure safe vehicular sight distance.

All applicable plans shall provide driveway dimensions at all angle points and any proposed radii.

All applicable plans shall show any existing drive approach located within 10 feet of the proposed drive approach.

A traffic impact analysis was prepared by a licensed traffic engineer and no mitigation of study intersections was determined to be required. The study stated that during the design process any measures necessary to ensure sufficient line of sight is provided at the entry driveway be incorporated into the design. The study should be expanded to discuss the proposed on-site parking supply and that the amount of on-site parking proposed is sufficient.

The site plan shall show the designated disabled access path from the public right of way and within the site.

The site plan shall include on-site lighting and a photometric analysis to serve as the

basis for the lighting design.

No trees or tree wells shall be constructed adjacent to the proposed parallel parking spaces.

CITY ENGINEERING

All applicable plans shall show and dimension all property lines and any internal lot lines.

All applicable plans shall show and dimension all easements.

A preliminary soils report prepared by a licensed civil or geotechnical engineer is required and shall include an assessment of liquefaction potential.

Fire Protection: This development may require construction of fire protection improvements. Prior to the approval of any development plans the applicant is required to contact Los Angeles County Fire Department, Engineering Division, to obtain the fire flow and access requirements for any proposed development.

The applicant shall contact the local Water Company to determine the existing fire flow rate in this area. If the existing fire flow capabilities are below the required minimum, the applicant shall provide the necessary means for meeting the fire flow rates required by the Fire Department.

A grading plan prepared by a California Licensed Civil Engineer is required. The minimum slope on concrete flow lines shall be 0.50%. Minimum slope on asphalt concrete or turf shall be 1.0%. Existing elevations of adjacent property and street flow lines must be shown around the perimeter of the proposed development. All applicable NPDES requirements established by the City of Bellflower stormwater consultant shall be complied with.

The existing street tree located at the proposed drive apron will be removed by the City of Bellflower Department of Public Works. A City of Bellflower street tree removal fee in the amount of \$140.00 for the removal of the one street tree is required.

A legal description was submitted. Please show and dimension all existing and proposed easements on all applicable plan sheets.

A Tentative and Final Tract map is required.

A licensed surveyor or civil engineer licensed prior to 1982 shall prepare the final map.

The Tentative Tract Map shall show the width and location of all easements for drainage, sewerage, water supply, Fire Lanes, emergency access, ingress/egress, and

utilities; the approximate width and location of any watercourses; trees, and the existing topography on a 1-foot contour interval.

The Final Map shall:

- a) Meet all the provisions of the latest Subdivision Map Act relating to tract/parcel maps.
- b) Give reference to all monuments found or set.
- c) Include traverse calculations of the tract/parcel lots indicating closure within 1:10,000.
- d) The developer will be required to pay all applicable checking fees with the City prior to the start of map checking.
- e) Tentative Parcel Map improvements established by the City Engineer not completed and accepted at the time of approval of the final map shall require the applicant to enter into a subdivision improvement agreement with the City of Bellflower to complete such improvements at the applicant's expense and guaranteed by improvement securities for performance and labor & materials.
- f) Be recorded by the Los Angeles County Recorder.
- h) The applicant shall provide the City with two (2) duplicate, medium weight mylars and four (4) sets of prints of the recorded parcel map. All existing and/or proposed easements shall be shown on the final map.

Two inch I.P. monuments (24 inch minimum length) shall be set at all lot corners, except where sidewalks are to be constructed or are existing. The surveyor shall set Lead and Tack in the sidewalk at these locations.

CC&R's shall include a requirement that garages be used exclusively for the parking of vehicles.

General Note 11 on the Tentative Tract Map referenced Oak Street. Said note shall be revised accordingly. The utility purveyor note shall be revised to reflect Frontier Communications for telephone service.

All parking aisle dimensions shall be dimensioned on all applicable plan sheets.

Existing damaged sidewalk shall be removed and replaced along the entire property frontage as well as any sidewalk damaged during construction in accordance with City Standards per the Bellflower Municipal Code.

Curb ramps in compliance with all current Americans with Disability Act standards shall be provided at all points where any pedestrian path intersects a curb. Said curb ramp detectable warning shall be blue and approved by the City of Bellflower prior to installation.

The site plan shall show and dimension all existing and proposed perimeter walls/fences.

The site plan shall include typical sections at all side and rear property lines. Said sections shall show the property line, perimeter walls/fences, adjacent building walls and roof overhangs with dimensions from property line to each feature described. Sections shall also show the perimeter wall/fence height measured on both sides of said wall/fence.

Remove and replace the existing easterly drive apron and curb depression with full height curb, sidewalk or clean topsoil and necessary repaving. A "C-8" or an "A" licensed contractor shall do all work. "B-1" contractors are not acceptable for this work. Note: Replacement of curb depressions shall be accomplished by the removal of the existing curb and gutter and construction of new monolithic curb and gutter.

Construct a new drive apron per City of Bellflower standards with the bottom width, W, per the approved plans. A "C-8" or an "A" licensed contractor shall do all work. "B-1" contractors are not acceptable for this work.

Curb and gutter shall be removed and replaced for the removal of the existing drive apron and construction of the new drive apron. An additional 20 feet of curb and gutter shall be removed and replaced for the abandonment of the curb drains as well as 10 feet from the west property line and 10 feet from the east end of the existing driveway apron. All work shall be in accordance with City of Bellflower standards and per the Bellflower Municipal Code. Note: Curb and gutter shall be monolithic.

An on-site sanitary sewer lateral shall be constructed to service the property. The proposed sanitary sewer lateral from the property to the existing sewer main, the minimum lateral size from main to property line is 6". A separate sewer clean out shall be provided for each unit. Excavation permits with necessary insurance and bonds are required.

For any new sewer connections please contact the Los Angeles County Sanitation District and obtain any connection permits. Documentation of said permits shall be submitted to the Building Official prior to the issuance of any building permits. Provide documentation from the District that sufficient sewer capacity is provided.

A City of Bellflower sewer reconstruction fee in the amount of \$12,757.50 shall be paid prior to the issuance of any permits.

All utilities within the subject property shall be placed underground prior to building occupancy or sale, in accordance with the Bellflower Municipal Code.

Un-sodded, mounded planters adjacent to public sidewalk shall be provided with 6" curbs to prevent soil run-off onto the public sidewalk. Curbs are not required if the planter consists of sod.

The contractor shall meet with the City Public Works Inspector before starting any construction within the public right-of-way.

All work within the public right-of-way, including placing and removal of traffic control devices, shall be restricted to the hours between 8:30 A.M. and 3:30 P.M., Monday through Friday. No work requiring continuous inspection or traffic control shall be done on Saturday, Sunday or Holidays, unless prior arrangements have been made at least one week in advance with the approval of the City Engineer.

The developer, at his/her cost, shall be responsible for the relocation as necessary of any public or private utility or other obstruction to facilitate the construction within the public right-of-way.

PERMITS ARE REQUIRED FOR ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY



**CITY OF BELLFLOWER
BUILDING AND SAFETY DIVISION**

16600 Civic Center Dr, Bellflower, CA 90706
(562) 804-1424 x 2219

Plan Reviewer: Julene Gazallo

jgazallo@bellflower.org

ADDRESS: 9908 Artesia Blvd.	REVIEW DATE: - 1 st review 8/8/2016
-----------------------------	--

OCCUPANCY: R-2	VALUATION: \$26,000 +
USE: Condominium	P.C. NUMBER:
TYPE/CONST: V-B	FIRE ZONE: 3
FIRE SPRINKLERED:	CLIMATE ZONE: 8
NO. OF STORIES:	SDC: D2

PROJECT DESCRIPTION/AREA: City Ventures: Construct new 32 2 to 3 units and four mixed use condominium.
--

INSTRUCTIONS

Your application for permit, together with plans and specifications, has been examined and you are advised that the issuance of a permit is withheld for the reasons hereinafter set forth. The approval of plans and specifications does not permit the violation of any section(s) of the adopted building codes or other local ordinances, state or federal laws. In an effort to streamline the plan review process, please follow the steps outlined below to ensure that there is no delay in processing your application and reviewing your responses to these plan check comments.

Revised plans, calculations, and supporting documentation shall address all comments marked on the original checked set of plans, calculations, and this plan review checklist. **Provide a written response to each comment and indicate where and how it has been corrected. Clearly identify the sheet number, detail, or reference on the revised plans.** Time spent searching for corrected items on the revised plans without a written response will delay the review and approval process and may constitute an incomplete submittal. Incomplete submittals will not be accepted by the Building and Safety Division.

Provide three revised sets of construction plans. Include two sets of revised supporting calculations and documentation for recheck along with the marked-up set of drawings and calculations which were originally submitted for plan review.

The item numbers in the following checklist identify required corrections. Code references following each item refer to the **Bellflower Municipal Code, the 2013 California Residential Code, California Green Building Standards, California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code and the California Energy Codes as adopted with amendments by the City of Bellflower.**

REQUIREMENTS BY OTHER DEPARTMENTS AND AGENCIES

- Refer to the attached **Public Works Checklist** returned to the applicant after the initial plan review submittal. Any public right of way improvements required shall be clearly detailed or noted on the site plan for all projects requiring a building permit with a construction valuation of **\$25,000 or greater**. Projects that require right of way improvements must also post a security deposit prior to building permit issuance. **BMC 12.08.020**
- Refer to the attached **Storm Water BMP Certification Form** returned to the applicant after the first plan review submittal. **This form is required to be copied on the construction plans.** The certification form provides a list of required best management practices for your project to help mitigate potential storm water and pollutant run off from the site during construction as required by state law and the Bellflower Municipal Code. The owner/builder or licensed contractor must sign this form prior to building permit issuance acknowledging and accepting these requirements.
- For projects requiring a building permit with a valuation of **\$50,000 or greater**, all utilities and overhead wiring services including electrical, phone, and cable; must be placed underground. **Exceptions.** Show the location of the utility power pole and main electrical service panel on the site plan and provide a note on the site plan that states: "underground utilities are required for all electrical, phone, and cable services in accordance with **BMC 13.28.010.**" Contact the Edison Planning Department at (800) 655-4555 for an appointment to verify Edison plan check and meter location requirements. **BMC 13.28.010**
- All projects valued at **\$50,000 or greater** require an approved C&D Waste Management Plan in accordance with **BMC 15.44** prior to building permit issuance. Please contact Bernardo Iniguez at (562)-804-1424 x 2233 regarding application submission, review, and approval. All construction projects that trigger a C&D Waste Management Plan valued at **\$150,000 or greater** require a performance security deposit prior to building permit issuance. **BMC 15.44.050**
- Obtain **Los Angeles County Fire Prevention and Engineering Division** review and written approval for all residential additions 1,000 sq. ft. or greater or any newly constructed dwelling unit. Contact the Fire Prevention Engineering Division at (323) 890-4125 regarding required fire flow and plan check requirements.
- For all newly constructed dwelling units; refer to the attached **Los Angeles County Sanitation District - Sewer Connection Form** returned to the applicant after the initial plan review submittal. Please contact the Los Angeles County Sanitation District at (562) 699-7411 x 2727 and obtain all necessary reviews and written approvals prior to building permit issuance.

GENERAL REQUIREMENTS

1. List all applicable Codes (2013 Codes), occupancies (R-3/U), seismic design category (D2) and construction types (V-B) on the cover sheet of the building plans. **R106.3**
2. 4 sets of complete building plans and 2 sets of supporting documentation, soil reports, structural calculations, and Title 24 Energy compliance packages shall be submitted at the time of initial plan review submittal. **R106.3**
3. ADA Applies/Parking
4. Submit phase development/phasing plan prior to plan check submittal on or before August 8, 2016
5. Please explain your construction approach, no parking on site.

6. Indicate common paved area, concrete or asphalt on the plans.
7. Submit a complete signage plan/complete signage packet.
8. Submit a traffic control plan before applying for a building permit.
9. Show fire department access on each condominium building location on the plans.
10. Show fire hydrants on the plans.
11. Show the sewer slope on the plans.
12. Show roof drains lines and details on the plans.
13. Show the mechanical and equipment room on the plans.
14. Show the electrical and equipment room on the plans.
15. Show air conditioning equipment and location on the plans.
16. Show the trash enclosure on the plans.
17. Show water heater and details on the plans.
18. Indicate max 2 bedrooms per unit on the plans.
19. Fire department required approval for only one single emergency access.
20. Additional comments may occur when submitted for plan check review.
21. City offers voluntary self-certification program through the building and safety department.

applicant



COUNTY OF LOS ANGELES FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

CONDITIONS OF APPROVAL FOR SUBDIVISIONS - INCORPORATED

Subdivision No: TR 74043 Map Date March 1, 2016 (FD)
9908-9922 Artesia Boulevard

C.U.P. _____ City Bellflower

- FIRE DEPARTMENT HOLD on the tentative map shall remain until verification from the Los Angeles County Fire Dept. Planning Section is received, stating adequacy of service. Contact (323) 881-2404.
- Access shall comply with Section 503 of the Fire Code, which requires all weather access. All weather access may require paving.
- Fire Department Access shall be extended to within 150 feet distance of any exterior portion of all structures.
- Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed and maintained to insure their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.
- Private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted and shall be maintained in accordance with the Fire Code.
- Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested and accepted prior to construction.
- Provide Fire Department or City approved street signs and building access numbers prior to occupancy.
- Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.
- The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.
- Three Copies of the Final Map shall be submitted to the County of Los Angeles Fire Department Fire Prevention Land Development Unit for review and approval prior to recordation.
- The Fire Department, Land Development Unit has no additional requirements for this division of land at this time. Additional Fire Department requirements will be required when this land is further subdivided and/or during the building permit process.

Comments: This project is cleared to proceed to public hearing. Additional Fire Department review is required.
Submit three copies of the final map to LACoFD, Land Development for review and approval prior to recordation.

INSPECTOR Nancy Rodeheffer DATE March 30, 2016

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-9783



COUNTY OF LOS ANGELES FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS – INCORPORATED

Subdivision No: TR 74043
9908-9922 Artesia Boulevard

Map Date March 1, 2016(FD)

Revised _____ City Bellflower

- Provide water mains, fire hydrants and fire flows as required by the County of Los Angeles Fire Department, for all land shown on map which shall be recorded.
- The required fire flow for public fire hydrants at this location is 2000 gallons per minute at 20 psi for a duration of 2 hours, over and above maximum daily domestic demand. 2 Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.
- The required fire flow for on-site fire hydrants at this location is 1250 gallons per minute at 20 psi for a duration of 2 hours, over and above maximum daily domestic demand. The required fire flow for a single private ON-SITE fire hydrant at this location is 1250 gpm at 20 psi residual pressure. If more than one on-site fire hydrant is required, the on-site fire flow shall be the same as required for public fire hydrants in accordance with Appendix B Table B105.1. Fire Code C106 If more than one on-site fire hydrant is required it shall meet the public fire hydrant flow requirements.
- Fire hydrant requirements are as follows:
Install 2 public fire hydrant(s). Upgrade ____ Verify (flow test) ____ existing Public fire hydrant(s).
Install 1 private on-site fire hydrant(s). Upgrade ____ Verify (flow test) ____ existing On-Site fire hydrant(s).
- All hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal. All on-site hydrants shall be installed a minimum of 25' feet from a structure or protected by a two (2) hour rated firewall.
 - Location: As per map on file with the office.
 - Other location: Install two new public fire hydrants as indicated on the Fire Access Plan dated 02/01/2016, (one hydrant is the relocated existing fire hydrant)
Install one new on-site fire hydrant at the location indicated on the Fire Access Plan dated 02/01/2016.
- All required fire hydrants shall be installed, tested and accepted or bonded for prior to Final Map approval. Vehicular access shall be provided and maintained serviceable throughout construction.
- Additional water system requirements may be required when this land is further subdivided and/or during the building permit process.
- Hydrants and fire flows are adequate to meet current Fire Department requirements.
- SUBMIT COMPLETED (ORIGINAL ONLY) FIRE FLOW AVAILABILITY FORM TO THIS OFFICE FOR REVIEW.

COMMENTS: Per the completed fire Flow Availability form dated 12/21/2015 the available flow from the existing fire hydrant is 5,000 GPM. The existing fire hydrant is to be relocated due to the proposed configuration of the proposed development.
Additional water system requirements may be required upon review of the completed Fire Flow form # 196, and/or when this land is further subdivided and/or during the building permit process.
Submit 3 sets of water improvement plans to the County of Los Angeles Fire Department Fire Prevention Land Development Unit. The plans must show all proposed changes to the fire protection water system, such as fire hydrant locations and main sizes. The plans shall be submitted through the local water company.

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate City regulations. This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector Nancy Rodeheffer

Date March 30, 2016



STORMWATER PLANNING PROGRAM PRIORITY PROJECT CHECKLIST



Project Name Bellflower Site	Owner Name Text	Developer Name Kim Hesse - City Ventures
Project Address 9908 Artesia Blvd	Owner Address Text	Developer Address 3221 Michelson Dr
		Irvine, CA 92612
Plan Check # Planning review #1 8/1/16	Owner Phone xxx	Developer Phone (949) 258-7555

TYPE OF PROJECT

Does the proposed project fall into one of the following categories? Please check Yes/No YES NO

PRIORITY PROJECTS

1. A new project equal to 1 acre or greater of disturbed area and adding more than 10,000 square feet of impervious* surface area	X	
2. A new industrial park with 10,000 square feet or more of surface area		X
3. A new commercial mall with 10,000 square feet or more surface area		X
4. A new retail gasoline outlet with 5,000 square feet or more of surface area		X
5. A new restaurant (SIC 5812) with 5,000 square feet or more of surface area		X
6. A new parking lot with either 5,000 ft ² or more of impervious* surface or with 25 or more parking spaces		X
7. A new automotive service facility (SIC 5013, 5014, 5511, 5541, 7532-7534 and 7536-7539) with 5,000 square feet or more of surface area		X
8. Projects located in or directly adjacent to, or discharging directly to a Significant Ecological Area (SEA)*, where the development will: a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and b. Create 2,500 square feet or more of impervious surface area		X
9. Redevelopment*		X

SPECIAL PROVISION PROJECTS

10. Green street* project		X
11. Single family hillside* home		X

If checked YES, numerical criteria will apply to items 1,2,6-9 and items 3-5 (for project areas of 5,000 ft² or more of surface area.) If any of the boxes are checked YES, this project will require the preparation of a Low Impact Development (LID) Plan and a Maintenance Agreement Transfer*

* Defined on back.

_____ Applicant Name

_____ Applicant Signature

_____ Applicant Title

_____ Date

DEFINITIONS:

Impervious are those surfaces that do not allow stormwater runoff to percolate into the ground. Typical impervious surfaces include: concrete, asphalt, roofing materials, etc. However, some specially designed concrete/asphalt do allow water to percolate (pervious).

Hillside means property where the slope is 25% or greater and where grading contemplates cut or fill slopes. Single family hillside homes will require a less extensive plan. During the construction of a single-family hillside home, the following measures are implemented:

- a. Conserve natural areas
- b. Protect slopes and channels
- c. Provide storm drain system stenciling and signage
- d. Divert roof runoff to vegetated areas before discharge unless the diversion would result in slope instability
- e. Direct surface flow to vegetated areas before discharge unless the diversion would result in slope instability.

Green Streets means any street and road construction of 10,000 square feet or more of impervious surface area

- a. These projects will follow an approved green streets manual to the maximum extent practicable. Street and road construction applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects. Stormwater mitigation measures must be in compliance with the approved green streets manual requirements.

Redevelopment means land-disturbing activities that result in the creation, addition, or replacement of 5,000 ft² or more of impervious surface area on an already developed site.

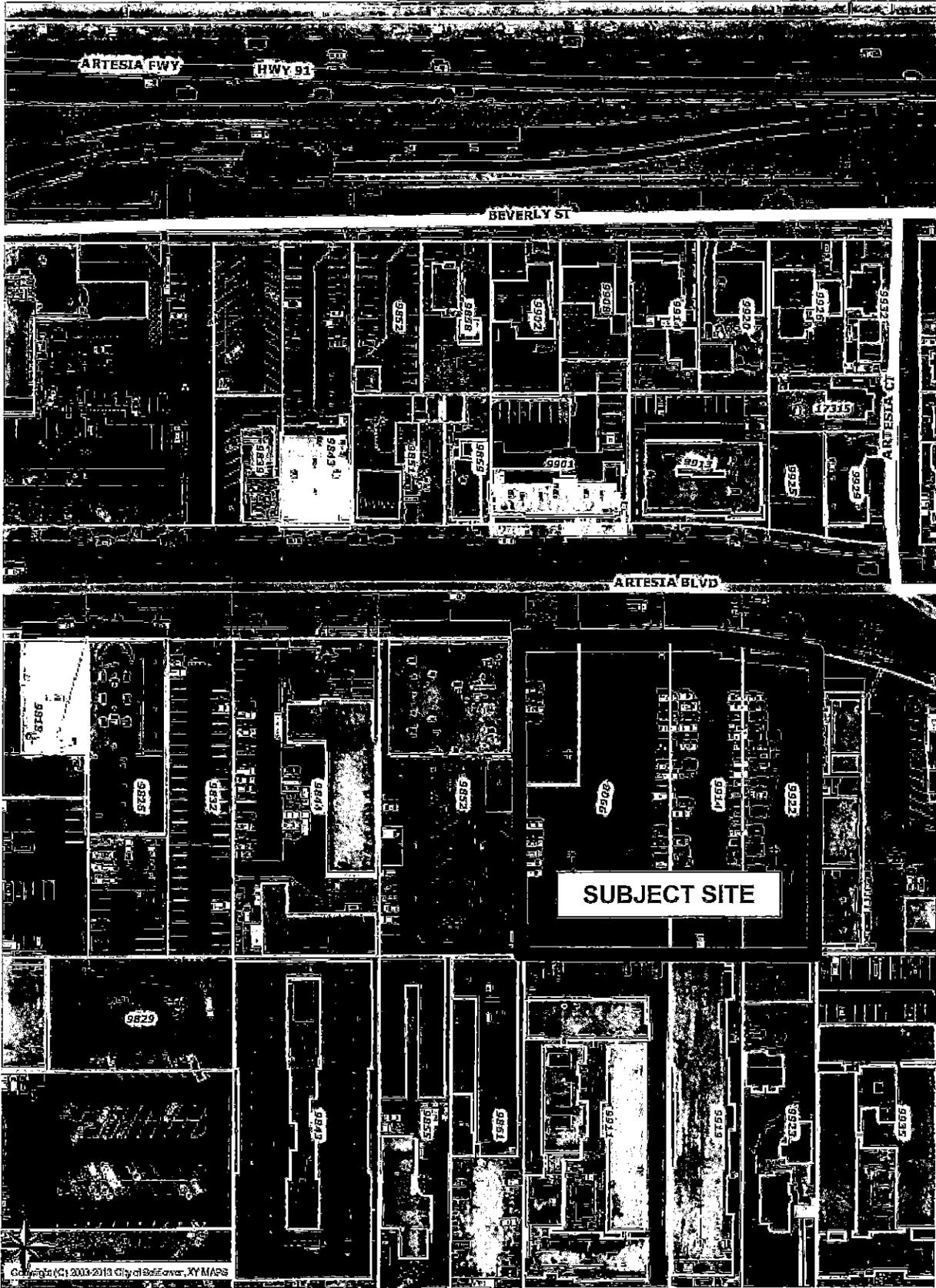
Redevelopment does not include routine maintenance activities that are conducted to maintain the original line and grade, hydraulic capacity, or original purpose of facility, nor does it include modifications to existing single family structures, or emergency construction activities required to immediately protect public health and safety.

Significant Ecological Area means an area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and would be disturbed or degraded by human activities and developments. Also, an area designated by the City as approved by the Regional Water Quality Control Board.

Maintenance Agreement and Transfer: All developments subject to LID and site specific plan requirements provide verification of maintenance provisions for Structural and Treatment Control BMPs, including but not limited to legal agreements, covenants, CEQA mitigation requirements, and/or conditional use permits. Verification at a minimum shall include:

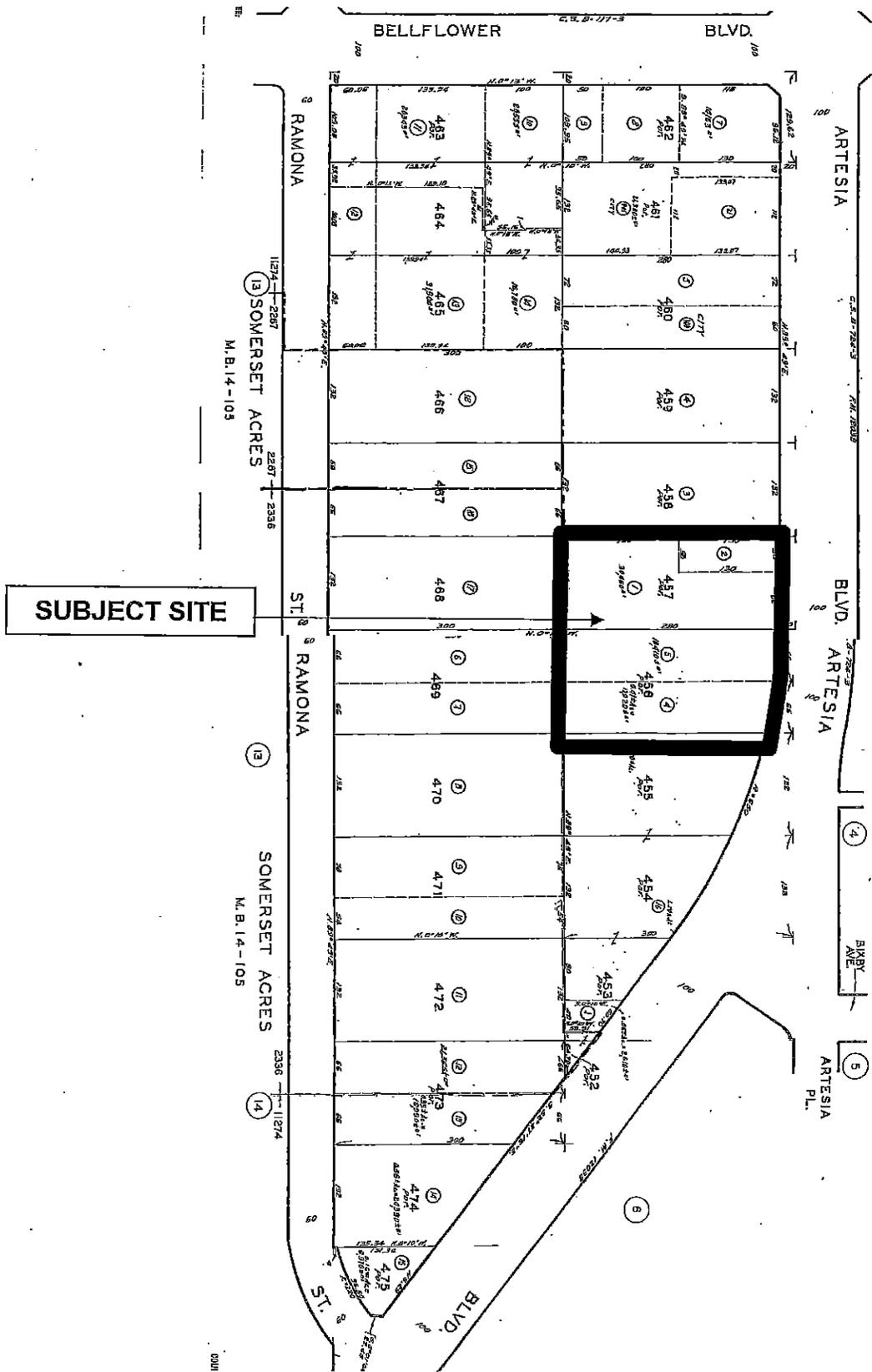
- The developer's and/or owner's signed statement accepting responsibility for maintenance until the responsibility is legally transferred; and
- A signed statement from the public entity assuming responsibility for Structural or Treatment Control BMP maintenance and conduct a maintenance inspection at least once a year; or
- Written conditions in the sales or lease agreement, which requires the recipient to assume responsibility for maintenance and conduct a maintenance inspection at least once a year; or
- Written text in project conditions, covenants and restrictions (CCRs) for residential properties assigning maintenance responsibilities to the Home Owners Association for maintenance of the Structural and Treatment Control BMPs; or
- Any other legally enforceable agreement that assigns responsibility for the maintenance of post-construction Structural or Treatment Control BMPs.

AERIAL MAP

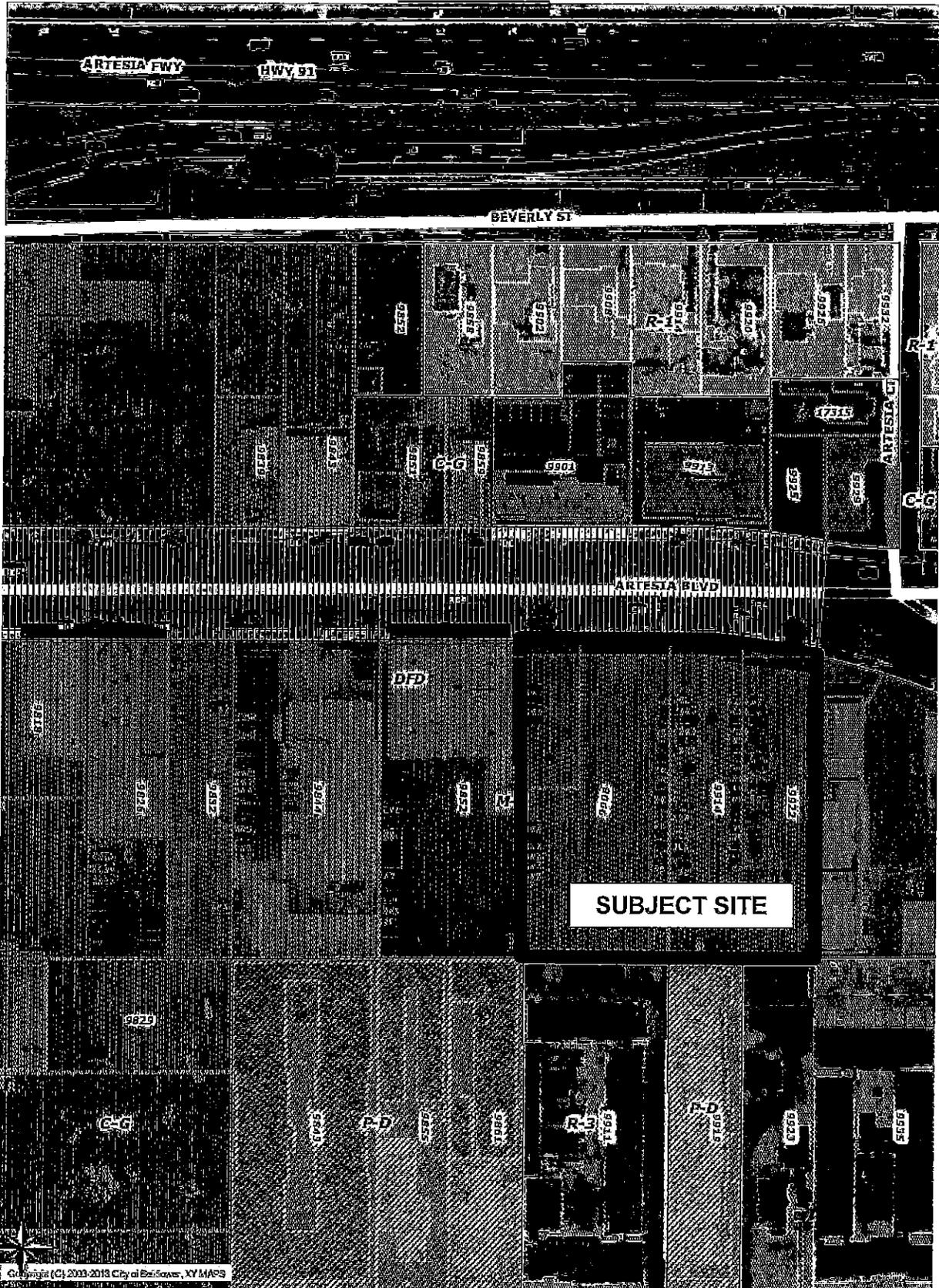


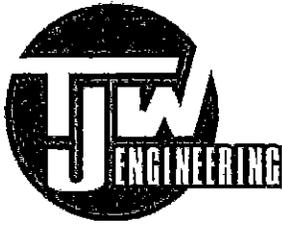
© Google (2003-2013) City of Redford, MI MAPS

ASSESSOR'S MAP



ZONING MAP





6 Venture, Suite 265
Irvine, CA 92618
T: (949) 878-3509 F: (949) 878-3593
www.tjwengineering.com

TECHNICAL MEMORANDUM

To: Jerry Stock, City Engineer
City of Bellflower

From: Thomas J. Wheat, PE, TE
Jeffrey Weckstein
TJW Engineering

Date: October 10, 2016

Subject: Bellflower 3 Project – Shared Parking Analysis

TJW ENGINEERING, INC. (TJW) is pleased to submit this shared parking analysis for the proposed Bellflower 3 mixed-use project located in the City of Bellflower. The City has requested that a parking analysis be prepared to understand, from a parking demand perspective, what configurations and uses in the commercial space can be accommodated by the proposed parking supply for the proposed project.

Proposed Project Land Use & Proposed Parking

The proposed project consists of 28 townhomes and 4 flats over commercial space. The flats consist of approximately 1,710± square feet of living space per unit (2-bedroom + den, 2-bathroom units), with approximately 900± square feet of commercial space on the ground floor per unit (3,600± square feet total commercial). The 28 townhomes range in size from approximately 1,500 square feet to 1,900 square feet and are all 3 bedroom 2.5 bathroom units.

The project proposes 80 parking spaces and one loading space consisting of the following:

- 32 2-car garages for the living space;
- 16 open parking spaces for residential guests and customers/ employees of the commercial space.

In addition to the proposed parking spaces listed above, the project will also have one designated loading space that will be designated for loading/unloading only during business hours.

Urban Land Institute (ULI) Shared Parking Methodology

The Urban Land Institute released its second version of the shared parking model in 2005. The principal behind shared parking is that when different land uses have different peak periods of parking demand, they may be able to share a single pool of parking containing less parking than if each use had to provide enough parking to satisfy its peak parking demand separately. The classic example of shared parking is an office building and a movie theatre. The office building is primarily a daytime use, while a movie theatre peaks on nights and weekends. In the case of the Bellflower 3 project commercial space, residential guest parking demand peaks in the early evening, while the anticipated commercial uses may peak earlier in the day. The shared parking model can also include adjustments for mode splits (taking transit, biking or walking to a site) and internal trip capture (one land use on a site serving another).

The shared parking model incorporates ULI base parking ratios for various land uses, based on years of research into parking demand by ULI and its members, as well as seasonal and time of day factors to determine projected parking demand for each hour of the day and month of the year to determine when peak parking demand occurs.

Shared Parking Analysis

Since the dwelling units and commercial space are neither constructed nor sold yet, it cannot be predicted with certainty, what types of uses will occupy the commercial portion of the project. In a typical live/work situation with a single owner of the unit, the work space is typically a home office or small business for things like finance professionals (accountants, financial planners, insurance agents, etc.), photographers, artists and consultants. Additionally the size of the proposed work units (900 square feet), preclude uses like, convenience stores, national retail chains and fitness centers unless they are combined together. However, the units are being designed so that the commercial space may be sold separately from the residential space; in this scenario the commercial space and residential flats may be completely separate. The City has requested that at least one scenario be analyzed where the work space is combined into larger spaces.

Based on this information, shared parking analysis has been prepared for the following four (4) potential land use scenarios as it related to the commercial space of the project:

- Scenario 1 – The commercial space is owned separately from the flats above and is utilized by business professionals or artists (accountants, financial planners, insurance agents, artists, photographers, consulting professionals).
- Scenario 2 – The commercial space is owned separately from the flats above and is utilized by retail businesses.
- Scenario 3 – The commercial space is owned separately from the flats above and is utilized by a mix of business professionals and retail businesses.
- Scenario 4 – The commercial space is owned separately from the flats above and is utilized by a mix of business professionals and a restaurant.

Scenario 1

Scenario 1 assumes the following land uses for the proposed project:

- 32 dwelling units
- 3,600 square feet of office space.

Table 1 shows the base parking ratios from the ULI shared parking model, as well as the maximum parking required, prior to the application of shared parking principles, for the Scenario 1 land uses. Maximum parking is the amount of parking that would be needed if each land use was separate and had its own standalone parking area.

**Table 1
 Scenario 1 Base Parking Ratios and Maximum Parking**

	Maximum Parking						
	Quantity	Weekdays			Weekend		
		Base Ratio	Unit	Max Spaces	Base Ratio	Unit	Max Spaces
Residential, Owned, Shared Spaces	32	0.00	/unit	0	0.00	/unit	0
Reserved	32	2.0	/unit	64	2.0	/unit	64
Guest	32	0.15	/unit	5	0.15	/unit	5
Office <25 ksf	3,600	0.30	/ksf GLA	1	0.03	/ksf GLA	0
Employee		3.50	/ksf GLA	13	0.35	/ksf GLA	1
Subtotal Customer/Guest Spaces				6			5
Subtotal Employee/Resident Spaces				13			1
Subtotal Reserved Spaces				64			64
Total Parking Spaces				83			70

Source: ULI Shared Parking Model, TJW Engineering

As shown in **Table 1**, based on the base parking ratios, the maximum parking needed for Scenario 1 is 83 parking spaces on weekdays and 70 parking spaces on weekends.

Table 2 shows the projected weekday peak parking demand for Scenario 1 after application of the ULI shared parking model.

Table 2
Scenario 1 Projected Weekday Peak Parking Demand

Land Use	Project Data		Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr	Peak Mo	Estimated Parking Demand	
	Quantity	Unit						10 AM	January		
Residential, Owned, Shared Spaces	32	units	0.00	1.00	1.00	0.00	/unit	0.75	1.00	0	
Reserved	2	sp/unit	2.00	1.00	1.00	2.00	/unit	1.00	1.00	64	
Guest	32	units	0.15	1.00	1.00	0.15	/unit	0.20	1.00	1	
Office <25 ksf	3,600	sf GLA	0.30	1.00	1.00	0.30	/unit	1.00	1.00	1	
Employee			3.50	1.00	1.00	3.50	/unit	1.00	1.00	13	
Source: ULI Shared Parking Model, TJW Engineering										Customer	2
										Employee	13
										Reserved	64
										Total	79

Shared Parking Reduction 5%

As shown in **Table 2**, the projected weekday peak parking demand for the proposed project in Scenario 1 is 79 parking spaces. Since the proposed is providing 80 parking spaces, there is adequate supply to meet demand for the peak weekday period.

Table 3 shows the projected weekend peak parking demand for Scenario 1 after application of the ULI shared parking model.

Table 3
Scenario 1 Projected Weekend Peak Parking Demand

Land Use	Project Data		Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr	Peak Mo	Estimated Parking Demand	
	Quantity	Unit						7 PM	January		
Residential, Owned, Shared Spaces	32	units	0.00	1.00	1.00	0.00	/unit	0.97	1.00	0	
Reserved	2	sp/unit	2.00	1.00	1.00	2.00	/unit	1.00	1.00	64	
Guest	32	units	0.15	1.00	1.00	0.00	/unit	1.00	1.00	5	
Office <25 ksf	3,600	sf GLA	0.03	1.00	1.00	0.03	/unit	0.00	1.00	0	
Employee			0.35	1.00	1.00	0.35	/unit	0.00	1.00	0	
Source: ULI Shared Parking Model, TJW Engineering										Customer	5
										Employee	0
										Reserved	64
										Total	69

Shared Parking Reduction 17%

As shown in **Table 3**, the projected weekend peak parking demand for the proposed project in Scenario 1 is 69 parking spaces. Since the proposed is providing 80 parking spaces, there is adequate supply to meet demand for the peak weekend period.

Scenario 2

Scenario 2 assumes the following land uses for the proposed project:

- 32 dwelling units
- 3,600 square feet of retail space.

Table 4 shows the base parking ratios from the ULI shared parking model, as well as the maximum parking required, prior to the application of shared parking principles, for the Scenario 2 land uses. Maximum parking is the amount of parking that would be needed if each land use was separate and had its own standalone parking area.

Table 4
Scenario 2 Base Parking Ratios and Maximum Parking

	Maximum Parking						
	Quantity	Weekdays			Weekend		
		Base Ratio	Unit	Max Spaces	Base Ratio	Unit	Max Spaces
Retail	3,600	2.90	/ksf GLA	10	3.20	/ksf GLA	12
Employee		0.70	/ksf GLA	3	0.80	/ksf GLA	3
Residential, Owned, Shared Spaces	32	0.00	/unit	0	0.00	/unit	0
Reserved	32	2.0	/unit	64	2.0	/unit	64
Guest	32	0.15	/unit	5	0.15	/unit	5
Subtotal Customer/Guest Spaces				15			17
Subtotal Employee/Resident Spaces				3			3
Subtotal Reserved Spaces				64			64
Total Parking Spaces				82			84

Source: ULI Shared Parking Model, TJW Engineering

As shown in **Table 4**, based on the base parking ratios, the maximum parking needed for Scenario 2 is 82 parking spaces on weekdays and 84 parking spaces on weekends.

Table 5 shows the projected weekday peak parking demand for Scenario 2 after application of the ULI shared parking model.

Table 5
Scenario 2 Projected Weekday Peak Parking Demand

Land Use	Project Data		Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Unit	Peak Hr. Adj.	Peak Mo. Adj.	Estimated Parking Demand	
	Quantity	Unit						7 PM	December		
Retail	3,600	sf GLA	2.90	1.00	1.00	2.90	/ksf GLA	0.75	1.00	8	
Employee			0.70	1.00	1.00	0.70	/ksf GLA	0.95	1.00	3	
Residential, Owned, Shared Spaces	32	units	0.00	1.00	1.00	0.00	/unit	0.97	1.00	0	
Reserved	2	sp/unit	2.00	1.00	1.00	2.00	/unit	1.00	1.00	64	
Guest	32	units	0.15	1.00	1.00	0.15	/unit	1.00	1.00	5	
										Customer	13
										Employee	3
										Reserved	64
										Total	80

Source: ULI Shared Parking Model, TJW Engineering

Shared Parking Reduction 5%

As shown in **Table 5**, the projected weekday peak parking demand for the proposed project in Scenario 2 is 80 parking spaces. Since the proposed is providing 80 parking spaces, there is adequate supply to meet demand for the peak weekday period.

Table 6 shows the projected weekend peak parking demand for Scenario 2 after application of the ULI shared parking model.

Table 6
Scenario 2 Projected Weekend Peak Parking Demand

Land Use	Project Data		Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr	Peak Mo	Estimated Parking Demand	
	Quantity	Unit						2 PM	December		
Retail	3,600	sf GLA	3.20	1.00	1.00	3.20	/ksf GLA	1.00	1.00	12	
Employee			0.80	1.00	1.00	0.80	/ksf GLA	1.00	1.00	3	
Residential, Owned, Shared Spaces	32	units	0.00	1.00	1.00	0.00	/unit	0.70	1.00	0	
Reserved	2	sp/unit	2.00	1.00	1.00	2.00	/unit	1.00	1.00	64	
Guest	32	units	0.15	1.00	1.00	0.00	/unit	0.20	1.00	1	
Source: ULI Shared Parking Model, TJW Engineering										Customer	13
										Employee	3
										Reserved	64
										Total	80

As shown in **Table 6**, the projected weekend peak parking demand for the proposed project in Scenario 2 is 80 parking spaces. Since the proposed is providing 80 parking spaces, there is adequate supply to meet demand for the peak weekend period.

Scenario 3

Scenario 3 assumes the following land uses for the proposed project:

- 32 dwelling units
- 1,800 square feet of retail space
- 1,800 square feet of office space

Table 7 shows the base parking ratios from the ULI shared parking model, as well as the maximum parking required, prior to the application of shared parking principles, for the Scenario 3 land uses. Maximum parking is the amount of parking that would be needed if each land use was separate and had its own standalone parking area.

Table 7
Scenario 3 Base Parking Ratios and Maximum Parking

	Maximum Parking						
	Quantity	Weekdays			Weekend		
Base Ratio		Unit	Max Spaces	Base Ratio	Unit	Max Spaces	
Retail	1,800	2.90	/ksf GLA	5	3.20	/ksf GLA	6
Employee		0.70	/ksf GLA	1	0.80	/ksf GLA	1
Residential, Owned, Shared Spaces	32	0.00	/unit	0	0.00	/unit	0
Reserved	32	2.0	/unit	64	2.0	/unit	64
Guest	32	0.15	/unit	5	0.15	/unit	5
Office <25 ksf	1,800	0.30	/ksf GLA	1	0.03	/ksf GLA	0
Employee		3.50	/ksf GLA	6	0.35	/ksf GLA	1
Subtotal Customer/Guest Spaces				11			11
Subtotal Employee/Resident Spaces				7			2
Subtotal Reserved Spaces				64			64
Total Parking Spaces				82			77

Source: ULI Shared Parking Model, TJW Engineering

As shown in **Table 7**, based on the base parking ratios, the maximum parking needed for Scenario 3 is 82 parking spaces on weekdays and 77 parking spaces on weekends.

Table 8 shows the projected weekday peak parking demand for Scenario 3 after application of the ULI shared parking model.

Table 8
Scenario 3 Projected Weekday Peak Parking Demand

Land Use	Project Data		Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr	Peak Mo	Estimated Parking Demand	
	Quantity	Unit						2 PM	December		
Retail	1,800	sf GLA	2.90	1.00	1.00	2.90	/ksf GLA	1.00	1.00	5	
Employee			0.70	1.00	1.00	0.70	/ksf GLA	1.00	1.00	1	
Residential, Owned, Shared Spaces	32	units	0.00	1.00	1.00	0.00	/unit	0.70	1.00	0	
Reserved	2	sp/unit	2.00	1.00	1.00	2.00	/unit	1.00	1.00	64	
Guest	32	units	0.15	1.00	1.00	0.15	/unit	0.20	1.00	1	
Office <25 ksf	1,800	sf GLA	0.30	1.00	1.00	0.30	/unit	1.00	1.00	1	
Employee			3.50	1.00	0.75	2.63	/unit	1.00	1.00	5	
										Customer	7
										Employee	6
										Reserved	64
										Total	77

Source: ULI Shared Parking Model, TJW Engineering

Shared Parking Reduction 7%

As shown in **Table 8**, the projected weekday peak parking demand for proposed project in Scenario 3 is 77 parking spaces. Since the proposed is providing 80 parking spaces, there is adequate supply to meet demand for the peak weekday period.

Table 9 shows the projected weekend peak parking demand for Scenario 3 after application of the ULI shared parking model.

Table 9
Scenario 3 Projected Weekend Peak Parking Demand

Land Use	Project Data		Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr	Peak Mo	Estimated Parking Demand
	Quantity	Unit						7 PM	December	
Retail Employee	1,800	sf GLA	3.20	1.00	1.00	3.20	/ksf GLA	0.75	1.00	5
Residential, Owned, Shared Spaces	32	units	0.00	1.00	1.00	0.00	/unit	0.80	1.00	1
Reserved	2	sp/unit	2.00	1.00	1.00	2.00	/unit	0.97	1.00	0
Guest	32	units	0.15	1.00	1.00	0.00	/unit	1.00	1.00	64
Office <25 ksf	1,800	sf GLA	0.03	1.00	1.00	0.03	/unit	1.00	1.00	5
Employee			0.35	1.00	0.75	0.26	/unit	0.00	1.00	0
									Customer	10
									Employee	1
									Reserved	64
									Total	75

Source: ULI Shared Parking Model, TJW Engineering

Shared Parking Reduction 10%

As shown in Table 9, the projected weekend peak parking demand for proposed project in Scenario 3 is 75 parking spaces. Since the proposed is providing 80 parking spaces, there is adequate supply to meet demand for the peak weekend period.

Scenario 4

Scenario 4 assumes the following land uses for the proposed project:

- 32 dwelling units
- 900 square foot restaurant
- 2,700 square feet of office space

Table 10 shows the base parking ratios from the ULI shared parking model, as well as the maximum parking required, prior to the application of shared parking principles, for the Scenario 4 land uses. Maximum parking is the amount of parking that would be needed if each land use was separate and had its own standalone parking area.

Table 10
Scenario 4 Base Parking Ratios and Maximum Parking

	Maximum Parking						
	Quantity	Weekdays			Weekend		
		Base Ratio	Unit	Max Spaces	Base Ratio	Unit	Max Spaces
Retail	0	2.90	/ksf GLA	0	3.20	/ksf GLA	0
Employee		0.70	/ksf GLA	0	0.80	/ksf GLA	0
Family Restaurant	900	9.00	/ksf GLA	8	12.75	/ksf GLA	11
Employee		1.50	/ksf GLA	1	2.25	/ksf GLA	2
Residential, Owned, Shared Spaces	32	0.00	/unit	0	0.00	/unit	0
Reserved	32	2.0	/unit	64	2.0	/unit	64
Guest	32	0.15	/unit	5	0.15	/unit	5
Office <25 ksf	2,700	0.30	/ksf GLA	1	0.03	/ksf GLA	0
Employee		3.50	/ksf GLA	9	0.35	/ksf GLA	1
Subtotal Customer/Guest Spaces				14			16
Subtotal Employee/Resident Spaces				10			3
Subtotal Reserved Spaces				64			64
Total Parking Spaces				88			83

Source: ULI Shared Parking Model, TJW Engineering

As shown in **Table 7**, based on the base parking ratios, the maximum parking needed for Scenario 4 is 88 parking spaces on weekdays and 83 parking spaces on weekends.

Table 11 shows the projected weekday peak parking demand for Scenario 4 after application of the ULI shared parking model.

Table 11
Scenario 4 Projected Weekday Peak Parking Demand

Land Use	Project Data		Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr	Peak Mo	Estimated Parking Demand
	Quantity	Unit						10 AM	March	
Family Restaurant	900	sf GLA	9.00	1.00	0.90	8.10	/ksf GLA	0.85	0.95	6
Employee			1.50	0.80	1.00	1.20	/ksf GLA	1.00	1.00	1
Residential, Owned, Shared Spaces	32	units	0.00	1.00	1.00	0.00	/unit	0.75	1.00	0
Reserved	2	sp/unit	2.00	1.00	1.00	2.00	/unit	1.00	1.00	64
Guest	32	units	0.15	1.00	1.00	0.15	/unit	0.20	1.00	1
Office <25 ksf	2,700	sf GLA	0.30	1.00	1.00	0.30	/unit	1.00	1.00	1
								Customer		8
								Employee		8
								Reserved		64
								Total		80

Source: ULI Shared Parking Model, TJW Engineering

Shared Parking Reduction 13%

As shown in **Table 11**, the projected weekday peak parking demand for proposed project in Scenario 4 is 80 parking spaces. Since the proposed is providing 80 parking spaces, there would be adequate supply to meet demand for the peak weekday period.

Table 12 shows the projected weekend peak parking demand for Scenario 4 after application of the ULI shared parking model.

Table 12
Scenario 4 Projected Weekend Peak Parking Demand

Land Use	Project Data		Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr	Peak Mo	Estimated Parking Demand
	Quantity	Unit						7 PM	March	
Family Restaurant	900	sf GLA	12.75	1.00	0.90	11.48	/ksf GLA	0.70	0.95	7
Employee			2.25	0.80	1.00	1.80	/ksf GLA	0.95	1.00	2
Residential, Owned, Shared Spaces	32	units	0.00	1.00	1.00	0.00	/unit	0.97	1.00	0
Reserved	2	sp/unit	2.00	1.00	1.00	2.00	/unit	1.00	1.00	64
Guest	32	units	0.15	1.00	1.00	0.00	/unit	1.00	1.00	5
Office <25 ksf	2,700	sf GLA	0.03	1.00	1.00	0.03	/unit	0.00	1.00	0
									Customer	12
									Employee	2
									Reserved	64
									Total	78

Source: ULI Shared Parking Model, TJW Engineering

Shared Parking Reduction 15%

As shown in **Table 12**, the projected weekend peak parking demand for proposed project in Scenario 4 is 78 parking spaces. Since the proposed is providing 80 parking spaces, there is adequate supply to meet demand for the peak weekend period.

Conclusions & Recommendations

This parking analysis studied four different land use scenarios for the proposed commercial portion of the Bellflower 3 project. Of the 80 parking spaces provided within the project, 64 would be dedicated to the 32 dwelling units in the form of 32 2-car garages, leaving 16 parking spaces for employees of the commercial space, customers, and guests.

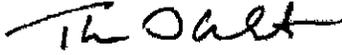
Based on the four analysis scenarios, the proposed parking supply is projected to adequately satisfy peak parking demand under certain conditions. Even with the commercial space separate from the residential space in the mixed use buildings, the proposed parking supply is adequate to meet projected peak parking demand based on the results of the ULI Shared Parking Model if the commercial space is occupied by office uses (finance and insurance professionals, art and photography studios), retail uses, or a mix of office and restaurant uses.

Mr. Jerry Stock
October 10, 2016

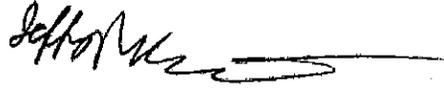
Bellflower 3
Parking Analysis

Please feel free to call us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,



Thomas Wheat, PE, TE
Principal
TJW Engineering, Inc.
Registered Civil Engineer #69467
Registered Traffic Engineer #2565



Jeffrey Weckstein
Transportation Planner
TJW Engineering, Inc.



Bellflower Site

9908 Artesia Blvd.
Bellflower, California

City Council

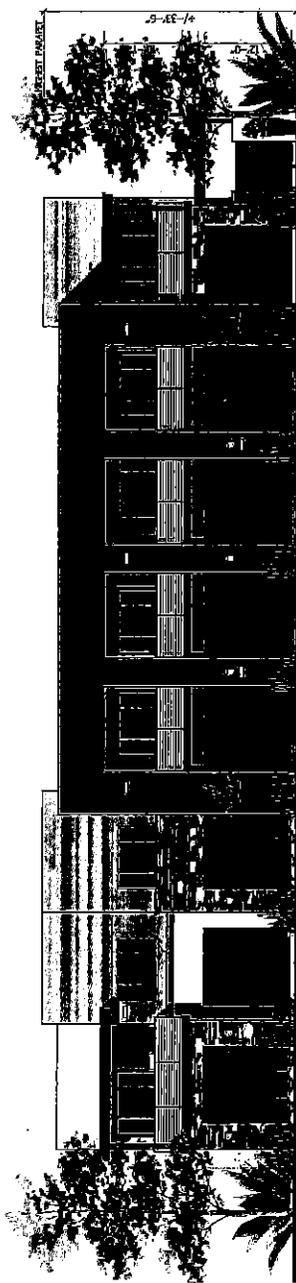
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OCTOBER 24, 2016

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 Decorative Metal Screen.....L-4
 Parking Lot Fence.....L-5



Our Team

Developer:
 Contacts: Kim Prijalatz
 Business: (949) 268-7655
 www.cityventures.com

City Ventures
 3221 Michelson Drive
 Irvine, CA 92612

Civil Engineer:
 Contact: Tom Petersen
 Business: (949) 916-3500
 www.waco-inc.net

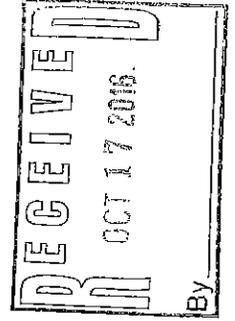
C&V Consulting, Inc.
 6 Orchard, Suite 200
 Irvine, CA 92630

Architect/Planner:
 Contact: Kimberly Hopkins
 Business: (949) 250-0607
 www.harcitects.com

William Hezmalhalch Architects, Inc.
 2850 Redhill Ave, Suite 200
 Santa Ana, CA 92705

Landscaping Architect:
 Contact: Trevor Richardson
 Business: (949) 366-8824
 www.c2collaborative.com

C2 Collaborative
 100 Avenida Miramar
 San Clemente, CA 92672

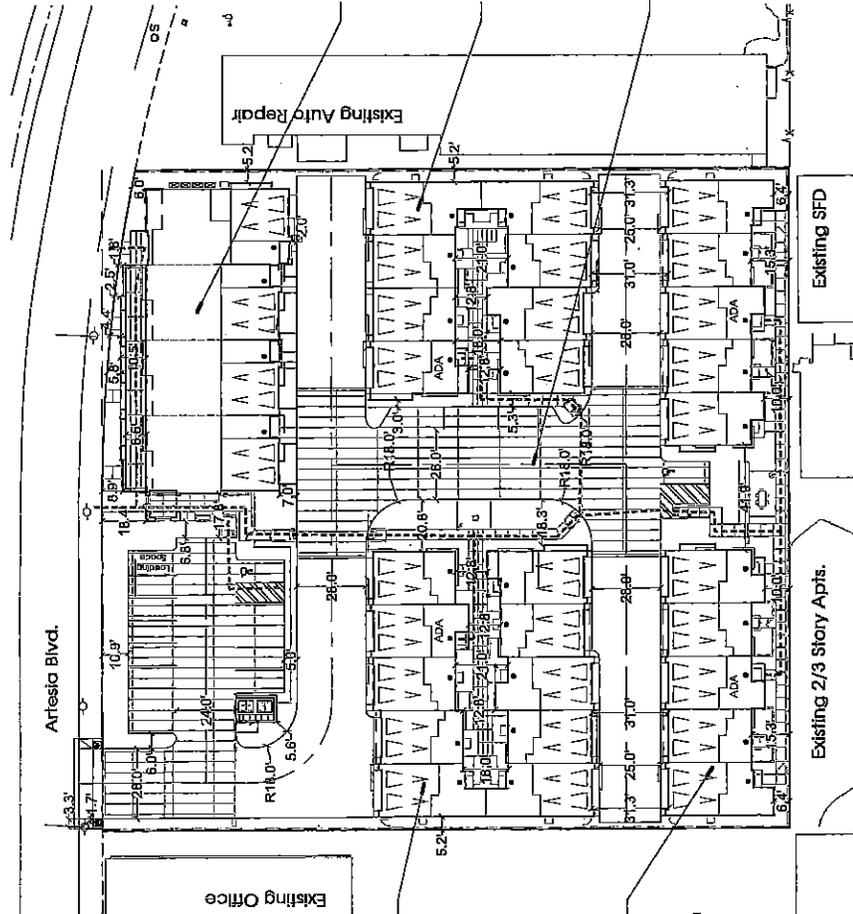


- Project Summary**
- Total Site Area: ± 1.68 Acres
 - 32 Homes
 - (7) Flats over retail
 - (2) 3-Story Courtyard Townhomes
 - 3,600 S.F. Commercial Space
 - 19,06 Homes per Acre
- Density:
 Parking: 81 Spaces (2.5 spaces per home)
- Provided:
 • 64 Spaces
 • 3 Spaces (9' x 20')
 • 13 Spaces (9' x 20')
 • 1 Space (10' x 20')

- Building 400**
- 2 Stories
 - 2-Car Garage
 - ± 3,600 S.F. Ground floor retail space
 - (4) P1: ± 1,710 S.F., 2 Bed., 2 Ba., Den
- Building 200**
- 3 Stories
 - 2-Car Garage
 - (3) P2A: ± 1,545 S.F., 3 Bed., 2.5 Ba., Den
 - (1) P2D: ± 1,583 S.F., 3 Bed., 2.5 Ba., Den
 - (2) P3D: ± 1,774 S.F., 3 Bed., 2.5 Ba., Den
 - (2) P3C: ± 1,887 S.F., 3 Bed., 2.5 Ba., Den

- Building 300**
- 3 Stories
 - 2-Car Garage
 - (1) P2A: ± 1,545 S.F., 3 Bed., 2.5 Ba., Den
 - (3) P2C: ± 1,536 S.F., 3 Bed., 2.5 Ba., Den
 - (1) P2D: ± 1,583 S.F., 3 Bed., 2.5 Ba., Den
 - (1) P3A: ± 1,709 S.F., 3 Bed., 2.5 Ba., Den
 - (2) P3D: ± 1,774 S.F., 3 Bed., 2.5 Ba., Den
 - (2) P3F: ± 1,856 S.F., 3 Bed., 2.5 Ba., Den
- Building 100**
- 3 Stories
 - 2-Car Garage
 - (2) P2C: ± 1,534 S.F., 3 Bed., 2.5 Ba., Den
 - (2) P3A/E: ± 1,709 S.F., 3 Bed., 2.5 Ba., Den
 - (1) P3C: ± 1,844 S.F., 3 Bed., 2.5 Ba., Den

- NOTES:**
1. All plots to be conveyed separate lots.
 2. All lots to be conveyed to the same owner.
 3. All lots to be conveyed to the same owner.
 4. All lots to be conveyed to the same owner.
 5. All lots to be conveyed to the same owner.
 6. All lots to be conveyed to the same owner.
 7. All lots to be conveyed to the same owner.

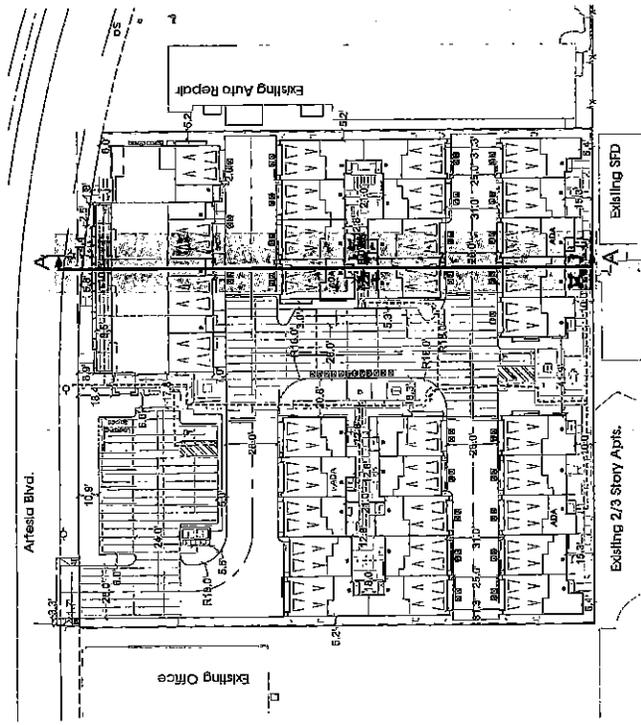


Conceptual Site Plan

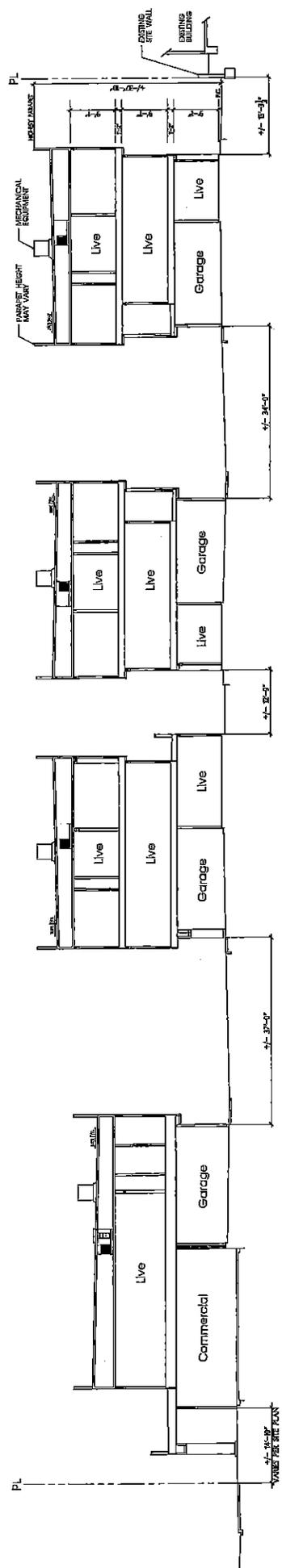


Sheet Number
SP-1
 01/20/16





Site Plan - Section Key (NTS)



Plan 2

Plan 2

Plan 3

Plan 1

Site Section Exhibit

Mayor Dan Koops
Saturday, October 22, 2016
Simms Park – CIRCLE program

Good morning everyone,

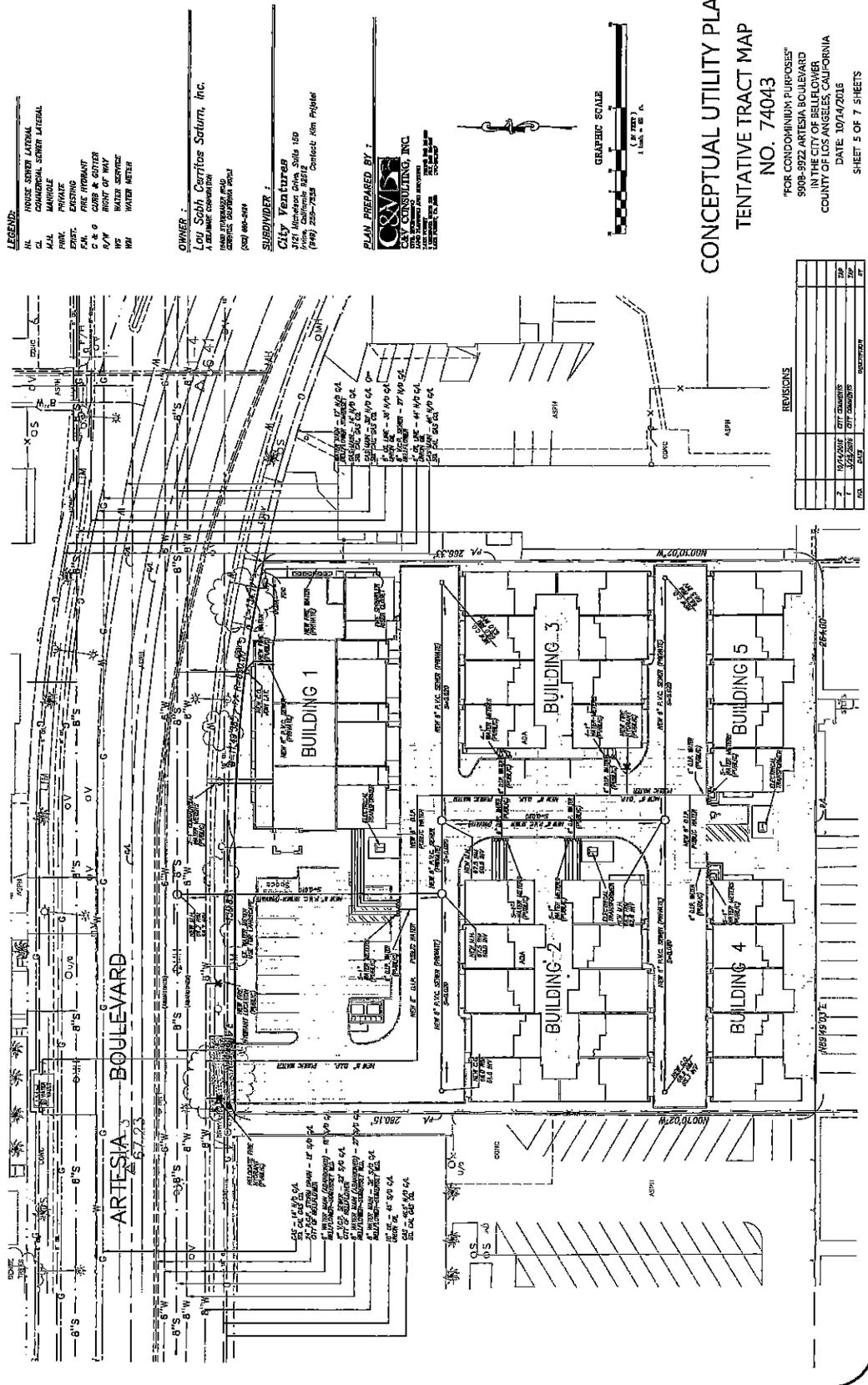
I am Dan Koops, and I am the Mayor of Bellflower. My Council Colleague, Juan Garza, is also here with me this morning and we want to welcome everyone this morning and thank you all volunteering today.

The City of Bellflower is excited to join volunteers from the local community, and the CIRCLE program in reducing the carbon emissions to make the community a healthier place to live. I enjoy events like this, surrounded by volunteers and the community, collaborating together in making a difference for the environment.

Today is also *Make a Difference Day* and I would like to thank all the volunteers here today that are making a difference in Bellflower by planting trees. Also I would like to thank our partners from The CIRCLE program and West Coast Arborists for making this project possible

You will now get further direction Robert Thompson from West Coast Arborists. Robert?

TENTATIVE TRACT MAP NO. 74043
 IN THE CITY OF BELFLOWER, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

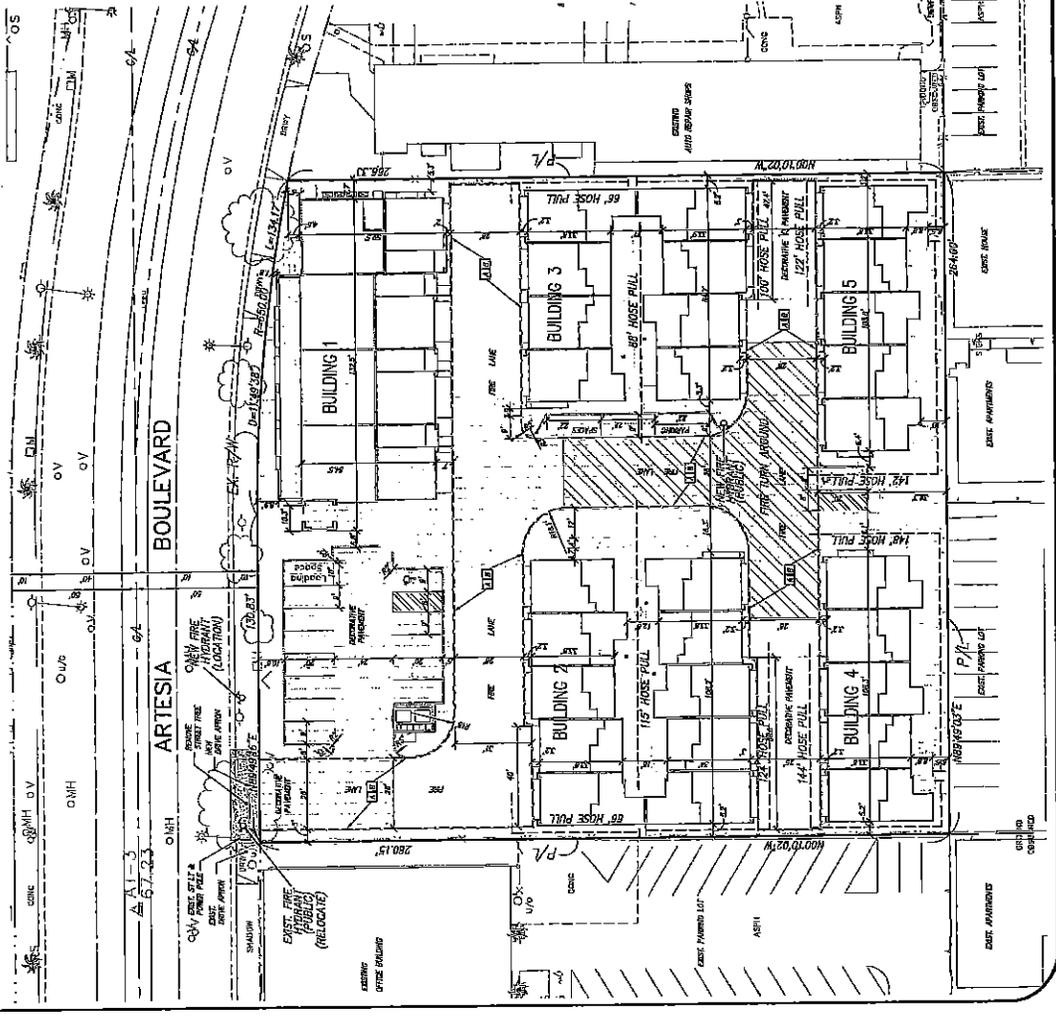


CONCEPTUAL UTILITY PLAN
TENTATIVE TRACT MAP
NO. 74043
 FOR CONDOMINIUM PURPOSES
 9908 ARTESIA BOULEVARD
 IN THE CITY OF BELFLOWER
 COUNTY OF LOS ANGELES, CALIFORNIA
 DATE: 10/17/2016
 SHEET 5 OF 7 SHEETS

Conceptual Utility Plan

TENTATIVE TRACT MAP NO. 74043

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



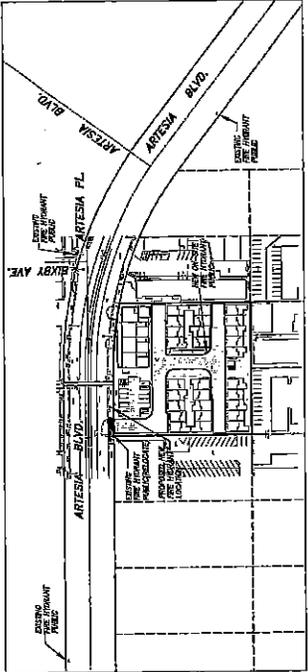
EASEMENT NOTES:

- 1. EASEMENT GRANTOR HAS BARRIERS ACCESS AND EGRESS TO THE CITY OF BELLFLOWER.
- 2. EASEMENT GRANTOR HAS BARRIERS ACCESS AND EGRESS TO THE CITY OF BELLFLOWER.
- 3. EASEMENT GRANTOR HAS BARRIERS ACCESS AND EGRESS TO THE CITY OF BELLFLOWER.
- 4. EASEMENT GRANTOR HAS BARRIERS ACCESS AND EGRESS TO THE CITY OF BELLFLOWER.

OWNER:
 Lou Sobh Carrillo Saturn, Inc.
 10000 S. CENTURY BLVD
 SUITE 100
 LOS ANGELES, CALIFORNIA 90045
 (310) 555-1000

SUBDIVIDER:
 City Ventures
 10000 S. CENTURY BLVD
 SUITE 100
 LOS ANGELES, CALIFORNIA 90045
 (310) 555-1000

PLAN PREPARED BY:
 City Ventures
 10000 S. CENTURY BLVD
 SUITE 100
 LOS ANGELES, CALIFORNIA 90045
 (310) 555-1000



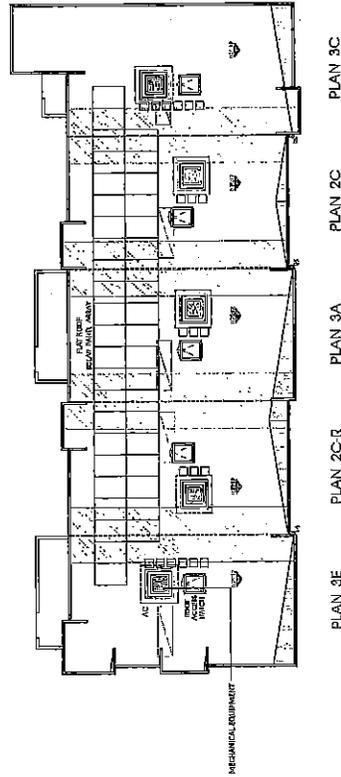
FIRE ACCESS PLAN TENTATIVE TRACT MAP NO. 74043

FOR CONDOMINIUM PURPOSES
 5908-8922 ARTESIA BOULEVARD
 IN THE CITY OF BELFLOWER
 COUNTY OF LOS ANGELES, CALIFORNIA
 DATE: 10/14/2016
 SHEET 6 OF 7 SHEETS

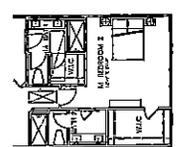


NO.	DATE	DESCRIPTION
1	10/14/2016	PREPARED
2	10/14/2016	REVISED
3	10/14/2016	REVISED
4	10/14/2016	REVISED
5	10/14/2016	REVISED
6	10/14/2016	REVISED
7	10/14/2016	REVISED

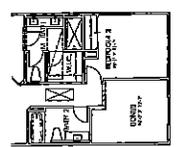
Fire Access Plan



Roof Plan

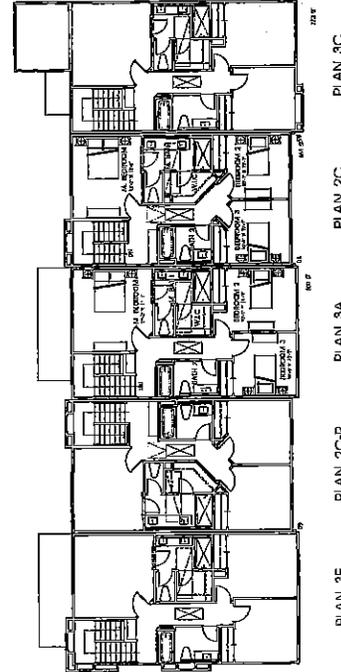


OPT. M. BEDRM. 2
AT ALL PLAN 3
W/ OPT. BEDROOM DOWN
*MAX 3 BEDROOM

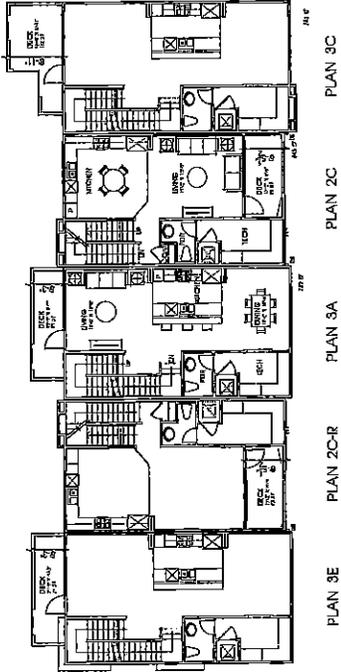


OPT. BONUS
AT ALL PLAN 3
W/ OPT. BEDROOM DOWN
*MAX 3 BEDROOM

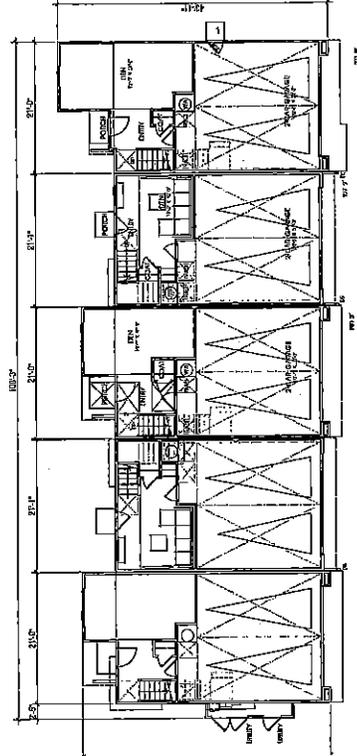
ROOF PLAN



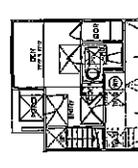
Third Floor



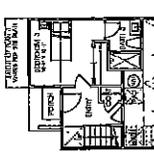
Second Floor



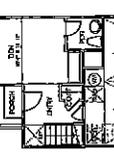
First Floor



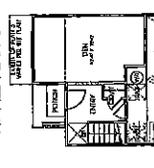
ADA POWDER AT DEN
*AT DESIGNATED PLANS
ONLY - SEE SITE PLAN



OPT. BEDRM 3 + BA 3
AT ALL PLAN 3



DEN W/ OPT. POWDER
AT ALL PLAN 3



OPT. WALL AT DEN
AT ALL PLAN 3



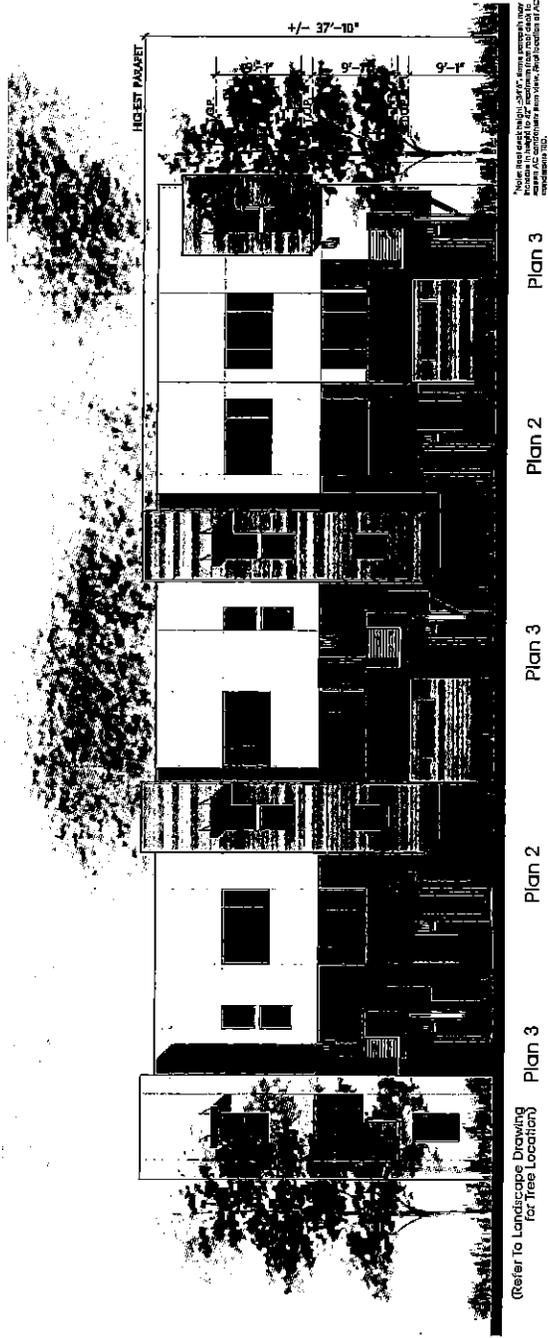
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A-1
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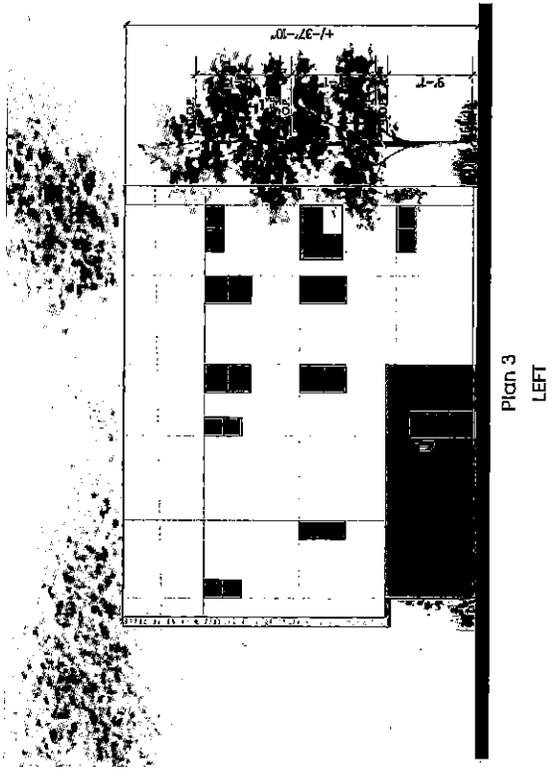
Building 100: Floor Plans & Roof Plan

2015 WILLIAM HEZARSKI ARCHITECTS, INC.
BELLFLOWER SITE
7708 ARTESIA BLVD
Bellflower, CA

DATE: 10/24/16
PROJECT: BELLFLOWER SITE
DRAWING NO: 100-FP-01
SCALE: AS SHOWN
DESIGNED BY: [NAME]
CHECKED BY: [NAME]
DATE: 10/24/16



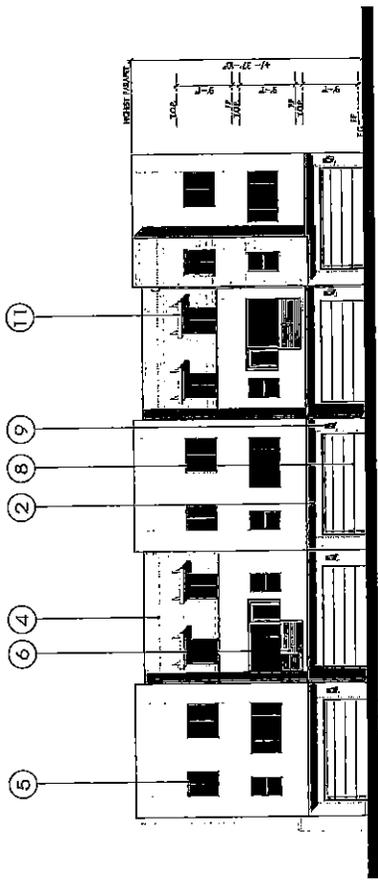
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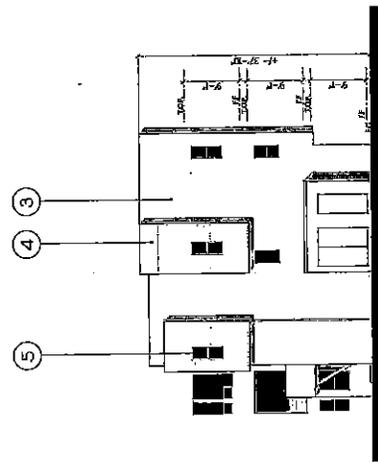
LEFT

Building 100: Elevations

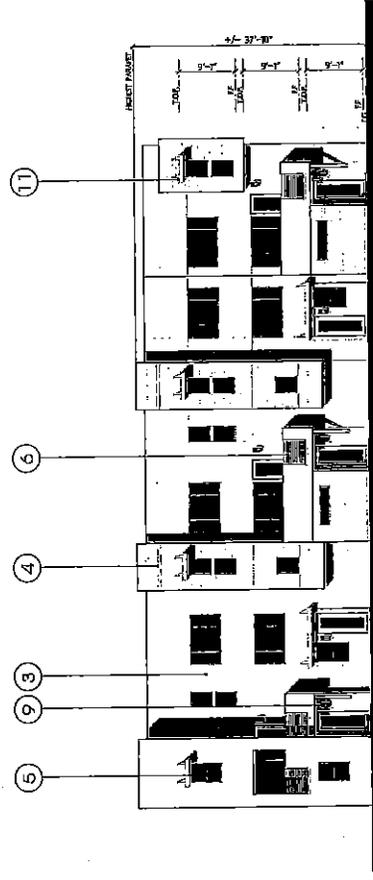
SCALE: 1/8" = 1'-0"
0' 3' 6' 12'



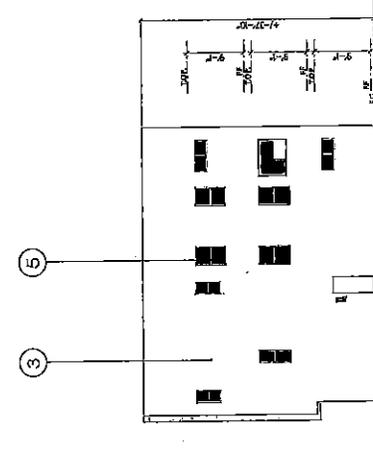
REAR



RIGHT



FRONT



LEFT

Materials

- 1. Roof: Flat with Parapet
- 2. Cable Treils
- 3. Primary Wall: Stucco Finish
- 4. Riser Cement Siding
- 5. Vinyl Windows
- 6. Metal Railing
- 7. Column: Wood
- 8. Garage Door: Metal Sectional Roll-Up
- 9. Address & Coach Light
- 10. Exterior Light Fixture (See Front Elevation)
- 11. Metal Awning
- 12. Brick Veneer

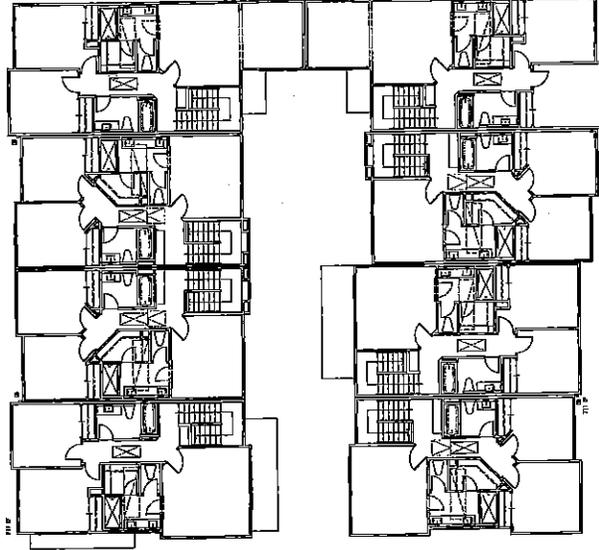
Note:

- Direction of Elevation Varies
- Refer to Site Plan for Specific Locations/ Orientation
- Refer to 5-plex Exterior Elevations & Color/Material Board for Color Information located on Previous Sheet

Note: Roof eave depth shall be 4'-0". Storm parapets shall be 4'-0" high in 1'-0" increments but not less than 6'-0" minimum. All dimensions shall be as shown unless otherwise noted.



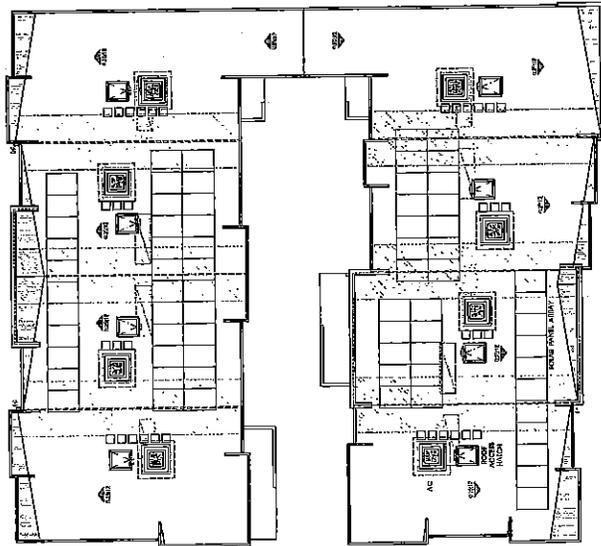
PLAN 3DX PLAN 2A PLAN 2A-R PLAN 2A-R PLAN 3G-R



PLAN 2D-R PLAN 3D PLAN 2A-R PLAN 3G

Third Floor

PLAN 3DX PLAN 2A PLAN 2A-R PLAN 3G-R



PLAN 2D-R PLAN 3D PLAN 2A-R PLAN 3G

Roof Plan

Building Type: Office
 Building Construction Group: Type III
 Type of Construction: Type III
 Fire Partition Walling Unit Separation: 1 Hr
 Sprinklered: No
 Staircase Enclosure: 1 Hr
 American Standard: Allowed



Sheet Number

A-5

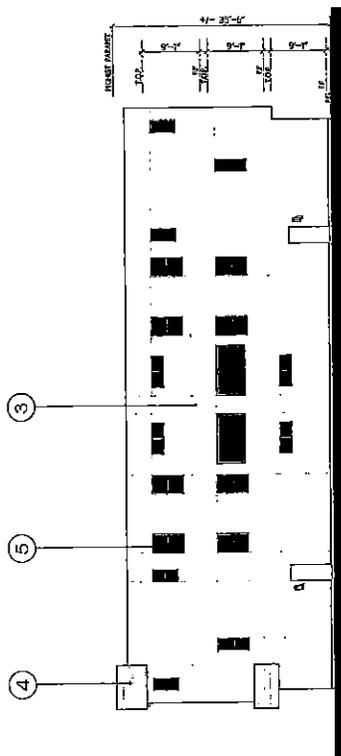
DATE: 10/20/14



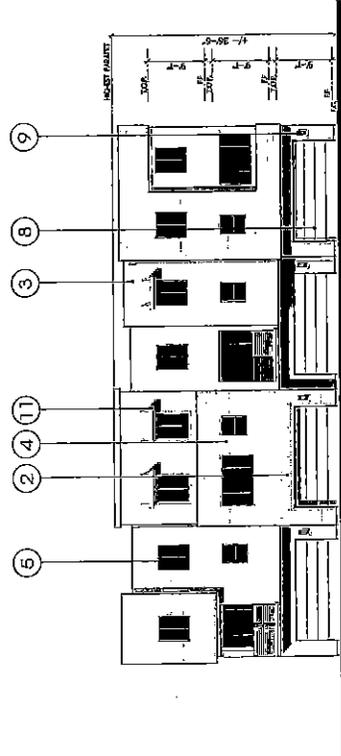
City Ventures

Building 200: Floor Plans & Roof Plan

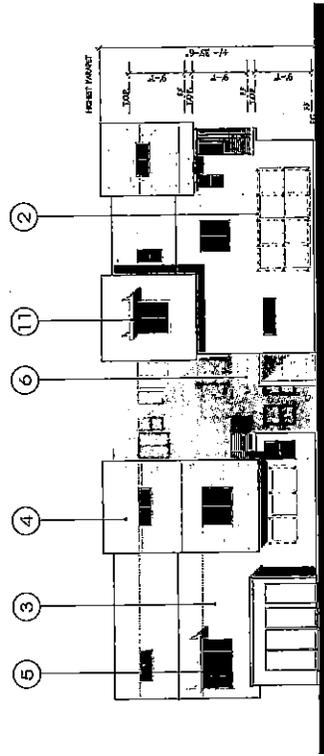
2014 WILLIAM HENNING ARCHITECTS, INC.
BELLFLOWER SITE
 908 ARTESIA BLVD
 Bellflower, CA



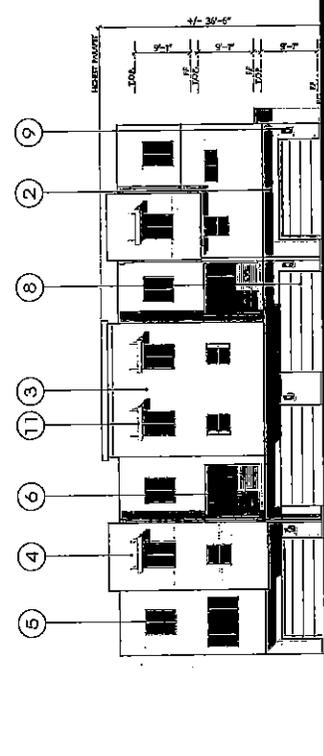
REAR



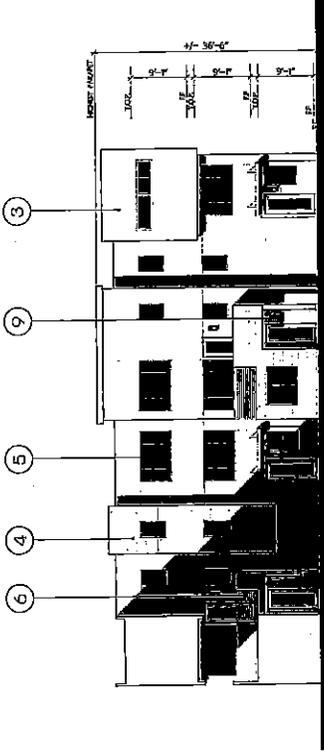
RIGHT



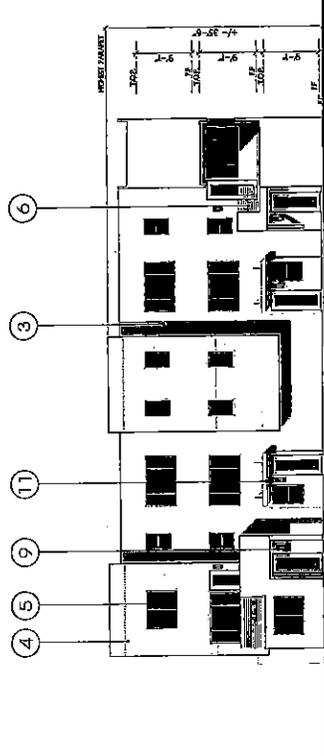
FRONT



LEFT



RIGHT COURTYARD



LEFT COURTYARD

Materials

- 1. Roof: Flat with Parapet
- 2. Cable Trellis
- 3. Primary Wall: Stucco Finish
- 4. Fiber Cement Siding
- 5. Vinyl Windows
- 6. Metal Roofing
- 7. Column: Wood
- 8. Garage Door: Metal Sectional Roll-Up
- 9. Address & Coach Light
- 10. Exterior Light Fixture (See Front Elevation)
- 11. Metal Awning
- 12. Brick Veneer

Note:
 • Direction of Elevation Varies
 • Refer to site plan for specific locations/
 • Orientation
 • Refer to 5-Plan Exterior Elevations &
 • Color/Material Board for Color Information
 located on previous sheet

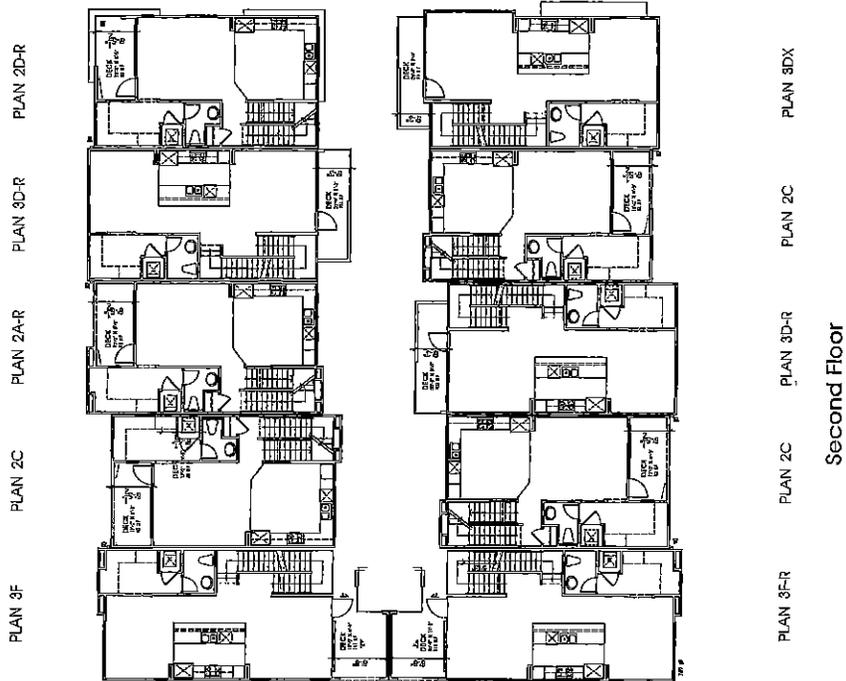


Sheet Number
A-7
 2024.06.19

WT
 WILLIAM HERRMANN ARCHITECTS
 10000 BELFLOWER BLVD
 SUITE 100
 BELLFLOWER, CA 90706
 City Ventures

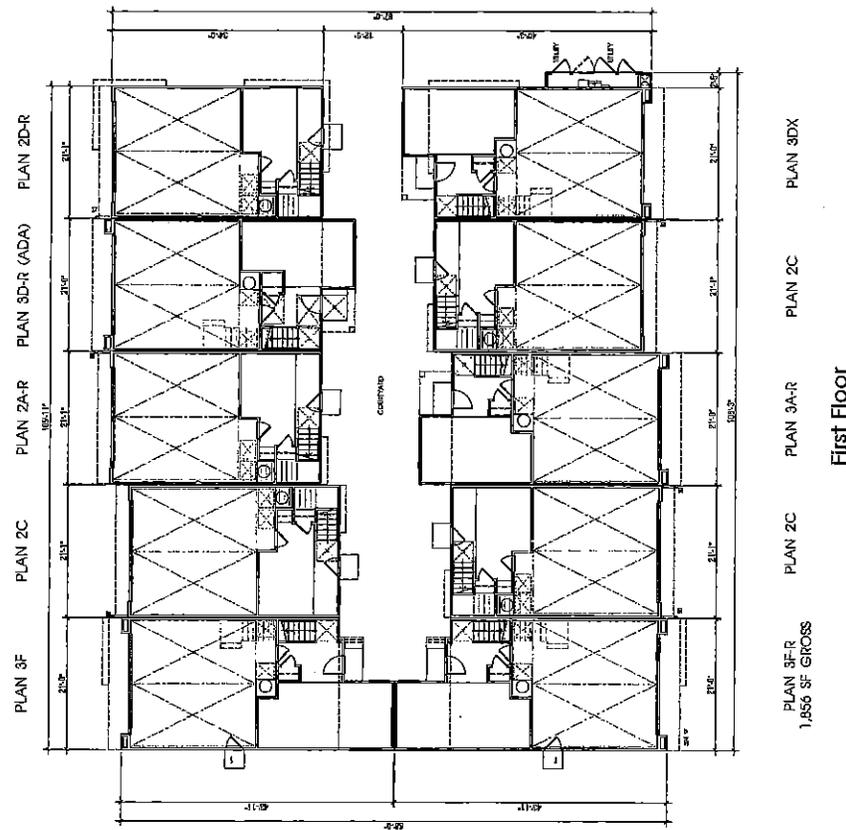
Building 200: Exterior Elevations

BELLFLOWER SITE
 7908 ARTESIA BLVD
 Bellflower, CA



PLAN 3F-R PLAN 2C PLAN 3D-R PLAN 2C PLAN 3D-X
 1,856 SF GROSS

Second Floor



PLAN 3F-R PLAN 2C PLAN 3A-R PLAN 2C PLAN 3D-X
 1,856 SF GROSS

First Floor

Building Type: Office
 Building Occupancy Group: R-2, U
 Type of Construction: Type IV, Non-Res
 Fire Partition (Dwelling Unit Separation): 5/8"
 Fire-Resistant: 1-1/2" (Type IV)
 Maximum Stories Allowed: 3-STOREY (TYPE IV PER SECTION 5.10.1)

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BELFLOWER SITE
 9908 ARTESIA BLVD
 BELLFLOWER, CA

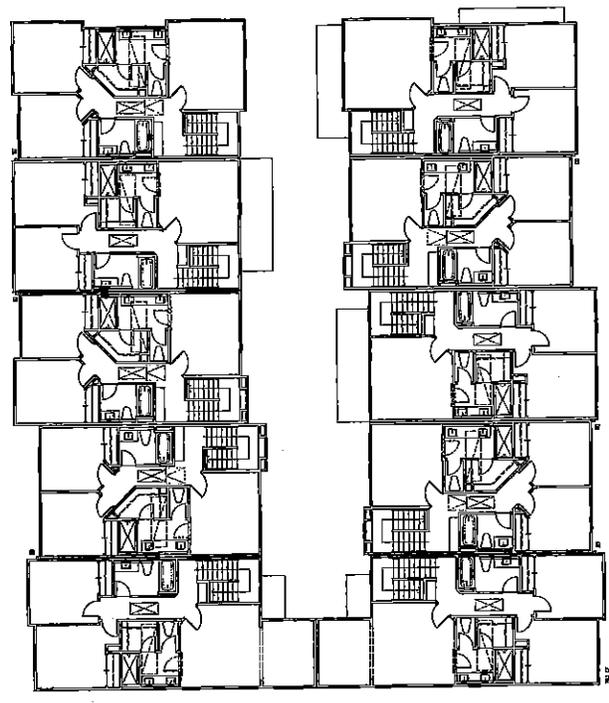
Building 300: Floor Plans



Sheet Number
A-8
 201603A - 10/24/16



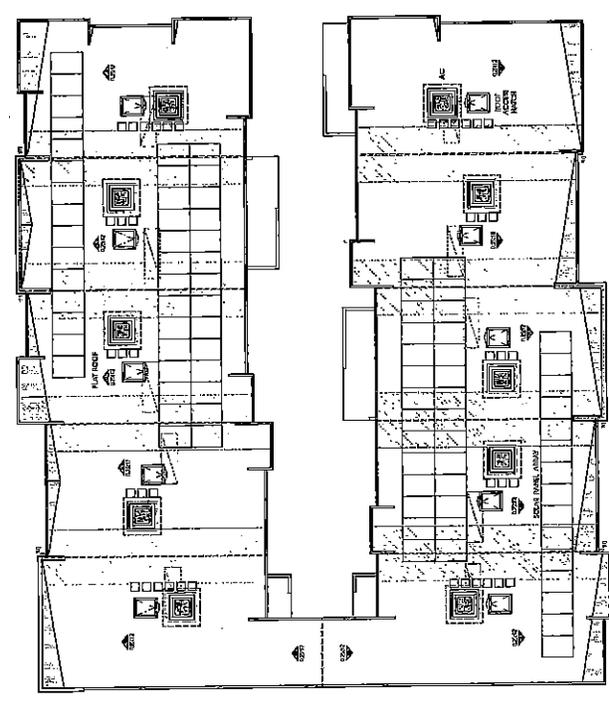
PLAN 3F PLAN 2C PLAN 2A-R PLAN 3D-R PLAN 2D-R



PLAN 3F-R PLAN 2C-R PLAN 2A-R-R PLAN 3D-R-R PLAN 2D-R-R

Third Floor

PLAN 3F PLAN 2C PLAN 2A-R PLAN 3D-R PLAN 2D-R



PLAN 3F-R PLAN 2C-R PLAN 2A-R-R PLAN 3D-R-R PLAN 2D-R-R

Roof Plan



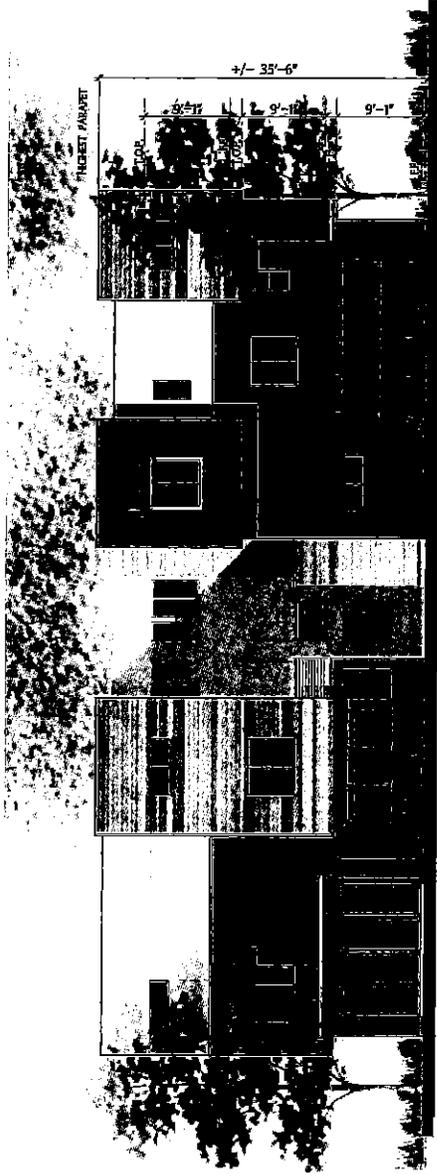
Sheet Number
A-9
SINCLAIR • 10/2014

City Ventures
WILLIAM REZNAU ARCHITECTS
ARCHITECTS

Building 300: Floor Plans & Roof Plan

Building Type: 16-1944
Building Occupancy Group: B-2, D
Type of Construction: TYPE I/II UNREINFORCED
Fire Fighting Dwelling Unit Separation: 10R
Sprinklering: 10R SYSTEM PROVIDED
Manual Fire Alarm: 2-STOREY TYPE I (A PER IBC TABLE 907)
Manual Fire Alarm: 2-STOREY TYPE I (A PER IBC TABLE 907)

45014 WILLIAM REZNAU ARCHITECTS, INC.
BELLEFLOWER SITE
908 ARTESIA BLVD
Bellflower, CA



(Refer To Landscaps Drawing for Tree Location)

Plan 2

Plan 3

FRONT



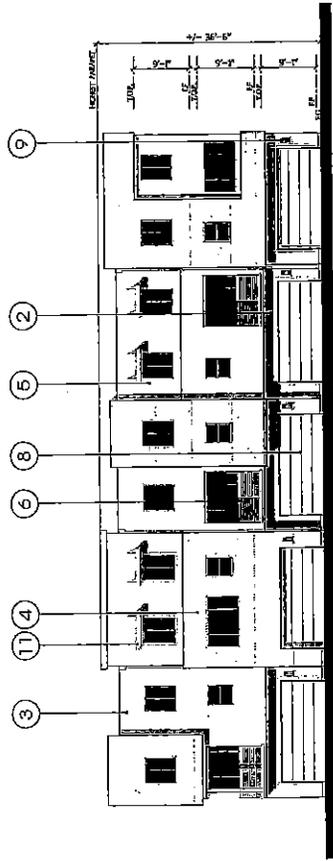
Plan 3

Plan 3

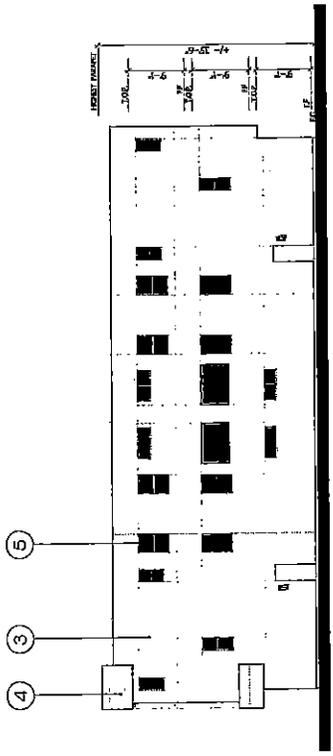
REAR

Building 300: Front Elevation

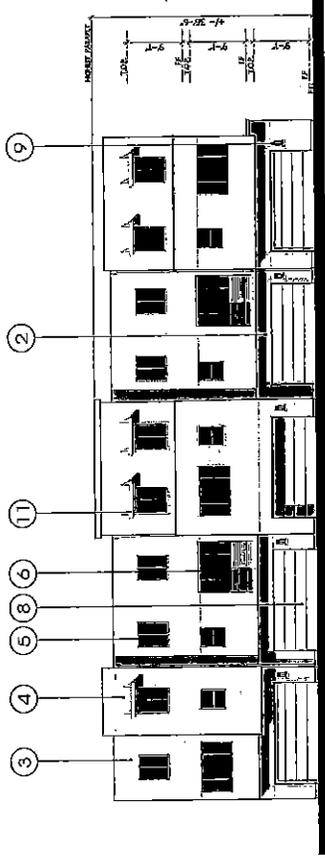




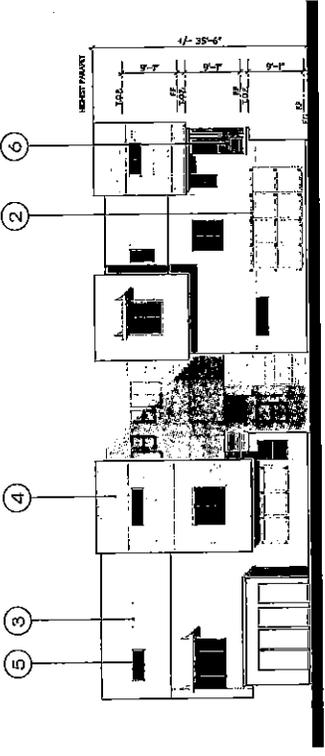
RIGHT



REAR

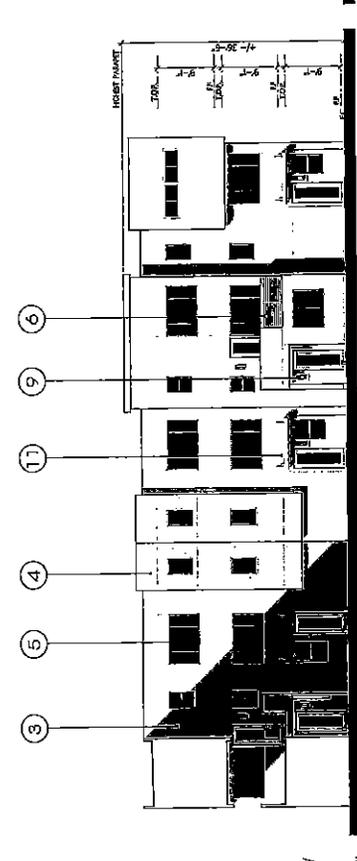


LEFT

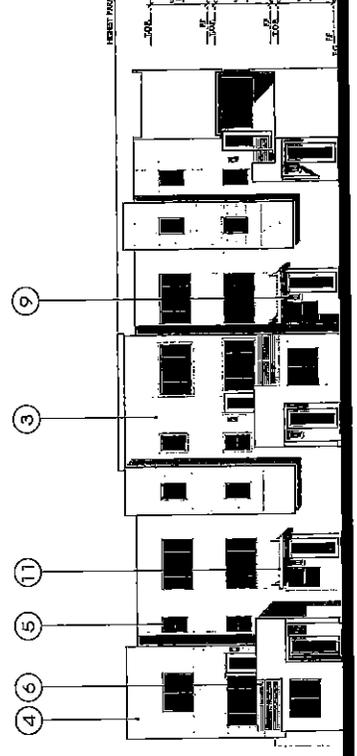


FRONT

Note: See Section 051000, Section 051000.00 for information on the location of the exterior finish materials. Refer to the notes on the drawings for additional information.



RIGHT COURTYARD



LEFT COURTYARD

Materials

1. Roof: Flat with Parapet
2. Cable Trellis
3. Primary Wall: Stucco Finish
4. Fiber Cement Siding
5. Vinyl Windows
6. Metal Railing
7. Column: Wood
8. Garage Door: Metal Sectional Roll-Up
9. Address & Coach Light
10. Exterior Light Fixture (See Front Elevation)
11. Metal Awning
12. Brick Veneer

Note:

- Direction of Elevation Views
- Refer to Site Plan for Specific Locations/Orientation
- Refer to S-105 Exterior Elevations & Color/Material Board for Color Information located on Previous Sheet



Steel Number
A-11
201303 - 10/24/14

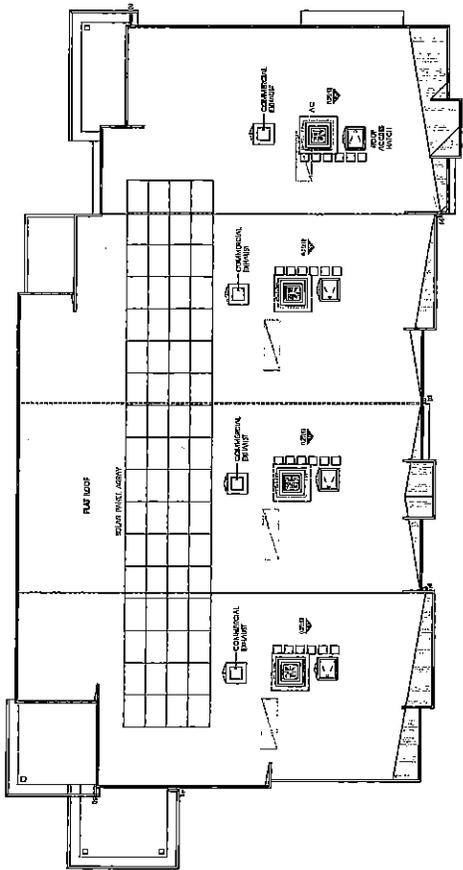
WV
WILLIAM VIZCAYA-VALEZ
REGISTERED ARCHITECT, No. 25220

City Ventures

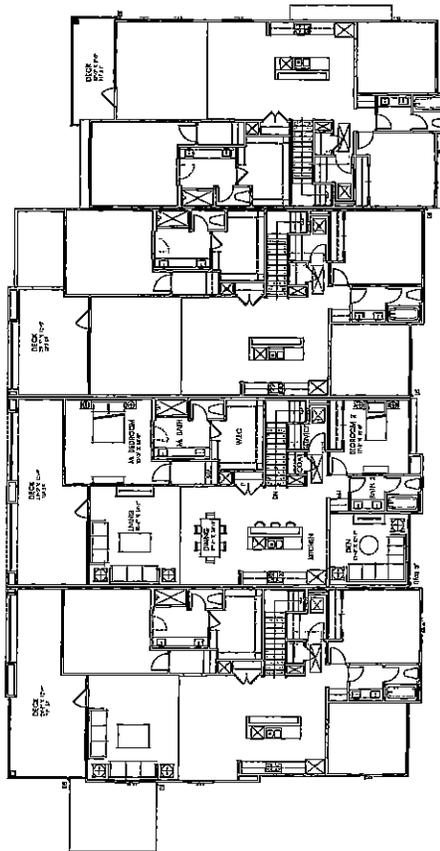
Building 300: Exterior Elevation

BELLFLOWER SITE
6908 ARTESIA BLVD
Bellflower, CA

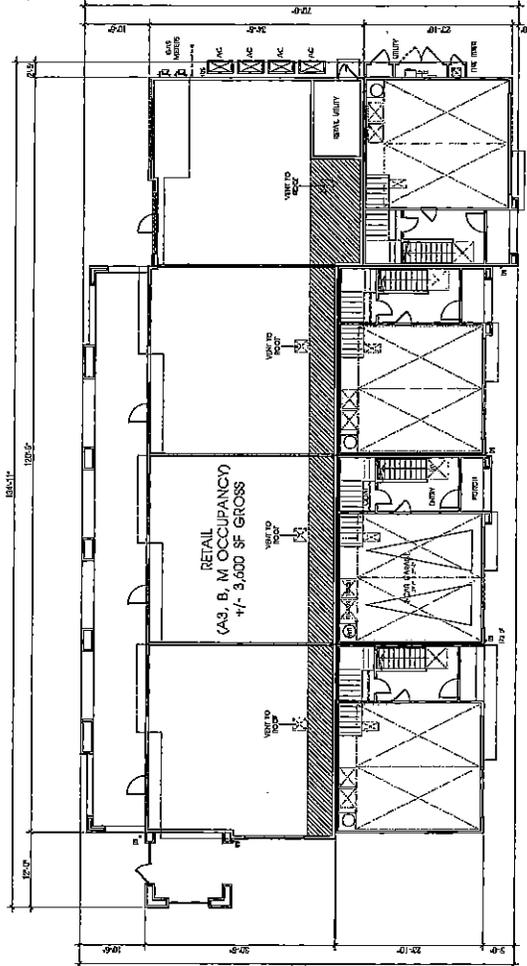
© 2014 WILLIAM VIZCAYA-VALEZ ARCHITECTS, INC.



Roof Plan



Building Title Block
 Building Occupancy Group
 Type of Construction
 Fire Protection (Single Line or Equipment)
 Sprinklered
 Medium Storage Allowed
 R.O.S.E.
 Type of Inclusion
 Full
 Full (N/A) or (S) or (M) or (H)
 Additional Notes: ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF ARTESIA SPECIFICATIONS FOR ALL PERMITS.



First Floor

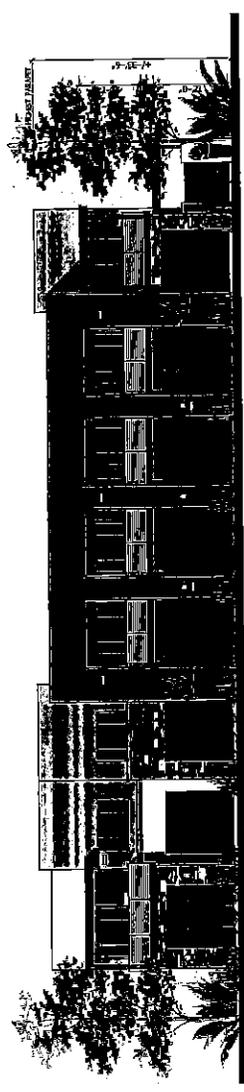
Building 400: Floor Plans/Roof Plan



Sheet Number
A-12
 201808A - 10/26/19



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BELFLOWER SITE
 9908 ARTESIA BLVD
 Belflower, CA

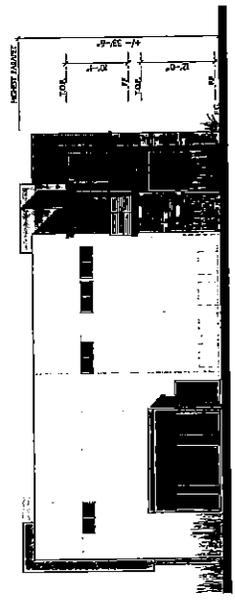


Public Road (check height of 14' - Some portions may
 increase to height for 14' minimum from road and 10'
 minimum from sidewalk. Check with City of Bellflower for
 compliance with.

Retail Plan 4 Retail Plan 3 Retail Plan 2 Retail Plan 1

FRONT

(Refer To Landscape Drawing
 for Tree Location)



PLAN 1C Retail Plan 4

LEFT

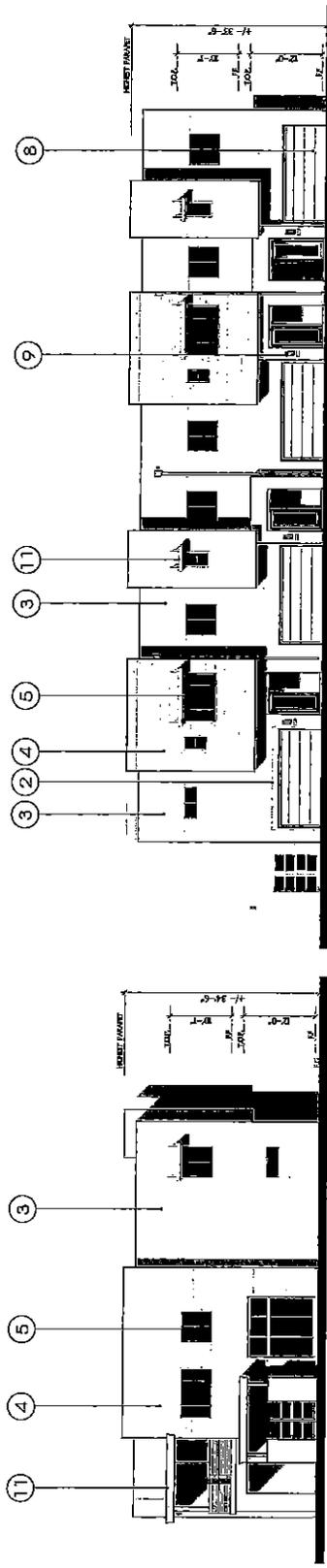
SCALE: 1/8" = 1'-0"

Sheet Number
A-13
 201504 - 10/24/16

W
 WILLIAM HERRMANN ARCHITECTS
 10015 WILSON AVENUE, SUITE 100
 BELLFLOWER, CA 90706

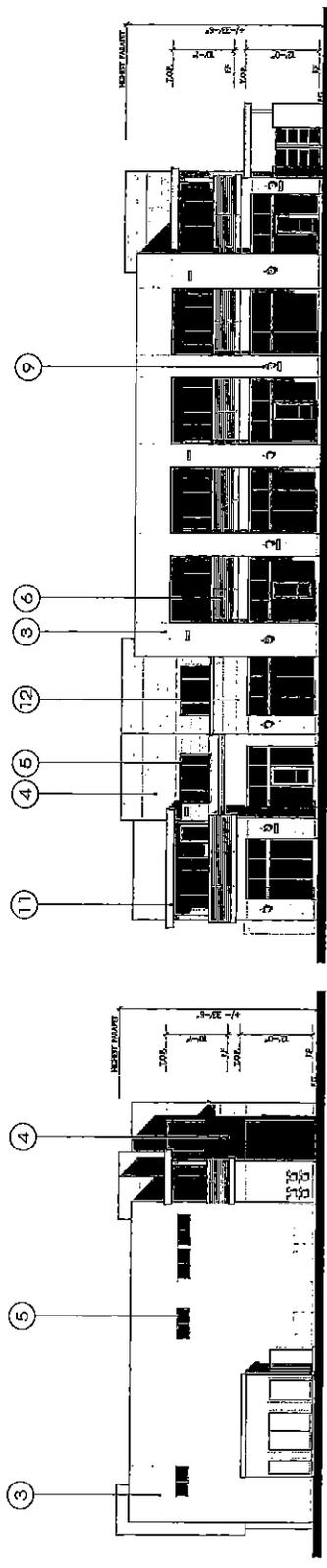
CV
 City Ventures

Building 400: Elevations



REAR

RIGHT



FRONT

LEFT

Materials

1. Roof: Flat with Parapet
2. Cable Trills
3. Primary Wall: Stucco Finish
4. Fiber Cement Siding
5. Vinyl Windows
6. Metal Rolling
7. Column: Wood
8. Garage Door: Metal Sectional Roll-Up
9. Address & Coach Light
10. Exterior Light Fixture (See Front Elevation)
11. Metal Awning
12. Brick Veneer

Note:

- Direction of Elevation Varies
- Refer to Site Plan for Specific Locations/ Orientation
- Refer to 5-Plex Exterior Elevations & Color/Material Board for Color Information located on Previous Sheet

Notes: Roof pitch height shown. Some dimensions may vary. All dimensions from the 1st floor level of the construction (1st).

Building 400: Exterior Elevations

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BELFLOWER SITE
 9908 ARTESIA BLVD
 Belflower, CA

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WH
 WILLIAM HERRMANN ARCHITECTS
 11111 WILSON BLVD, SUITE 100
 BEVERLY HILLS, CA 90210

Sheet Number
A-14
 201603 - 10/24/16





Artesia frontage looking South,
Existing Driveway to be Removed



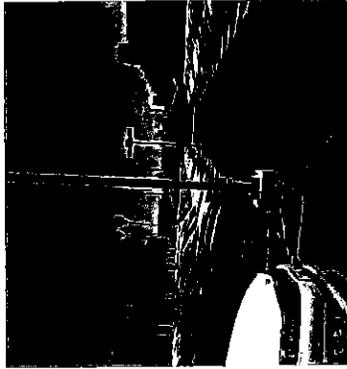
Artesia frontage Northeast side of site looking West



Artesia frontage Northwest side of site, new entry



9908-9922 Artesia Site Aerial



Existing site condition looking South



Existing site condition looking North

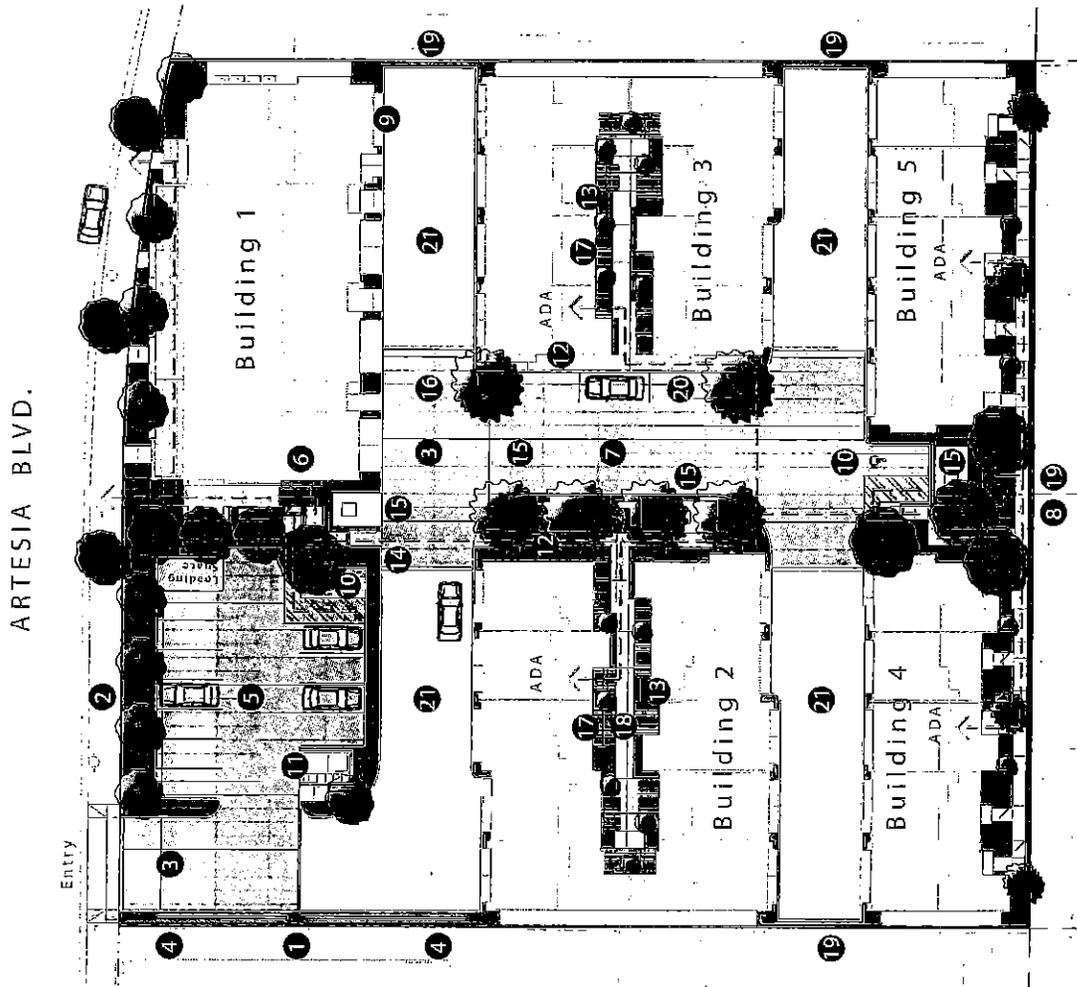


Sheet Number
A-17
2/15/2018 - 1/24/18



Site Photos

- KEY**
- 1 Signage Wall
 - 2 Sidewalk
 - 3 Enhanced Concrete Paving
 - 4 Decorative Metal Fence
 - 5 Retail Parking lot
 - 6 Community Mailboxes
 - Waste Receptacle
 - Bench
 - 7 Social Space
 - Built-in Bench
 - Table
 - 8 Barbecue Area
 - Waste Receptacle
 - Pedestal Barbecue
 - Seat Wall
 - Harvest Table
 - Waste Receptacle
 - 9 Concrete Driveway
 - 10 ADA Parking Space
 - 11 Retail Trash Enclosure (per Architect)
 - 12 4' Wide Community Sidewalk
 - 13 Masonry Seat Wall
 - 14 ADA Ramps
 - 15 Transformer
 - 16 Flowering Street Tree
 - 17 Decorative Concrete Pavers at Front Doors
 - 18 Colored Concrete Paving
 - 19 6' Tall Split Face Block Wall with Tall Hedge Screen
 - 20 Parallel Parking
 - 21 Asphalt Drive Aisle



CONCEPTUAL SITE PLAN

BELFLOWER SITE

BELFLOWER, CALIFORNIA

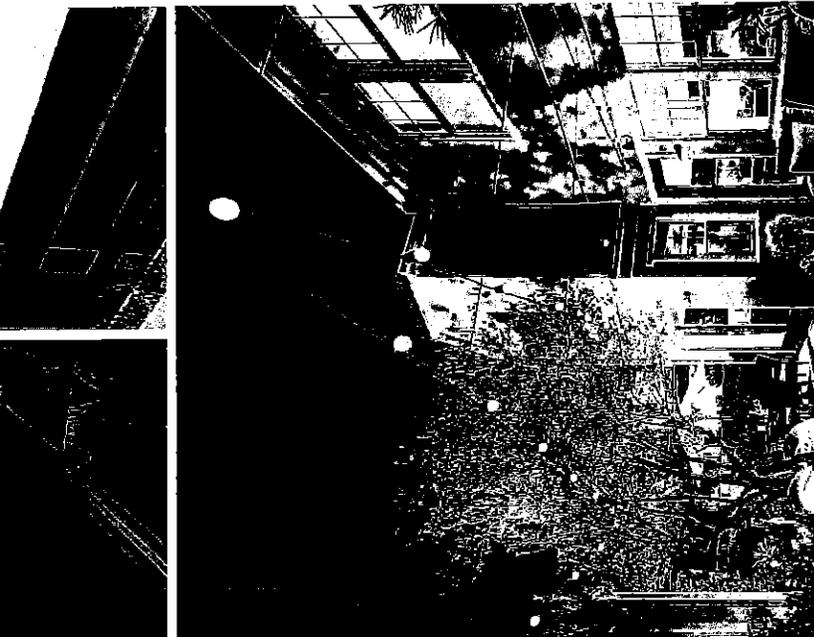
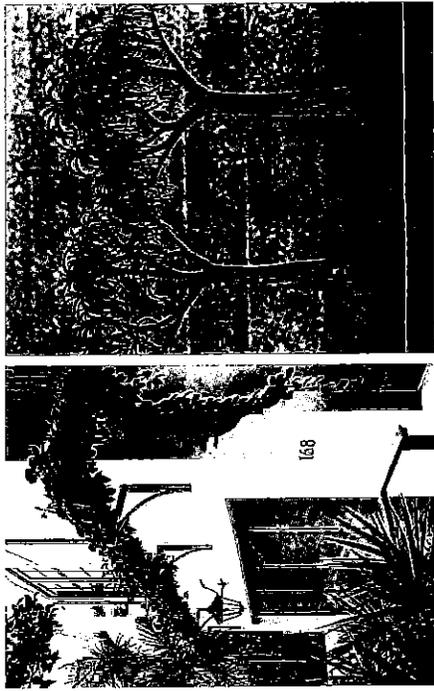


City Ventures



10/14/2016

C2 Collaborative
LANDSCAPE ARCHITECTURE



INSPIRATIONAL IMAGERY

BELLFLOWER SITE

BELLFLOWER, CALIFORNIA

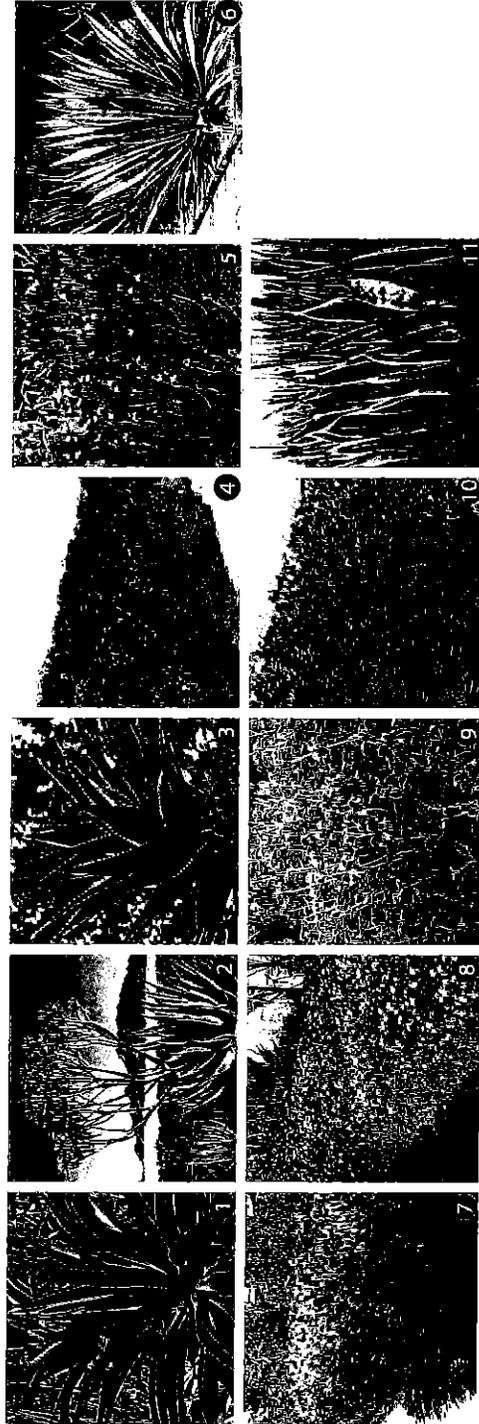
10/14/2016

C2 Collaborative
LANDSCAPE ARCHITECTURE





Trees



Shrubs & Groundcover

PLANT PALLETTE

Botanical name (Common Name) Size WUCOLS*

Trees

- 1 Chitalpa x tashkentensis (Chitalpa) 24"box M
- 2 Dracaena draco (Dragon Tree) 48"box L
- 3 Tristania conferta (Brisbane Box) 36"box L

Shrubs & Groundcover

- 1 Agave desmettiana (Smooth Agave) 15gal. L
- 2 Aloe hereroensis (Sand Aloe) 5gal. L
- 3 Aloe Vera (Aloe) 5gal. L
- 4 Bougainvillea 'Oo La La' (Bougainvillea) 15gal. L
- 5 Bulbine frutescens:'Hallmark' (Orange Stalked Bulbine) 5gal. L
- 6 Furcraea foetida (Mauritius Hemp) 5gal. L
- 7 Heteromeles arbutifolia (Toyon) 5gal. L
- 8 Lantana montevidensis 'Alba' (Lantana) 5gal. L
- 9 Phlomis lanata (Jerusalem Sage) 5gal. L
- 10 Podocarpus macrophyllus (Yew Pine) 5gal. M
- 11 Sansevieria trifasciata (Mother-in-Law's Tongue) 5gal. M

*NOTE: 90% of this list is drought tolerant (low water use) plants.

PLANT IMAGES

BELLFLOWER SITE

BELLFLOWER, CALIFORNIA



City Ventures

10/14/2016

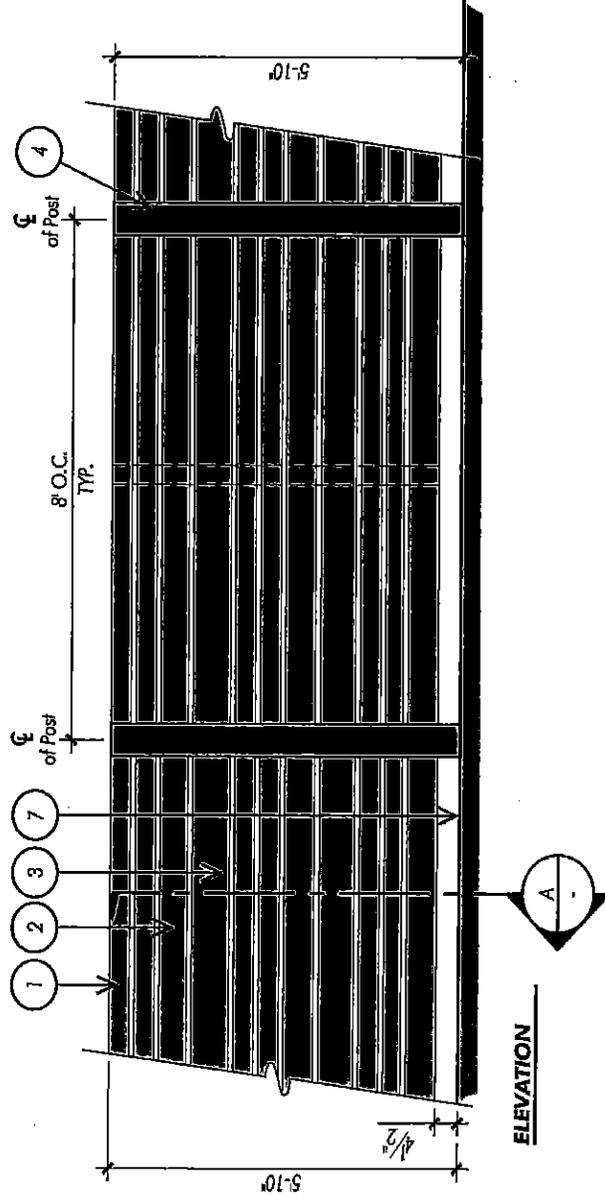
C2|Collaborative
LANDSCAPE ARCHITECTURE

LEGEND

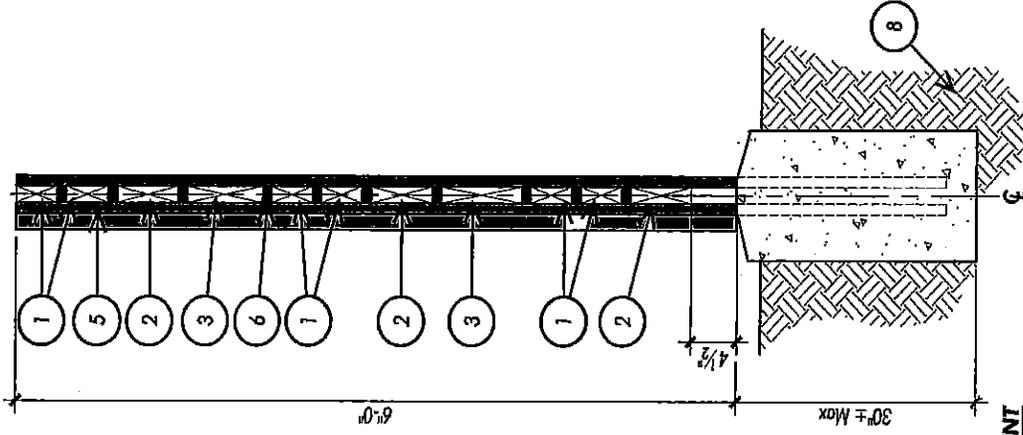
- 1. 2x4 Wood board.
- 2. 2x6 Wood board.
- 3. 2x8 Wood board.
- 4. 1x6 Post cover board.
- 5. Metal C-Posts.
- 6. Spacer, 1" Max.
- 7. Finish grade/surface.
- 8. Compacted subgrade.

NOTES

- A. All hardware to be galvanized.
- B. Refer to Construction Schedules for colors, types, finishes, and manufacturer requirements.



ELEVATION



SECTION A - ENLARGEMENT



**DETAILED PROJECT
PLANS AVAILABLE FOR
VIEWING IN THE CITY
CLERK'S OFFICE**