Appendix B: Housing Opportunity Areas

State law presumes that non-vacant sites are subject to constraints based on the existing use, and findings are required to demonstrate the feasibility of non-vacant sites for housing. This analysis may include a description of the existing use, market conditions, and previous redevelopment experience, as well as any new programs and incentives to promote reuse and redevelopment.

Appendix B provides detailed information of the Housing Opportunity Areas identified in Section 6, Housing Resources. For each of the 12 Areas, a summary of the existing conditions, likelihood the Area will redevelop, financing potential, and information on the affordable housing development incentives and unit capacity. For each Opportunity Area, an aerial image showing the existing conditions as well as photographs illustrating parcel uses are provided.
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Opportunity Area Descriptions

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Opportunity Area 1: Rosecrans + McNab

**Description:** Opportunity Area 1 is comprised of two parcels totaling 12.6 acres located just south of Rosecrans Avenue adjacent to the San Gabriel River Trail in northern Bellflower. This Area is comprised of a former Kmart site with a few small retail spaces. The Kmart parcel and the smaller parcel on its northwest corner are under the same ownership and are both listed for sale on LoopNet as of June 1, 2021. Developed in 1984, the Kmart parcel is just over 12 acres and the smaller parcel is less than a half acre in size. While the Kmart parcel has a land improvement ratio around one, the structures have been vacant and unimproved for several years due to the nationwide decline in demand for retail space. The smaller parcel has a land improvement ratio of zero which concurrently makes it highly suitable for sale and redevelopment. Surrounding this Opportunity Area are single family residential uses to the north, low density residential to the south, and commercial/retail uses to the west. The photos on the following page, illustrate existing conditions of the buildings and parking areas in the Area 1.

**General Plan:** Commercial  
**Zoning Designation:** C-G  
**Acreage:** 12.6 acres  
**TCAC/HCD Resource Category:** Moderate  
**Estimated Housing Potential:** 182 units  
**Qualified Census Tract:** No
**Land Use Regulations:** The City’s General Plan Land Use map shows Commercial (C) land use and General Commercial (C-G) zoning which does not allow for residential development. To facilitate the development of housing at a variety of income levels, both parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The overlay zone provides flexibility in that future developers can either propose projects in accordance with the underlying zone or the overlay classification or a mixed use development. The redesignation and application of the overlay to the parcels, is likely to facilitate the development of a mixed use project with ground floor retail below several stories of residential that would complement the surrounding uses and could be developed in one or two phases.

**Capacity Assumptions:** To determine the potential and realistic unit capacity for Area 1, it was assumed that 60 percent of the land area could accommodate new residential development. The remaining 40 percent is discounted to account for the development of non-residential uses and/or if a portion of the Area does not redevelop. This is conservative given the recent development trends in the City skewing towards residential development over non-residential development. Given recent development trends in the City, the City is assuming that 80 percent of the permitted density can be achieved. With a proposed density of up to 30 du/ac, Area 1 can easily accommodate at least 182 new housing units. This density would be appropriate to accommodate and facilitate the development of housing for lower-, moderate- and/or above moderate-income households.

**Financing Potential:** According to the 2021 TCAC/HCD Opportunity Map, the parcels located in Opportunity Area 1 along Bellflower Boulevard are within a Moderate Resource area, but adjacent to a High Resource Area across Rosecrans. The parcels within this Area do not fall within a Qualified Census Tract (QCT). However, this Area was analyzed to assess TCAC amenity scoring, which is based on proximity to schools, pharmacies, grocery stores, medical offices, parks and transit. Based on a preliminary survey, this Area would likely max out the amenity points on a 9% LIHTC application. The site is well positioned to accommodate lower-income residential development due to site size and proximity to amenities. The Area is also situated along the Norwalk Transit System – Route 1 – Rio Hondo/Bellflower with headways every 30 minutes.
Opportunity Area 2: Clark + Alondra

**Area 2 - Aerial View of Existing Uses**

**Description:** Opportunity Area 2 is comprised of eight parcels totaling 3.8 acres located on the southwest corner of the intersection of Alondra Boulevard and Clark Avenue, north of the 91 Freeway. Area 2 is currently developed with retail and service uses, including shops and restaurants, in single-story stand-alone buildings, with large surface parking areas tucked behind. All the parcels included in this Area are less than an acre in size and were developed between 1946 and 1969. The highest land-to-improvement ratio of the parcels is 0.59 and none of the parcels have seen any significant improvements over the years, making them prime for redevelopment. Two parcels are currently under the same ownership which could help facilitate consolidation.

**General Plan Designation:** Commercial

**Zoning Designation:** C-G

**Acreage:** 3.8 acres

**TCAC Resource Category:** Moderate

**Estimated Housing Potential:** 58 units

**Qualified Census Tract:** No

Area 2 is surrounded by single family residential to the south, multi-family residential to the north, and a mix of commercial and retail uses to the east and west. The photos on the following page illustrate existing conditions of the buildings and parking in the Area 2.
Land Use Regulations: The City’s General Plan Land Use map shows this Area designated for Commercial (C) land uses. The Area is also zoned General Commercial (G-C) which does not currently allow housing as a permitted use. To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The overlay zone provides flexibility in that future developers can either propose projects in accordance with the underlying zone or the overlay classification. The redesignation and application of the overlay to the parcels, is likely to facilitate the development of a mixed use project with ground floor retail below several stories of residential that would complement the surrounding uses and could be developed in a single phase.

Capacity Assumptions: To determine the potential and realistic unit capacity for Area 2, it was assumed that 60 percent of the land area could accommodate new residential development. The remaining 40 percent is discounted to account for the development of non-residential uses and/or if a portion of the Area does not redevelop. This is conservative given the recent development trends in the City skewing towards residential development over non-residential development. Given recent development trends in the City, the City is assuming that 80 percent of the permitted density can be achieved. With a proposed density of up to 30 dwelling units per acre, this Opportunity Area can conservatively accommodate at least 54 new housing units. This density would be appropriate to accommodate and facilitate the development of housing for lower-, moderate- and above moderate-income households and units have been distributed across the income groups in line with the City’s RHNA allocation percentages.

Financing Potential: According to the 2021 TCAC/HCD Opportunity Map, the parcels in Area 2 are within and surrounded by Moderate Resource areas. The parcels within this Area do not fall within a Qualified Census Tract (QCT). However, this Area was analyzed to assess TCAC amenity scoring, which is based on proximity to schools, pharmacies, grocery stores, medical offices, parks and transit. Based on a preliminary survey, this Area would likely max out the amenity points on a 9% LIHTC application. The site is well positioned to accommodate lower-income residential development due to site size and proximity to amenities. The Area is also situated along the Norwalk Transit System – Route 1 – Rio Hondo/Bellflower with headways every 30 minutes, in close proximity to the Bellflower Bike Trail, and just north of the future Metro Bellflower station along the West Santa Ana Branch Corridor.
Site 2.1: Site 2.1 includes three parcels totaling 1.27 acres fronting Alondra Boulevard. The parcels are currently developed with retail and service uses, including shops and a church, with large surface parking lots tucked behind. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned General Commercial (G-C) which does not currently allow housing as a permitted use. To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is feasible. The buildings on these parcels are generally one story, while three stories is allowed indicating that only roughly 30 percent of the site capacity is currently being realized. Two of the three parcels are under single ownership, making consolidation more likely. Further, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 2.1 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 20 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 2.2: Site 2.2 is comprised of one 0.96-acre parcel fronting Alondra Boulevard. It is currently developed with retail frontage and a large surface parking lot tucked behind. The site is adjacent to multi-family, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned General Commercial (G-C) which does not currently allow housing as a permitted use. To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The parcel contains buildings that are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is feasible. The buildings on these parcels are generally one story, while three stories is allowed indicating that only roughly 30 percent of the site capacity is currently being realized. Because Site 2.2 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 14 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 2.3: Site 2.3 includes four parcels totaling 1.55 acres at the intersection of Alondra Boulevard and Clark Avenue. The parcels are currently developed with retail and service uses, with large surface parking lots tucked behind. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned General Commercial (G-C) which does not currently allow housing as a permitted use. To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is feasible. The buildings on these parcels are generally one story, while three stories is allowed indicating that only roughly 30 percent of the site capacity is currently being realized. While ownership is unique to each parcel, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 2.3 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 24 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Opportunity Area 3: Clark + Park

**Description:** Opportunity Area 3 is comprised of nine parcels totaling 3.6 acres located at the intersection of Park Street and Clark Avenue, just north of the Artesia 91 Freeway, a major arterial highway that intersects the City of Bellflower. Area 3 is currently developed with commercial, retail, and hospitality uses, including a restaurant, church, and motel in stand alone one- and two-story buildings with ample surface parking. The parcels identified in this Area were constructed from 1924 to 1986 and have land-to-improvement ratios of less than 1. Two pairs of parcels in this Area are owned by the same individual or entity which could help facilitate lot consolidation. One of such parcels is an underutilized Christian school that has not been improved and appears to be vacant. Out of the nine parcels, three are currently underutilized and two are existing.

**General Plan:** Commercial and Medium Density Residential

**Zoning Designation:** C-G and R-2

**Acreage:** 3.6 acres

**TCAC/HCD Resource Category:** Moderate

**Estimated Housing Potential:** 67 units

**Qualified Census Tract:** No
surface parking lots which could position this Area well for redevelopment. Surrounding Opportunity Area 2 are primarily multi-family housing developments such as duplexes, triplexes, and low- to medium-density apartment homes built around the 1950s and 60s. This Area is located along Clark Avenue, which has transit, Long Beach Transit Routes 93 and 112, services, jobs, and other amenities. The photos below, illustrate existing conditions of the buildings and parking lots in the Area.

Land Use Regulations: The City’s General Plan Land Use map shows Commercial (C) and Medium Density Residential (M) land use designations for this Area. Parcels in Area 3 will The current zoning does not permit housing on the parcels currently zoned Commercial. However, the parcels zoned Medium Density Residential do allow for 100 percent residential uses. To facilitate the development of residential uses, the City would apply a housing overlay that will accommodate densities of up to 30 dwelling units per acre. This would allow Area 3 to support a mix of market rate and affordable housing. With the proposed density of up to 30 dwelling units per acre, this Area could experience redevelopment of underutilized and/or vacant parcels into amenity-rich housing development in a single phase.

Capacity Assumptions: To determine the potential and realistic unit capacity for Area 3, it was assumed that 100 percent of the land area could accommodate new residential development if the underlying zoning is residential and 60 percent if the underlying zoning is commercial. The remaining 40 percent is discounted to account for the development of non-residential uses and/or if a portion of the Area does not redevelop. This is conservative given the recent development trends in the City skewing significantly towards residential development over non-residential development. Given recent development trends in the City, the City is assuming that 80 percent of the permitted density can be achieved. With a proposed density of up to 30 dwelling units per acre, this Opportunity Area can conservatively accommodate at least 67 new housing units. This density would be appropriate to accommodate and facilitate the development of housing for lower-, moderate- and above moderate-income households and units have been distributed across the income groups in line with the City’s RHNA allocation percentages.

Financing Potential: According to the 2021 TCAC/HCD Opportunity Map, the parcels in Area 3 are within and surrounded by Moderate Resource areas. The parcels within this Area do not fall within a Qualified Census Tract (QCT). However, this Area was analyzed to assess TCAC amenity scoring, which is based on proximity to schools, pharmacies, grocery stores, medical offices, parks and transit. Based on a preliminary survey, this Area would likely max out the amenity points on a 9% LIHTC application. The site is well positioned to accommodate lower-income residential development due to site size and proximity to amenities. The Area is also situated along the Long Beach Transit System – Routes 93, 103, 112, and 191 with headways every 30 minutes.
**Site 3.1:** Site 3.1 includes one 0.40-acre parcel at the northwest corner of the intersection of Park Street and Clark Avenue. It is currently developed with retail with a large surface parking lot tucked behind. The parcel is adjacent to multi-family, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned Commercial (C). To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan and rezoned to have a housing overlay applied that will permit residential development at densities of up to 30 dwelling units per acre. The parcel contains buildings that are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is likely. Because Site 3.1 is less than 0.5 acres in size, it was assumed that it could accommodate above moderate income residential development. As the underlying zoning is Commercial, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 6 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 3.2: Site 3.2 includes four parcels totaling 1.6 acres at the southwest corner of the intersection of Park Street and Clark Avenue. It is currently developed with a car wash and an older motel. There is a large surface parking lot tucked behind. The site is adjacent to multi-family, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned Commercial (C). To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan and rezoned to have a housing overlay applied that will permit residential development at densities of up to 30 dwelling units per acre. The parcel contains buildings that are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is likely. Because Site 3.2 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. Additionally, the motel could be a potential Project Homekey site providing transitional and/or permanent supportive housing. As the underlying zoning is Commercial, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 25 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 3.3: Site 3.3 includes two parcels totaling 1.18 acres at the northeast corner of the intersection of Park Street and Clark Avenue. It is currently developed with a church and large surface parking lot. Church partnerships with affordable housing developers are becoming more common due to declining attendance and/or aligned missions to help the community by providing affordable housing. Site 3.3 is adjacent to multi-family, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned Medium Density Residential. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The site contains buildings that are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is likely. The two parcels are under single ownership, making consolidation feasible. Further, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 3.3 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is residential, it was assumed that it will develop with 100 percent residential uses. At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 29 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 3.4: Site 3.4 includes two parcels totaling 0.4 acres at the SE corner of the intersection of Park Street and Clark Avenue. It is currently developed with retail and other commercial. The site is adjacent to multi-family, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned Commercial (C) and Medium Density Residential. To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The site contains buildings that are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is feasible. While ownership is unique to each parcel, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 3.4 is less than 0.5 acres in size, it was assumed that it could accommodate above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 7 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Opportunity Area 4: Clark + Artesia

Description: Opportunity Area 4 is comprised of 42 parcels totaling 14.7 acres off Clark Avenue between Ramona and Palm Streets, just south of the 91 freeway. This Area is located in the southern portion of the City - outside of the Downtown Specific Plan area - and is mostly developed with standalone commercial buildings and surface parking lots. Existing uses onsite, include auto repair, tire service, and retail uses. Surrounding this Area is a mix of multiple-residential uses such as low-density apartment communities and triplexes. The majority of the parcels identified in Area 4 were constructed in the mid 1950’s with a few constructed in the early 1900’s and one in 1990. The average land-to-improvement ratio for Area 4 is less than 1, indicating that there has been limited investments made over the last several decades. Of the 42 parcels, 22 are owned by six distinct entities, four are

General Plan: Commercial and Medium Density Residential
Zoning Designation: M-1, C-G, and R-2
Acreage: 14.7 acres
TCAC/HCD Resource Category: Moderate
Estimated Housing Potential: 224 units
Qualified Census Tract: No
surface parking lots, and three others are vacant which may help facilitate lot consolidation and position the Area well for redevelopment.

**Land Use Regulations:** The City’s General Plan Land Use map shows Commercial (C) and Medium Density Residential (M) land use designations. The Area is currently zoned with a mix of Light Industrial (M-1), General Commercial (C-G), and Medium Density Residential (R-2) which limit multi-family housing development. To facilitate the development of residential uses, the City would apply a housing overlay that will accommodate densities of up to 30 dwelling units per acre. This would allow Area 4 to support a mix of market rate and affordable housing. With the proposed density of up to 30 dwelling units per acre, this Area could experience redevelopment of underutilized and/or vacant parcels into amenity-rich housing development in several phases potentially by the various corners around the intersection of Clark Ave and Artesia Blvd.

**Capacity Assumptions:** To determine the potential and realistic unit capacity for Area 4, it was assumed that 60 percent of the land area could accommodate new residential development. The remaining 40 percent is discounted to account for the development of non-residential uses and/or if a portion of the Area does not redevelop. This is conservative given the recent development trends in the City skewing significantly towards residential development over non-residential development. Given recent development trends in the City, the City is assuming that 80 percent of the permitted density can be achieved. With a proposed density of up to 30 dwelling units per acre, this Opportunity Area can conservatively accommodate at least 224 new housing units. The applied density would be appropriate to accommodate and facilitate the development of housing for lower-, moderate- and above moderate-income households. The potential units have been distributed across the income groups in line with the City’s RHNA allocation percentages.

**Financing Potential:** According to the 2021 TCAC/HCD Opportunity Map, the parcels in Area 4 are within and surrounded by Moderate Resource areas. The parcels within this Area do not fall within a Qualified Census Tract (QCT). However, this Area was analyzed to assess TCAC amenity scoring, which is based on proximity to schools, pharmacies, grocery stores, medical offices, parks and transit. Based on a preliminary survey, this Area would likely max out the amenity points on a 9% LIHTC application. The site is well positioned to accommodate lower-income residential development due to site size and proximity to amenities. The Area is also situated along the Long Beach Transit System – Route 93 with headways roughly every 30 minutes.
Site 4.1: Site 4.1 includes seven parcels totaling 1.33 acres on Clark Avenue north of Artesia Boulevard. It is currently developed with retail and other commercial and fronted with surface parking lots. The site is adjacent to multi-family, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned Commercial (C). To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The site contains buildings that are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is feasible. Additionally, the current buildings are one story, while three stories is allowed indicating that roughly 33 percent of the site capacity is currently being realized. Two parcels are under single ownership, and the remaining five are under unique ownership. However, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 4.1 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 21 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 4.2: Site 4.2 includes four parcels totaling 2.08 acres at the northeast corner of the intersection of Clark Avenue and Beverly Street. It is currently developed with a church and large surface parking lot. The site is adjacent to multi-family, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. Church partnerships with affordable housing developers are becoming more common due to declining attendance and/or aligned missions to help the community by providing affordable housing. The site is currently zoned Medium Density Residential (R-2). To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The site contains buildings that are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is feasible. Two of the three parcels are under single ownership, making consolidation more likely. Further, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 4.2 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is residential, it was assumed that it will develop with 100 percent residential uses. At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 31 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 4.3: Site 4.3 includes one 0.33 acre-parcel at the southeast corner of the intersection of Clark Avenue and Beverly Street. It is currently developed with a surface parking lot. The site is adjacent to multi-family, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned Commercial (C). To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. Because Site 4.3 is less than 0.5 acres in size, it was assumed that it could accommodate above moderate income residential development. As the underlying zoning is commercial, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 5 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 4.4: Site 4.4 includes seven parcels totaling 1.4 acres on Artesia Boulevard. It is currently developed with retail and other commercial and fronted with surface parking lots. The site is adjacent to multi-family, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned Commercial (C) and Medium Density Residential. To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The site contains buildings that are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is feasible. While ownership is unique to each parcel, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 4.4 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 23 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 4.5: Site 4.5 includes eight parcels totaling 2.13 acres along Clark Avenue between Ramona Street and Artesia Boulevard. It is currently developed with retail and other commercial and fronted with surface parking lots. The site is adjacent to multi-family, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned Commercial (C) and Medium Density Residential. To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The site contains buildings that are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is feasible. Two parcels are under single ownership, and the remaining six are under unique ownership. However, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 4.5 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 35 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 4.6: Site 4.6 includes four parcels totaling 1.64 acres on Artesia Boulevard. It is currently developed with commercial and multifamily housing and a surface parking lot. The site is adjacent to multifamily, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned Commercial (C) and Medium Density Residential. To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The site contains buildings that are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is feasible. Two parcels are under single ownership, making consolidation more likely. Further, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 4.6 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 25 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 4.7: Site 4.7 includes three parcels totaling 2.77 acres at the southeast corner of the intersection of Artesia Boulevard and Clark Avenue. It is currently developed with retail and other commercial and surface parking lots. The site is adjacent to multi-family, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned Commercial (C) and Medium Density Residential. To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The site contains buildings that are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is feasible. Two parcels are under single ownership, making consolidation more likely. Further, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 4.7 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 29 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 4.8: Site 4.8 includes seven parcels totaling 2.17 acres at the NE corner of the intersection of Clark Avenue and Ramona Street. It is currently developed with retail and other commercial and with surface parking lots. The site is adjacent to multi-family, single-family, and commercial uses and is well positioned to score the maximum amenity points on a LIHTC application. The site is currently zoned Commercial (C) and Medium Density Residential. To facilitate the development of housing at a variety of income levels, all parcels would be redesignated Mixed Use in the General Plan. To rezone the parcels, a housing overlay will be applied to permit residential development at densities of up to 30 dwelling units per acre. The site contains buildings that are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is feasible. Five parcels are under single ownership, and the remaining two are under single ownership, making consolidation more likely. Further, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 4.8 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 30 units per acre, assuming 80 percent capacity development, the site can realistically accommodate a total of 35 units. Given the residential location, proximity to the Downtown area, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Opportunity Area 5: Bellflower + Alondra

Description: Opportunity Area 5 is comprised of 38 parcels totaling 20.9 acres around the intersection of Alondra and Bellflower Boulevards, two major arterial roadways that intersect the center of the City. Area 5 is just north of the planned Bellflower Metro station and within the Downtown Bellflower Transit Oriented Development Specific Plan (TOD SP). The Area is currently developed with a mix of commercial and retail uses, including shops, restaurants, and strip malls in single-story stand alone buildings. There are also multiple parcels developed with single family homes that are considered non-conforming uses. The average parcel size for this Area is about half an acre and most parcels have a land-to-improvement ratio of less than one which indicates little investment in this Area has occurred over the last several decades. The majority of the structures in this Area were constructed in the mid 1950’s with a few exceptions. Based on the age of the structures and the low land-to-improvement value
Land Use Regulations: The City’s General Plan Land Use map shows Commercial (C) and High Density Residential (H) land use designations. Area 5 is located within the TOD Specific Plan, and zoned for General Commercial (C-G), Multiple Residential (R-3), and Medium Density Residential (R-2), but is also within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone which permits mixed use development. To facilitate increased residential uses, the City will remove Area 5 from the BAMU, and apply the existing Mixed Use Transit Overlay Zone-A of the TOD Specific Plan. The Mixed Use Transit Overlay Zone-A permits up to 100 units per acre, which is appropriate to facilitate market rate and affordable housing development around the future transit station, including a potential development utilizing Affordable Housing Sustainable Communities (AHSC) program funding. It is likely developments may have non-residential uses on the ground floor with residential above.

Capacity Assumptions: To determine the realistic unit capacity for Area 5, it was conservatively assumed that 60 percent of the land would be for residential uses. The remaining 40 percent was discounted to account for non-residential development and/or if a portion of the Area does not redevelop. This is conservative given recent development trends in the City skewing significantly towards residential over non-residential development. Given recent development trends in surrounding jurisdictions, the City is assuming that 80 percent of the permitted density can be achieved. With a proposed density of up to 100 dwelling units per acre, this Opportunity Area can conservatively accommodate at least 1,065 new housing units. The applied density would be appropriate to accommodate and facilitate the development of housing for lower-, moderate- and above moderate-income households. The potential units have been distributed across the income groups in line with the City’s RHNA.

Financing Potential: According to the 2021 TCAC/HCD Opportunity Map, the parcels located to the west of Bellflower Boulevard along Alondra Boulevard are within a Moderate Resource area and the parcels to the east of Bellflower Boulevard are within a Low Resource area. The City of Bellflower has invested significant resources into the future of this Area, through the TOD Specific Plan which are intended to catalyze development and increase critical life outcomes, such as educational attainment, earnings from employment, and economic mobility for residents. The entire Area is within a Qualified Census Tract (QCT) and was also analyzed to assess TCAC amenity scoring, which is based on proximity to schools, pharmacies, grocery stores, medical offices, parks and transit. Based on a preliminary survey, all of the parcels in this Area would like to maximize QCT and amenities points on a 9% LIHTC application.
Site 5.1: Site 5.1 includes four parcels totaling 1.16 acres. The site is developed with retail and other commercial buildings and surface parking lots on Alondra Boulevard. The site is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 5.1 is zoned General Commercial (C-G) and fall within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone in the TOD Specific Plan. To increase residential development, the site will be removed from the BAMU overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZ-A) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The buildings within Site 5.1 are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is likely. While ownership is unique to each parcel, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 5.1 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 57 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 5.2: Site 5.2 includes seven parcels totaling 0.68 acres. The site is developed with retail and other commercial buildings and surface parking lots on Alondra Boulevard. The site is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 5.2 is zoned General Commercial (C-G) and falls within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone in the TOD Specific Plan. To increase residential development, the site will be removed from the BAMU overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZ-A) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is feasible. Three parcels are under single ownership and two others are under another single owner, making consolidation more likely. Further, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 5.1 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 35 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 5.3: Site 5.3 includes one 1.08-acre parcel located at the northwest corner of the intersection of Alondra Boulevard and Bellflower Boulevard. The site is developed with retail and other commercial buildings and a surface parking lot. Site 5.3 is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 5.3 is zoned General Commercial (C-G) and falls within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone in the TOD Specific Plan. To increase residential development, the site will be removed from the BAMU overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZA) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcel contains buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is feasible. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. Because Site 5.3 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 52 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
**Site 5.4:** Site 5.4 includes two parcels totaling 0.64 acres. The site is developed with retail and other commercial buildings and a surface parking lot at the NE corner of the intersection of Alondra and Bellflower Boulevards. The site is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 5.4 is zoned General Commercial (C-G) and falls within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone in the TOD Specific Plan. To increase residential development, the site will be removed from the BAMU overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZA) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is likely. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. While ownership for each parcel is unique, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 5.4 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 31 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 5.5: Site 5.5 includes three parcels totaling 1.79 acres. The site is developed with retail and a large surface parking lot on Alondra Boulevard. The site is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 5.5 is zoned General Commercial (C-G) and falls within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone in the TOD Specific Plan. To increase residential development, the site will be removed from the BAMU overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZA) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is likely. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. Two of the three parcels under single ownership, making consolidation more likely. Further, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 5.5 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 87 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 5.6: Site 5.6 includes three parcels totaling 1.57 acres. The site is developed with restaurants and other commercial and a large surface parking lot on Alondra Boulevard. The site is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 5.6 is zoned General Commercial (C-G) and falls within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone in the TOD Specific Plan. To increase residential development, the site will be removed from the BAMU overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZA) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is likely. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. While each parcel is under separate ownership, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 5.6 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 77 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 5.7: Site 5.7 includes one vacant 0.3-acre parcel on Alondra Boulevard. The site is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 5.7 is zoned General Commercial (C-G) and falls within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone in the TOD Specific Plan. To increase residential development, the site will be removed from the BAMU overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZA) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The site is vacant and the land-to-improvement ratio is below 1, indicating that redevelopment is likely. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. Because Site 5.7 is less than 0.5 acres in size, it was assumed that it could accommodate above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 15 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 5.8: Site 5.8 includes thirteen parcels totaling 2.32 acres. The site is developed with retail, multifamily housing, and surface parking lots along Alondra Boulevard. The site is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 5.8 is zoned General Commercial (C-G) and Medium Density Residential (R-2) and falls within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone in the TOD Specific Plan. To increase residential development, the site will be removed from the BAMU overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZ-A) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old, and all land-to-improvement ratios are below 1, indicating that redevelopment is likely. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. While ownership is unique to all but two parcels, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 5.8 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. If the underlying zoning is commercial, it was assumed that the parcel will develop with a minimum 60 percent residential uses. If the underlying zoning is residential, it was assumed that the parcel would redevelop with 100 percent residential uses. At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 156 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 5.9: Site 5.9 includes three parcels totaling 1.40 acres. The site is developed with retail and other commercial and a large surface parking lot at the southeast intersection of Alondra Boulevard and Bellflower Boulevard. The site is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 5.9 is zoned General Commercial (C-G) and falls within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone in the TOD Specific Plan. To increase residential development, the site will be removed from the BAMU overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZ-A) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is likely. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. While ownership is unique to each parcel, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 5.9 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 68 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 5.10: Site 5.10 includes four parcels totaling 4.0 acres. The site is developed with retail and other commercial and a large surface parking lot at the southeast intersection of Alondra Boulevard and Bellflower Boulevard. The site is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 5.10 is zoned General Commercial (C-G) and falls within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone in the TOD Specific Plan. To increase residential development, the site will be removed from the BAMU overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZ-A) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old, and all land-to-improvement ratios are below 1, except for one, which is an older structure that has not been recently improved. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. While ownership is unique to each parcel, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 5.10 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 193 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 5.11: Site 5.11 includes six parcels totaling 3.22 acres located on Alondra Boulevard. The site is developed with retail, multifamily housing, and a large surface parking lot. The site is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 5.11 is zoned General Commercial (C-G) and R-3 and falls within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone in the TOD Specific Plan. To increase residential development, the site will be removed from the BAMU overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZ-A) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is likely. While only two of the six parcels are under common ownership, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 5.11 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 160 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 5.12: Site 5.12 includes two parcels totaling 2.77 acres. The site is developed with multifamily residential, a motel and large surface parking lot on Bellflower Boulevard. The site is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Additionally, the motel could be a potential Project Homekey site providing transitional and/or permanent supportive housing. Site 5.12 is zoned General Commercial (C-G) and falls within the Bellflower/Alondra Mixed Use (BAMU) Overlay Zone in the TOD Specific Plan. To increase residential development, the site will be removed from the BAMU overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZA) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is likely. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. Though the two parcels do not share a common owner, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 5.12 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 134 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Opportunity Area 6: Bellflower + Flora Vista

Description: Opportunity Area 6 is comprised of 10 sites including 65 parcels totaling just over 12 acres located at the intersection of Flower Street and Bellflower Boulevard, just north of Artesia Freeway 91 and south of the Bellflower Bike Trail. Area 6 is just south of the planned Bellflower Metro station and within the Downtown Bellflower TOD Specific Plan. The Area is currently developed with commercial, retail, and mixed uses, including shops and restaurants, in single-and-multi-story buildings as well housing above ground floor retail uses. Parcels not fronting Bellflower Boulevard are primarily developed as surface parking lots. Several parcels in Area 6 are owned by the City of Bellflower. Other groups of parcels are under common ownership which can help facilitate the acquisition and lot consolidation process. Many of the structures in this Area were constructed prior to 1960 and have not been significantly improved which provides a great opportunity for redevelopment. Located just south of the future transit station and within the City’s planned towncenter, this Area is well suited to redevelop into various high density mixed uses to maximize housing potential near high quality transit.

General Plan: Specific Plan
Zoning Designation: TOD Specific Plan
Acreage: 12.2 acres
TCAC/HCD Resource Category: Moderate
Estimated Housing Potential: 617 units
Qualified Census Tract: No
Land Use Regulations: The City’s General Plan Land Use map shows Commercial (C) and High Density Residential (H) land use designations. Area 6 is located within the TOD Specific Plan, and zoned for Town Center Area (TC-1) and General Commercial (GC-1), but is also within the Bellflower Village North Overlay Zone (BVOZ-N) which permits mixed use development. To facilitate increased residential uses, the City will remove Area 6 from the BVO-N, and apply the Mixed Use Transit Overlay Zone-A of the TOD Specific Plan. The Mixed Use Transit Overlay Zone-A permits up to 100 units per acre, which is envisioned to provide opportunities for true mixed use development in the Downtown with residential uses to support ground floor retail and office uses. The applicable density is suitable to facilitate market rate and affordable housing development south of the future transit station, including providing a great opportunity to leverage certain funding sources such as Affordable Housing Sustainable Communities (AHSC) program funding.

Capacity Assumptions: To determine the realistic unit capacity for Area 6, it was assumed that 60 percent of the Area could accommodate residential uses. The remaining 40 percent was discounted to account for non-residential development and/or if a portion of the Area does not redevelop. This is conservative given recent development trends in the City skewing significantly towards residential over non-residential development. Given recent development trends in surrounding jurisdictions, the City is assuming that 80 percent of the permitted density can be achieved. With a proposed density of up to 100 dwelling units per acre, this Opportunity Area can conservatively accommodate at least 617 new housing units. The applied density would be appropriate to accommodate and facilitate the development of housing for lower-, moderate- and above moderate-income households. The potential units have been distributed across the income groups in line with the City’s RHNA.

Financing Potential: According to the 2021 TCAC/HCD Opportunity Map, the parcels located in Opportunity Area 6 along Bellflower Boulevard are within a Moderate Resource area. The City of Bellflower has invested significant resources into the future of this Area, through the TOD Specific Plan which are intended to catalyze development and increase critical life outcomes, such as educational attainment, earnings from employment, and economic mobility for residents. The parcels within this Area do not fall within a Qualified Census Tract (QCT). However, based on a preliminary survey, all of the parcels in this Area would likely maximize QCT and amenity points on a 9% LIHTC application. The Area is also situated along the Long Beach Transit System – Routes 91 and 93, and Norwalk Transit System Route 1 with headways roughly every 30 minutes.
Site 6.1: Site 6.1 includes two parcels totaling 1.12 acres that are both surface parking lots. The site is located in the TOD Specific Plan area around the future Bellflower Metro light rail station. The City recently built a 4-story parking structure across Mayne Street to the north, which will allow surface parking lots to be redeveloped into new uses. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 6.1 is zoned Town Center 1 (TC-1) and within the Bellflower Village Overlay Zone-North (BVOZ-N) overlay area in the TOD Specific Plan. To increase residential development, the site will be removed from the BVOZ-N overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZA) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. Both parcels are owned by the City of Bellflower and could easily be consolidated. Because Site 6.1 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a total of 55 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 6.2: Site 6.2 includes five parcels totaling 0.75 acres including commercial/retail buildings and a surface parking lot. The site is located in the TOD Specific Plan area around the future Bellflower Metro light rail station. The City recently built a 4-story parking structure across Mayne Street to the north. With the construction of the transit station and new parking the City expects to see significant redevelopment in the TOD Specific Plan area. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 6.2 is zoned Town Center 1 (TC-1) and the Bellflower Village Overlay Zone-North (BVOZ-N) overlay area within the TOD Specific Plan. To increase residential development, the site will be removed from the BVOZ-N overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZA) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The buildings on these parcels are generally one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. Both parcels are owned by the City of Bellflower and could easily be consolidated. Because Site 6.2 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a total of 39 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 6.3: Site 6.3 includes four parcels totaling 1.90 acres including commercial/retail buildings and a surface parking lot. The site is located in the TOD Specific Plan area around the future Bellflower Metro light rail station. The City recently built a 4-story parking structure one block to the northwest. With the construction of the transit station and new parking the City expects to see significant redevelopment in the TOD Specific Plan area. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 6.3 is zoned Town Center 1 (TC-1) and within the Bellflower Village Overlay Zone-North (BVOZN) overlay area in the TOD Specific Plan. To increase residential development, the site will be removed from the BVOZN overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZA) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The largest parcel in the site (roughly 1.5 acres) is owned by the City of Bellflower and is home to the County of Los Angeles Fire Museum and Mayne Event Center. It is not expected that the event center use will discontinue, however there is over an acre of surface parking that would be redeveloped with mixed use or residential uses. Additionally, the three parcels fronting Bellflower Boulevard contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is feasible. The buildings on these parcels are generally one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. Because Site 6.3 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a total of 93 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 6.4: Site 6.4 includes seven parcels totaling roughly 1.70 acres including commercial/retail buildings fronting Bellflower Boulevard and a surface parking lot behind. The site is located in the TOD Specific Plan area around the future Bellflower Metro light rail station. The City recently built a 4-story parking structure one block to the northwest. With the construction of the transit station and new parking the City expects to see significant redevelopment in the TOD Specific Plan area. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 6.4 is zoned Town Center 1 (TC-1) and within the Bellflower Village Overlay Zone-North (BVOZN) overlay area in the TOD Specific Plan. To increase residential development, the site will be removed from the BVOZN overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZA) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The largest parcel in the site (roughly 1 acre) is owned by the City of Bellflower and is developed as a surface parking that could be redeveloped with mixed use or residential uses. Additionally, the parcels fronting Bellflower Boulevard contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is feasible. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. Because Site 6.4 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses. At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a total of 85 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 6.5: Site 6.5 includes seven parcels totaling roughly 1.12 acres including commercial/retail buildings fronting Bellflower Boulevard. The site is located in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 6.5 is zoned Town Center 1 (TC-1) and within the Bellflower Village Overlay Zone-North (BVOZ-N) overlay area in the TOD Specific Plan. To increase residential development, the site will be removed from the BVOZ-N overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZA) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is feasible. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. While ownership is unique to each parcel, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 6.5 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 32 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 6.6: Site 6.6 includes four parcels totaling roughly 0.79 acres including commercial/retail buildings fronting Bellmont Street. The site is located in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 6.6 is zoned Town Center 1 (TC-1) and within the Bellflower Village Overlay Zone-North (BVOZN) overlay area in the TOD Specific Plan. To increase residential development, the site will be removed from the BVOZN overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZ-A) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is likely. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. The City owns two of the parcels, totaling more than 50 percent of the site area. Additionally, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 6.6 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 40 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 6.7: Site 6.7 includes seven parcels totaling roughly 1.63 acres including commercial/retail buildings fronting Bellflower Boulevard. The site is located in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 6.7 is zoned Town Center 1 (TC-1) and within the Bellflower Village Overlay Zone-North (BVOZ-N) overlay area in the TOD Specific Plan. To increase residential development, the site will be removed from the BVOZ-N overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZA) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is feasible. Additionally, the current buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. The City of Bellflower owns two parcels totaling over 1 acre that are currently surface parking lots. While ownership is unique to each parcel along Bellflower Boulevard, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 6.7 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 82 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 6.8: Site 6.8 includes five parcels totaling roughly 1.06 acres including commercial/retail buildings fronting Bellflower Boulevard. The site is in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 6.8 is zoned Town Center 1 (TC-1) and within the Bellflower Village Overlay Zone-North (BVOZ-N) overlay area in the TOD Specific Plan. To increase residential development, the site will be removed from the BVOZ-N overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZ-A) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is feasible. Additionally, existing buildings are one to two stories, while five stories are allowed indicating that roughly 20 percent of the site capacity is currently being realized. There is common ownership amongst the parcels and incentives are provided to encourage lot consolidation as indicated in Program 29 of the Housing Plan. Because Site 6.8 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate, or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 54 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 6.9: Site 6.9 includes eight parcels totaling roughly 0.69 acres including commercial/retail buildings fronting Bellflower Boulevard. The site is located in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 6.9 is zoned Town Center 1 (TC-1) and within the Bellflower Village Overlay Zone-North (BVOZ-N) overlay area in the TOD Specific Plan. To increase residential development, the site will be removed from the BVOZ-N overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZ-A) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is feasible. Additionally, existing buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. The City of Bellflower owns one parcel that is 0.16 acres that is currently surface parking lot. While ownership is unique to each parcel along Bellflower Boulevard, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 6.9 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 37 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 6.10: Site 6.10 includes 10 parcels totaling roughly 1.96 acres including commercial/retail buildings fronting Bellflower Boulevard and Flower Street. The site is located in the TOD Specific Plan area around the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 6.10 is zoned Town Center 1 (TC-1) and within the Bellflower Village Overlay Zone-North (BVOZ-N) overlay area in the TOD Specific Plan. To increase residential development, the site will be removed from the BVOZ-N overlay area and included in the Mixed Use Transit Overlay Zone-A (MUTOZ-A) of the TOD Specific Plan, which will allow up to 100 dwelling units per acre. The parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is feasible. Additionally, existing buildings are one story, while five stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. The City of Bellflower owns one parcel that is 0.66 acres that is currently surface parking lot. While ownership is unique to each parcel along Bellflower Boulevard and Flower Street, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Because Site 6.10 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate or above moderate income residential development. As the underlying zoning is mixed use, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 100 units per acre, assuming 80 percent capacity, the site can realistically accommodate a minimum of 100 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Opportunity Area 7: Bellflower + Flower

Description: Opportunity Area 7 is comprised of 64 parcels totaling 14.9 acres along Bellflower Boulevard, just north of the 91 Freeway. This Area is south of the planned Bellflower Metro light rail station and some parcels fall within the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan). The City will be annexing all parcels in Area 7 into the TOD Specific Plan to allow true mixed-use opportunities with ground floor retail uses with above ground multifamily housing. Area 7 is currently developed with mostly

General Plan: Specific Plan and Commercial
Zoning Designation: Specific Plan
Acreage: 14.9 acres
TCAC/HCD Resource Category: Moderate
Estimated Housing Potential: 316 units
Qualified Census Tract: No
commercial, and retail uses, including shops, restaurants, and office buildings in single-story standalone buildings with ample surface parking. The parcels directly along Bellflower are business uses while secondary parcels in the rear tend to serve as parking or may be small scale multifamily residential uses. Most parcels in this Area are less than 0.25 acres in size, which would require lot consolidation to increase redevelopment feasibility. This is possible as several groups of parcels are under common ownership. With most structures in this Area built prior to 1970, the average land-to-improvement ratio is well below 1. Area 7 is one of the key downtown/town-center target areas for the City of Bellflower and is enriched with nearby amenities as well as access to high quality transit.

**Land Use Regulations:** The City’s General Plan Land Use map shows Commercial (C) land use designations for this Area. Within the Specific Plan, parcels north of Park Street are zoned for Town Center Area (TC-1) and Town Center Area 2 (TC-2). The area north of Park Street is also within the Bellflower Village Overlay Zone (BV) which permits mixed use development. To facilitate increased residential uses, the City will annex all parcels in Area 7 into the TOD Specific Plan area and will zone the entire Area, Mixed Use Transit Overlay Zone-B. The Mixed Use Transit Overlay Zone-B permits up to 40 units per acre, and is envisioned to provide opportunities for true mixed use development with residential uses above ground floor retail and office uses.

**Capacity Assumptions:** To determine the realistic unit capacity for Area 7, it was assumed that 60 percent of the Area could accommodate residential uses. The remaining 40 percent was discounted to account for non-residential development and/or if a portion of the Area does not redevelop. This is conservative given recent development trends in the City skewing significantly towards residential over non-residential development. Given recent development trends in the City, the City is assuming that 80 percent of the permitted density can be achieved. With a proposed density of up to 40 dwelling units per acre, this Opportunity Area can conservatively accommodate at least 316 new housing units. The applied density would be appropriate to accommodate and facilitate the development of housing for lower-, moderate- and above moderate-income households. The potential units have been distributed across the income groups in line with the City’s RHNA.

**Financing Potential:** According to the 2021 TCAC/HCD Opportunity Map, the parcels located in Opportunity Area 7 along Bellflower Boulevard are within a Moderate Resource area. The City of Bellflower has invested significant resources into the future of this Area, through the TOD Specific Plan which are intended to catalyze development and increase critical life outcomes. The parcels within this Area do not fall within a Qualified Census Tract (QCT). However, based on a preliminary survey, all of the parcels in this Area, they would likely maximize amenity points on a 9% LIHTC application. Given the Area’s proximity to high quality transit and it being classified as a Disadvantaged Community (DAC), there is a great opportunity for public-private partnerships to further transit-oriented mixed use development along this corridor. The Area is also situated along the Long Beach Transit System – Route 91 with headways roughly every 30 minutes.
Site 7.1: Site 7.1 is comprised of eight parcels ranging in size from 0.07 to 0.77 acres and totaling 1.66 acres on the northwest corner of Bellflower Boulevard and Flower Street. All eight parcels are currently developed with retail and office uses in single story standalone buildings built before 1965 and with a land-to-improvement ratio of less than 1. Site 7.1 is zoned Commercial but falls within the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan), which when rezoned with the Mixed-Use Transit Overlay Zone-B, will allow true mixed use residential development up to 40 units per acre by-right. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 35 residential units across various income categories to help the City meet its regional housing need. While ownership is unique to most parcels in Site 7.1, there are three parcels under common ownership, which could facilitate lot consolidation. Lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. The City of Bellflower has invested significant resources into the future of this area, through the TOD Specific Plan, to catalyze development and increase critical life outcomes. High quality transit is available off Bellflower Boulevard and this area is also enriched with amenities like personal care, dining, and financial services within walking distance. All parcels in Site 7.1 were built before 1965 and have a land-to-improvement ratio of less than 1 indicating redevelopment is feasible. Given the location, transit accessibility, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 7.2: Site 7.2 is comprised of six parcels totaling 2.17 acres on the northeast corner of Bellflower Boulevard and Flower Street. All six parcels are currently developed with retail and office uses including two banks, small shopping options, and parking tucked behind the single story structures. Site 7.2 is zoned Commercial, but falls within the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan), which when rezoned with the Mixed Use Transit Overlay Zone-B, will allow residential development up to 40 units per acre by-right. The Mixed Use Transit Overlay Zone-B is envisioned to provide opportunities for true mixed use development with residential uses above ground floor retail and office. Because Site 7.2 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate mixed income residential development to help the City meet its regional housing need. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 43 residential units. The City of Bellflower owns two parcels that are 0.71 acres when combined. One of the parcels is currently surface parking and the other is developed with a bank. While ownership is unique to the other parcels, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Site 7.2 is located north of the SR-91 freeway with transit access on both Bellflower Boulevard and Flower Street. The Site also has access to a range of amenities within walking distance including dining, personal care, and medical services. The City of Bellflower has invested significant resources into the future of this area, through the TOD Specific Plan, to catalyze development and increase critical life outcomes. The parcels in Site 7.2 were all built before 1980 and have a land-to-improvement ratio of less than 1 indicating no recent upgrades have been made to the structures. Given this Site’s location, transit accessibility, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 7.3: Site 7.3 is comprised of three parcels totaling 0.65 acres on the southeast corner of Bellflower Boulevard and Walnut Street. Site 7.3 is mostly developed with retail and office uses including professional office, dining and a surface level parking lot. Site 7.3 is zoned Commercial, but falls within the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan), which when rezoned with the Mixed Use Transit Overlay Zone-B, will allow residential development up to 40 units per acre by-right. The Mixed Use Transit Overlay Zone-B is envisioned to provide opportunities for true mixed use development with residential uses above ground floor retail and office uses. Because Site 7.3 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate mixed income residential development to help the City meet its regional housing need. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 14 residential units. Site 7.3 has transit on both Bellflower Boulevard and Flower Street. The area also has access to a range of amenities within walking distance including dining, financial services, and personal care. The City of Bellflower has invested significant resources into the future of this area, through the TOD Specific Plan, to catalyze development and increase critical life outcomes. The parcels in Site 7.3 were all built before 1950 and have a land-to-improvement ratio of less than 1 indicating no recent upgrades have been made to the structures. While ownership is unique to all three parcels, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Given this Site’s location, transit accessibility, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 7.4: Site 7.4 is comprised of three parcels totaling 0.74 acres off Maple Street and Walnut Street, near Bellflower Boulevard. Two of the three parcels are currently developed with store combination retail uses and the third parcel is developed with small scale apartments (pictured below). Site 7.4 is zoned Commercial, but falls within the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan, which when rezoned with the Mixed Use Transit Overlay Zone-B, will allow mixed use residential development up to 40 units per acre by-right. The Mixed Use Transit Overlay Zone-B is envisioned to provide opportunities for true mixed use development with residential above ground floor retail and office. Because Site 7.4 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate mixed income residential development to help the City meet its regional housing need. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 16 residential units. Currently, all parcels are developed with uses that are less than three times the permitted density. Both of the store combination parcels also appear to be vacant. While ownership is unique to all three parcels, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Site 7.4 is located near the SR-91 freeway and has transit access on Bellflower Boulevard, which will connect to the future Metro light rail station. The City of Bellflower has invested significant resources into the future of this area, through the TOD Specific Plan, to catalyze development and increase critical life outcomes. All parcels in Site 7.4 were built before 1960 and have a land-to-improvement ratio of less than 1 indicating no significant upgrades have been made. Given this Site’s location, age of the structures, low land-to-improvement ratio, and high potential for increased development, this Site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 7.5: Site 7.5 is comprised of three parcels totaling 0.71 acres off Bellflower Boulevard, between Walnut Street and Arkansas Street. The three parcels are currently developed with retail, dining, and office uses. Site 7.5 is zoned Commercial, but falls within the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan), which when rezoned with the Mixed Use Transit Overlay Zone-B, will allow residential development up to 40 units per acre by-right. The Mixed Use Transit Overlay Zone-B is envisioned to provide opportunities for true mixed use development with residential uses above ground floor retail and office. Because Site 7.5 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate residential development. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 15 residential units across various income categories to help the City meet its regional housing need. Site 7.5 has high quality transit access on Bellflower Boulevard which will connect to the future Metro light rail station. Further, the City has invested significant resources into the future of this area, through the TOD Specific Plan, to catalyze development and increase critical life outcomes. The parcels in Site 7.5 were built before 1965 and have a land-to-improvement ratio of less than 1 indicating no significant upgrades have been made. While ownership is unique to all three parcels, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Given this Site’s location, transit accessibility, and high potential for increased development, this site is likely to be redeveloped with mixed uses during the 2021-2029 planning period.
Site 7.6: Site 7.6 is comprised of seven parcels totaling 1 acre on Bellflower Boulevard, between Walnut and Arkansas Streets. All seven parcels are currently developed with office and store combination uses, and are surrounded by single and small scale multifamily residential. Site 7.6 is zoned Commercial, but falls within the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan), which when rezoned with the Mixed Use Transit Overlay Zone-B, will allow mixed use residential development up to 40 units per acre by-right. The Mixed Use Transit Overlay Zone-B is envisioned to provide opportunities for true mixed use development with residential uses above ground floor retail and office uses. Because Site 7.6 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate residential development. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 23 residential units across various income categories to help the City meet its regional housing need. Several parcels in this Site are under common ownership which could facilitate lot consolidation. Lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Site 7.6 has high quality transit access on Bellflower Boulevard, which will connect to the future Metro light rail station. The area also has access to a range of amenities within walking distance including financial, dining, and personal care services. The parcels in Site 7.6 were all built before 1970 and have a land-to-improvement ratio of less than 1 indicating no significant upgrades have been made to the structures. Given this Site’s location, transit accessibility, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 7.7: Site 7.7 is comprised of nine parcels totaling 1.21 acres off Arkansas Street, near Bellflower Boulevard. The parcels in Site 7.7 are mixed between commercial, store combination, and residential uses. Site 7.7 is zoned Commercial, but falls within the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan), which when rezoned with the Mixed Use Transit Overlay Zone-B, will allow true mixed use residential development up to 40 units per acre by-right. Because Site 7.7 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate residential development. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 28 residential units across various income categories to help the City meet its regional housing need. Several parcels in this site are under common ownership which could facilitate lot consolidation. Lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Site 7.7 has high quality transit off Bellflower Boulevard, which will connect to the future Metro light rail station. Site 7.7 also has a range of amenities within walking distance including dining, health, and personal care. The City of Bellflower has invested significant resources into the future of this area, through the TOD Specific Plan, to catalyze development and increase critical life outcomes. Existing uses on Site 7.7 fall well below the allotted density, providing an opportunity to redevelop with more residential units. Additionally, the structures in Site 7.7 were all built before 1965 and have a land-to-improvement ratio of less than 1 indicating no significant upgrades were made in the last few years. Given this Site’s location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 7.8: Site 7.8 is comprised of four parcels ranging totaling 1.52 acres off Bellflower Boulevard, between Park and Arkansas Streets. The parcels in Site 7.8 are currently developed with retail and office uses including financial services and personal care, with a surface level parking area tucked behind. Site 7.8 is mostly zoned Commercial with one parcel zoned R-2. The Site falls within the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan), which when rezoned with the Mixed Use Transit Overlay Zone-B, will allow true mixed use residential development up to 40 units per acre by-right. Because Site 7.8 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate residential development. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 31 residential units across various income categories to help the City meet its regional housing need.

Several parcels in this Site are under common ownership which could facilitate lot consolidation. Lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Site 7.8 has high quality transit access on Bellflower Boulevard, which will connect to the future Metro light rail station. The City of Bellflower has invested significant resources into the future of this area, through the TOD Specific Plan, to catalyze development and increase critical life outcomes. The structures in Site 7.8 were built before 1965 and have a land-to-improvement ratio of less than 1 indicating no significant upgrades were made in the last few years. Given this Site’s location, transit accessibility, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 7.9: Site 7.9 is comprised of five parcels totaling 1.49 acres off Bellflower Boulevard, between Arkansas and Park Streets. Site 7.9 is currently developed with commercial and retail uses including financial services, office and an auto business with surface level parking. Site 7.9 is zoned Commercial, but it falls within the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan), which when rezone with the Mixed Use Transit Overlay Zone-B, will allow true mixed use residential development up to 40 units per acre by-right. Because Site 7.9 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate residential development. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 31 residential units. Because Uses on Site 7.7 fall well below the allotted density, there is an opportunity to re develop and increase the number of housing units onsite. While ownership is unique for a few parcels in Site 7.7, there are several under common ownership, which could facilitate lot consolidation. Lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Site 7.9 has high quality transit access off Bellflower Boulevard, which will connect to the future Metro light rail station. The City has invested significant resources into the future of this area, through the TOD Specific Plan, to catalyze development and increase critical life outcomes. The structures in Site 7.9 were built before 1965 and have a land-to-improvement ratio of less than 1 indicating no significant upgrades were made in the last few years. Given this Site's location, transit accessibility, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 7.10: Site 7.10 is comprised of three parcels totaling 0.40 acres off Bellflower Boulevard, between Park and Beach Streets. Site 7.10 is currently developed with surface level parking, automovie sales, and a music center. Site 7.10 is zoned Commercial, but will be annexed into the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan), and rezoned with the Mixed Use Transit Overlay Zone-B, which will allow true mixed use residential development up to 40 units per acre by-right. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 9 residential units across various income categories to help the City meet its regional housing need. Existing uses on Site 7.10 fall well below three times the allotted density on each parcel. About 50% of the total lot area in Site 7.10 is currently utilized as surface level parking and the remaining 50% is developed with single story structures that could be redeveloped with mixed uses to increase density. While ownership is unique to all three parcels, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Site 7.10 is located north of the SR-91 freeway and has transit access on Bellflower Boulevard, which will connect to the future Metro light rail station. The City of Bellflower has invested significant resources into the future of this general area, through the TOD Specific Plan, to catalyze development and increase critical life outcomes. The parcels in this Site were developed prior to 1975 and have a land-to-improvement ratio of less than 1 indicating no recent upgrades have been made to the structures. Given the location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 7.11: Site 7.11 is comprised of five parcels totaling 1.07 acres off Bellflower Boulevard, between Park and Beach Streets. Site 7.11 is currently developed with dining, personal care, and financial service uses with parking in the rear of the structures. Site 7.11 is zoned Commercial but will be annexed into the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan) and rezoned with the Mixed Use Transit Overlay Zone-B, which will allow true mixed use residential development up to 40 units per acre by-right. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 23 residential units across various income categories to help the City meet its regional housing need. Existing uses on Site 7.11 fall well below three times the allotted density on each parcel. About 50% of the total lot area in Site 7.11 is currently utilized as surface level parking and the remaining 50% is developed with single story structures that could be redeveloped with mixed uses to increase density. Site 7.11 is north of the SR-91 freeway and has transit access on Bellflower Boulevard, which will connect to the future Metro light rail station. The City of Bellflower has invested significant resources into the future of this area, through the TOD Specific Plan, to catalyze development and increase critical life outcomes. The parcels in Site 7.11 were all developed before 1965 and have a land-to-improvement ratio of less than 1 indicating no upgrades were made to the structures in the last few years. Given the location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 7.12: Site 7.12 is comprised of two parcels on the southwest corner of Bellflower Boulevard and Beach Street with a combined acreage of 0.84. Site 7.12 is currently developed with a shopping center and office building in abutting single story buildings. Site 7.12 is zoned Commercial, but will be annexed into the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan), and rezoned with the Mixed Use Transit Overlay Zone-B, which will allow true mixed use residential development up to 40 units per acre by-right. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 17 residential units across various income categories to help the City meet its regional housing need. Existing uses on Site 7.12 fall well below three times the allotted residential density on each parcel and have underutilized parking area. While ownership is unique to all two parcels, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Site 7.12 is located north of the SR-91 freeway and has transit access on Bellflower Boulevard, which will connect to the future Metro light rail station. The City of Bellflower has invested significant resources into the future of this area, through the TOD Specific Plan, to catalyze development and increase critical life outcomes. The parcels in Site 7.12 were all developed before 1990 and have a land-to-improvement ratio of less than 1 indicating no upgrades were made to the structures in the last few years. Given the location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 7.13: Site 7.13 is comprised of six parcels totaling 1.48 acres on the southwest corner of Bellflower Boulevard and Beach Street. Site 7.13 is currently developed with an office building and combination store fronts in single and multi story structures with rear surface parking lots. Site 7.13 is zoned Commercial, but will be annexed into the Downtown Bellflower Transit Oriented Development Specific Plan (TOD Specific Plan), and rezoned with the Mixed Use Transit Overlay Zone-B, which will allow true mixed use residential development up to 40 units per acre by-right. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 31 residential units across various income categories to help the City meet its regional housing need. Existing uses on Site 7.13 fall well below three times the allotted residential density on each parcel and have underutilized parking areas. While ownership is unique for a few parcels in Site 7.7, most are under common ownership, which would facilitate lot consolidation. Lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Site 7.13 has high quality transit access off Bellflower Boulevard, which will connect to the future Metro light rail station. The parcels in Site 7.13 were developed before 1990 and have a land-to-improvement ratio of less than 1 indicating no recent upgrades have been made. Given the location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Description: Opportunity Area 8 is comprised of 17 parcels totaling 8.7 acres located south of Bellflower Boulevard and Artesia Boulevard, near the 91 Freeway. The Area is currently developed with commercial, industrial, and retail uses, including shops and restaurants in single-story stand alone buildings and strip malls. Within this Opportunity Area, there are a number auto repair shops and used car sale businesses that appear dilapidated and/or underutilized. Large portions of the Area are also utilized as surface parking, primarily along the rear of retail and commercial businesses off Bellflower Boulevard. These parcels were identified for redevelopment as the structures onsite were constructed in the 1950’s and have an average land-to-improvement ratio of 0.6. Based on the low land-to-improvement value ratio, age of structures and low densities, this Area offers great potential for redevelopment.

General Plan: Commercial
Zoning: Design for Development (DFD)
Acreage: 8.7 acres
TCAC/HCD Resource Category: Moderate
Estimated Housing Potential: 178 units
Qualified Census Tract: No
Additionally, one of the parcels is also owned by the City which could further facilitate the development of deed-restricted units. Surrounding Opportunity Area 8 are a mix of multi-family housing developments and older individual retail storefronts.

**Land Use Regulations:** The City’s General Plan Land Use map shows Commercial (C) land use designations for this Area. The Area is zoned for Design for Development (DFD) which seeks to attract high sales tax generating retail uses that can benefit from high freeway accessibility. To facilitate the development of residential uses, the City would apply a housing overlay that will accommodate densities of up to 40 dwelling units per acre. Given the recent shift in market demands – increased residential and decreased non-residential – largely due to COVID-19 and the shift to online sales, this Area will benefit from the introduction of residential uses. The application of a housing overlay would allow Area 8 to support a mix of market rate and affordable housing. With the proposed density of up to 40 dwelling units per acre, this Area could experience redevelopment of underutilized and/or vacant parcels into amenity-rich housing development over ground floor retail in two or three phases.

**Capacity Assumptions:** To determine the potential and realistic unit capacity for Area 8, it was assumed that 60 percent of the land area could accommodate new residential development. The remaining 40 percent is discounted to account for the development of non-residential uses and/or if a portion of the Area does not redevelop. This is conservative given the recent development trends in the City skewing significantly towards residential development over non-residential development. Given recent development trends in the City, the City is assuming that 80 percent of the permitted density can be achieved. With a proposed density of up to 40 dwelling units per acre, this Opportunity Area can conservatively accommodate at least 178 new housing units. The applied density would be appropriate to accommodate and facilitate the development of housing for lower-, moderate- and above moderate-income households. The potential units have been distributed across the income groups in line with the City’s RHNA allocation percentages.

**Financing Potential:** According to the 2021 TCAC/HCD Opportunity Map, the parcels located in Opportunity Area 8 along Bellflower Boulevard are within a Moderate Resource area. This Area does not fall within a QTC, however a preliminary survey of the Area, showed that all of the parcels would likely maximize the amenities points on a 9% LIHTC application. Area 8 is also situated along the Long Beach Transit System – Route 91 with headways roughly every 30 minutes and the Metro Bus Route 130.
Site 8.1: Site 8.1 is comprised of four parcels totaling 1.74 acres off Artesia Boulevard and Bellflower Boulevard zoned Design for Development with store combinations and auto, recreation uses in single story standalone buildings. Site 8.1 is zoned Commercial, but will be rezoned with a residential overlay to allow true mixed use development up to 40 dwelling units per acre by-right. At 40 units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 36 residential units across various income categories to help the City meet its regional housing need. Existing uses on Site 8.1 fall well below three times the allotted residential density on each parcel, have underutilized parking areas, and have vacant storefront buildings. While ownership is unique for all parcels in this Site, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Site 8.1 is located near the SR-91 freeway and has transit access on both Bellflower Boulevard and Artesia Boulevard, providing access to key regional destinations, as well as the future Metro light rail station in Bellflower. The structures in Site 8.1 were all built before 1965 and have a land-to-improvement ratio of less than 1 indicating no upgrades have been made in the last few years. Given the location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 8.2: Site 8.2 is comprised of four parcels totaling 2.00 acres off Bellflower Boulevard and Ramona Street zoned Design for Development with store combinations and auto, recreation uses in single story standalone buildings fronting Bellflower Boulevard and surface level parking tucked behind. Site 8.2 is zoned Commercial, but will be rezoned with a residential overlay to allow true mixed use development up to 40 units per acre by-right. At 40 units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 40 residential units across various income categories to help the City meet its regional housing need. Existing uses on Site 8.2 fall well below three times the allotted residential density on each parcel. This Site also has a large underutilized surface parking lot and retail uses in single story buildings that can be redeveloped with multi-story mixed use buildings with housing. While ownership is unique for all parcels in this Site, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. The structures in Site 8.2 were all built before 1965 and have a land-to-improvement ratio of less than 1 indicating no upgrades have been made in the last few years. Site 8.2 is located near the SR-91 freeway and has transit access on Bellflower Boulevard and nearby Artesia Boulevard, providing access to key regional destinations, as well as the future Metro light rail station in Bellflower. Given the location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 8.3: Site 8.3 is comprised of seven parcels totaling 2.41 acres off Artesia Boulevard and Ramona Street zoned Design for Development with store combinations and surface level parking lots fronting Artesia Boulevard. Site 8.3 is zoned Commercial, but will be rezoned with a residential overlay to allow true mixed use development up to 40 units per acre by-right. At 40 units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 49 residential units across various income categories to help the City meet its regional housing need. Existing uses on Site 8.3 fall well below three times the allotted residential density on each parcel. This Site also has large underutilized surface parking lots and single story buildings that can be redeveloped with multi-story mixed use buildings with ground level retail and upper level residential. While ownership is unique for several parcels in this Site, one of the parcels is a City-owned parking lot. This could facilitate lot consolidation which is common in Bellflower. Incentives are also provided as indicated in Program 29 of the Housing Plan. The structures in Site 8.3 were built before 1965 and have a land-to-improvement ratio of less than 1 indicating no significant upgrades have been made in the last few years. Site 8.3 has high quality transit access on Bellflower Boulevard and Artesia Boulevard, providing connections to key regional destinations, as well as the future Metro light rail station in Bellflower. Given the location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 8.4: Site 8.4 is comprised of five parcels totalling 2.58 acres off Bellflower Boulevard and Ramona Street zoned Design for Development with single-story storefronts and surface level parking tucked behind. Site 8.4 is zoned Commercial, but will be rezoned with a residential overlay to allow true mixed use development up to 40 units per acre by-right. At 40 units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 53 residential units across various income categories to help the City meet its regional housing need. Existing uses on Site 8.4 fall well below three times the allotted residential density on each parcel. This Site also has a large underutilized surface parking area and retail uses in single story buildings that can be redeveloped with multi-story mixed use buildings with residential uses. While ownership is unique for all parcels in this Site, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. The structures in Site 8.4 were built before 1960 and have a land-to-improvement ratio of less than 1 indicating no significant upgrades have been made in the last few years. Site 8.4 has high quality transit access on Bellflower Boulevard and nearby Artesia Boulevard, providing connections to key regional destinations, as well as the future Metro light rail station in Bellflower. Given the location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Description: Opportunity Area 9 is comprised of 24 parcels totaling 6.3 acres located off Bellflower Boulevard, between Cedar Street and Rose Street, just south of the 91 Freeway. This Area is currently developed with commercial, residential, and recreational uses including shops, restaurants, auto-related uses, and a mobile home park, in single-story stand alone buildings and strip malls. Most of the retail and commercial uses front Bellflower Boulevard and were developed from the 1940’s through the 1970’s with many of the retail spaces being vacant. Several groups of parcels in this Area are under common ownership which could facilitate lot consolidation. Most of the parcels included in this Area have not been

General Plan: Commercial
Zoning: C-G
Acreage: 6.3 acres
TCAC/HCD Resource Category: Moderate
Estimated Housing Potential: 131 units
Qualified Census Tract: No
improved in at least a few decades resulting in a land-to-improvement ratio of less than 1. Based upon the age of the structures, the low land-to-improvement ratios, large surface parking lots, and vacancy rate of the retail spaces, this Area is likely to be redeveloped and could accommodate higher density uses.

**Land Use Regulations:** The City’s General Plan Land Use map shows Commercial (C) land use designations for Area 9. The applicable zoning is General Commercial which does not support residential uses. To facilitate the development of residential uses, the City would apply a housing overlay that will accommodate densities of up to 40 dwelling units per acre. Given the recent shift in market demands – increased residential and decreased non-residential – largely due to COVID-19 and the shift to online sales, this Area will benefit from the introduction of residential uses. Surrounding Opportunity Area 9 there is a combination of multi-family residential uses including duplexes, triplexes and other detached multi-family residential options. This Area is also not far from the City’s planned town center, close to transit and in close proximity to various neighborhood-serving amenities. With the proposed density of up to 40 dwelling units per acre, this Area could experience redevelopment of underutilized and/or vacant parcels into amenity-rich housing development over ground floor retail, likely in two phases.

**Capacity Assumptions:** To determine the potential and realistic unit capacity for Area 9, it was assumed that 60 percent of the land area could accommodate new residential development. The remaining 40 percent is discounted to account for the development of non-residential uses and/or if a portion of the Area does not redevelop. This is conservative given the recent development trends in the City skewing significantly towards residential development over non-residential development. Given recent development trends in the City, the City is assuming that 80 percent of the permitted density can be achieved. With a proposed density of up to 40 units per acre, this Area can accommodate at least 131 new housing units. The applied density is appropriate to accommodate and facilitate the development of housing for lower-, moderate- and above moderate-income households. The potential units have been distributed across the income groups in line with the City’s RHNA allocation percentages.

**Financing Potential:** According to the 2021 TCAC/HCD Opportunity Map, the parcels located in Opportunity Area 9 are within a Moderate Resource area. This Area does not fall within a QTC, however it is classified as a Disadvantaged Community (DAC) which provides additional funding opportunities. A preliminary survey of the Area, showed that all of the parcels in this Area would likely maximize the amenities points on a 9% LIHTC application. Area 9 is also situated along the Long Beach Transit System – Route 91 with headways roughly every 30 minutes and the Metro Bus Route 130.
Site 9.1: Site 9.1 is comprised of six parcels totalling 2.37 acres off Bellflower Boulevard, between Rose and Cedar Streets, with stores, auto retail, and small multifamily residential. Site 9.1 is zoned Commercial but will be rezoned with a residential overlay to allow true mixed use development up to 40 units per acre by-right. At 40 units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 48 residential units across various income categories to help the City meet its regional housing need. Aside from surface level parking areas in Site 9.1, the single story retail uses fronting Bellflower Boulevard fall well below three times the allotted residential density on each parcel. This is also true for the small scale apartments on Rose Street and a mobile home park on Cedar Street, which can be redeveloped with multi-story residential uses. The structures in Site 9.1 were all built before 1960 and have a land-to-improvement ratio of less than 1 indicating no significant upgrades have been made in the last few years. Site 9.1 is located near the SR-91 freeway and has transit access on Bellflower Boulevard, offering access to key regional destinations, as well as the future Metro light rail station in Bellflower. The City has invested considerable resources into the future of the Bellflower corridor and this area is likely to experience the ripple effects through catalytic redevelopment. Given the location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 9.2: Site 9.2 is comprised of eleven parcels totalling 2.38 acres off Bellflower Boulevard, between Rose and Cedar Streets, with stores, vacant restaurants, and surface parking lots. Site 9.2 is zoned Commercial but will be rezoned with a residential overlay to allow true mixed use development up to 40 units per acre by-right. At 40 units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 52 residential units across various income categories to help the City meet its regional housing need. Aside from surface level parking areas in Site 9.2, the single story retail uses fronting Bellflower Boulevard fall well below three times the allotted residential density on each parcel. The structures in Site 9.2 were all built before 1980 and have a land-to-improvement ratio of less than 1 indicating no significant upgrades have been made in the last few years. Site 9.2 is located near the SR-91 freeway and has transit access on Bellflower Boulevard, offering access to key regional destinations, as well as the future Metro light rail station in Bellflower. The City has invested considerable resources into the future of the Bellflower corridor and this area is likely to experience the ripple effects through catalytic redevelopment. Given the location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 9.3: Site 9.3 is comprised of four parcels totalling 0.77 acres off Bellflower Boulevard and Rose Street with stores single-story standaline buildings and a batting cage business. Site 9.3 is zoned Commercial but will be rezoned with a residential overlay to allow true mixed use development up to 40 units per acre by-right. At 40 units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 16 residential units across various income categories to help the City meet its regional housing need. The structures in Site 9.3 were all built before 1950 and have a land-to-improvement ratio of less than 1 indicating no significant upgrades have been made in the last few years. While ownership is unique for all parcels in this Site, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Site 9.3 has quality transit on Bellflower Boulevard, offering connections to key regional destinations, as well as the future Metro light rail station in Bellflower. The City has invested considerable resources into the future of the Bellflower corridor and this area is likely to experience catalytic redevelopment. Given the location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 9.4: Site 9.4 is comprised of three parcels totalling 0.73 acres off Bellflower Boulevard and Rose Street. Site 9.4 is currently developed with a Taco Bell restaurant and a vacant store and single family home. Site 9.4 is zoned Commercial but will be rezoned with a residential overlay to allow true mixed use development up to 40 units per acre by-right. At 40 units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 15 residential units across various income categories to help the City meet its regional housing need. The structures in Site 9.4 account for about less than 50% of the total site area, leaving substantial room for increased density, such as a mixed use development with ground floor retail uses. The structures in Site 9.4 were all built before 1990 and have a land-to-improvement ratio of less than 1 indicating no significant upgrades have been made in the last few years. While ownership is unique for all parcels in this Site, lot consolidation is common in Bellflower and incentives are provided as indicated in Program 29 of the Housing Plan. Site 9.4 has high quality transit access on Bellflower Boulevard, offering connections to key regional destinations, as well as the future Metro light rail station in Bellflower. The City has invested considerable resources into the future of the Bellflower corridor and this area is likely to experience catalytic redevelopment. Given the location, transit accessibility, density capacity, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Oppportunity Area 10: Lakewood + Artesia

**Description:** Opportunity Area 10 is comprised of eight parcels totaling 12.9 acres located off Lakewood Boulevard, just south of the 91 Freeway. This Area is currently developed with commercial and retail uses, including an underutilized shopping center, restaurants and store combinations. Existing uses are predominantly single-story standalone buildings surrounded by surface parking. The largest parcel in this Area is Lakewood Plaza, which is 8.84 acres, and lost its anchor store, Stater Bros, several years ago but still has an active Denny’s restaurant, donut shop, and other fast dining options. To the east of Lakewood Plaza, there are four parcels, totalling 2.5 acres, mostly owned by the same owner and used for auto-related business uses in single story detached buildings. Majority of the structures in this area were constructed in the 1940s and 1970s, and have not been significantly improved over the years. With all parcels having a land-to-improvement ratio of less than 1 and most parcels operating under common ownership, there is potential for redevelopment in this Area. Surrounding Opportunity Area 10 are a number of underutilized or vacant sites as well as large narrow parcels accommodating multiple standalone residential dwellings.

**General Plan:** Commercial and Industrial  
**Zoning Designation:** C-G and M-1  
**Acreage:** 12.9 acres  
**TCAC/HCD Resource Category:** Moderate  
**Estimated Housing Potential:** 202 units  
**Qualified Census Tract:** No
Land Use Regulations: The City’s General Plan Land Use map and Zoning map show the Area as designated and zoned for Commercial (C) and Industrial (I) land uses. To facilitate the development of residential uses, the City would apply a housing overlay that will accommodate densities of up to 30 dwelling units per acre in Site 10.1 and up to 40 dwelling units per acre in Site 10.2. Given the recent shift in market demands – smaller scale retail needs and increased residential – largely due to COVID-19 and the shift to online sales, this Area will benefit from the introduction of residential uses. With the proposed density of up to 30 and 40 dwelling units per acre, this Area could experience redevelopment of underutilized and/or vacant parcels into amenity-rich housing development over ground floor retail, likely in two or three phases.

Capacity Assumptions: To determine the potential and realistic unit capacity for Area 10, it was assumed that 60 percent of the land area could accommodate new residential development. The remaining 40 percent is discounted to account for the development of non-residential uses and/or if a portion of the Area does not redevelop. This is conservative given the recent development trends in the City skewing significantly towards residential development over non-residential development. Given recent development trends in the City, the City is assuming that 80 percent of the permitted density can be achieved. With a proposed density of up to 30 units per acre in Site 10.1 and up to 40 units per acre in Site 10.2, this Area can accommodate at least 202 new housing units. The number of units for this Site would be distributed across the income groups in line with the City’s RHNA allocation percentages.

Financing Potential: According to the 2021 TCAC/HCD Opportunity Map, the parcels located in Opportunity Area 10 are within a Moderate Resource area. This Area does not fall within a QTC, however it is classified as a Disadvantaged Community (DAC) which provides additional funding opportunities. A preliminary survey of the Area, showed that all of the parcels in this Area would likely maximize the amenities points on a 9% LIHTC application. The site is well positioned to accommodate lower-income residential development due to site size and proximity to amenities. Area 10 is also situated along the Metro Bus Route 130.
Site 10.1: Site 10.1 is comprised of four parcels totalling 10.44 acres at the northeast intersection of Artesia Boulevard and Lakewood Boulevard. All four parcels are currently developed with retail and dining uses in single-story structures and are surrounded by a large surface parking lot. The structures were all built before 1985 and have a land-to-improvement ratio of less than 1. Site 10.1 is zoned Commercial, but to facilitate the development of residential uses on the site, the City will apply a housing overlay to accommodate densities of up to 30 dwelling units per acre. This density is appropriate to allow mixed use development with ground floor retail and above ground residential. At 30 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 152 residential units across various income categories to help the City meet its regional housing need. The parcels in Site 10.1 are all under common ownership which would facilitate redevelopment. Site 10.1 is located off the Bellflower Bus South Route, Metro line 130 and Metro line 266, providing ample transit connections throughout the region. Given the location, transit accessibility, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 10.2: Site 10.2 is comprised of four parcels totalling 2.5 acres at the northeast intersection of Artesia Boulevard and Virginia Avenue. All four parcels are currently developed with warehousing and store combination uses in single-story structures. The structures were built before 1950 and have a land-to-improvement ratio of less than 1. Site 10.2 is zoned Industrial, but to facilitate the development of residential uses on the Site, the City will apply a housing overlay to accommodate densities of up to 40 dwelling units per acre. This density is appropriate to allow mixed use development with ground floor retail and above ground residential. At 40 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 50 residential units across various income categories to help the City meet its regional housing need. All but one of the parcels in Site 10.2 are under common ownership which would facilitate redevelopment through lot consolidation. Site 10.2 is located off the Bellflower Bus South Route that runs along Artesia Boulevard, Metro line 130 and Metro line 266, providing ample transit connections. The structures in Site 10.2 are over 30 years old, have a low land-to-improvement ratio, and are less than three times the applicable density. Given the location, transit accessibility, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Opportunity Area 11: Bellflower Station

Description: Opportunity Area 11 is comprised of four parcels totaling 7.2 acres located off Bellflower Boulevard, just north of the Bellflower Bike Trail. This Area is currently developed with commercial and retail uses, including an underutilized shopping center, industrial businesses, and a parking lot. Most existing uses are single-story stand alone buildings primarily surrounded by surface parking. The largest parcel in this area is an existing grocery store and gym surrounded by ample surface parking area. There is also a parking lot where the future transit station will be built.

Land Use Regulations: The City’s General Plan Land Use map shows Commercial (C) land use designations for Opportunity Area 11. Within the Specific Plan, Area 11 is zoned Mixed Use Transit Overlay which permits mixed use development regardless of underlying land use designation. The zoning permits up to 100 units per acre and identifies the site as a future transit station that could be combined with the development of residential units.
units. This Opportunity Area is envisioned to be developed with transit related and supporting uses that will revitalize the corridor and serve as a hub for active living and transportation. The applicable zoning is appropriate to facilitate a combination of market rate and deed-restricted affordable housing to complement the future transit station, including development in 3-4 phases, some of which could be financed using Affordable Housing Sustainable Communities (AHSC) program funding.

**Capacity Assumptions:** To determine the realistic unit capacity for Area 11, it was assumed that 60 percent of the Area could accommodate residential uses. The remaining 40 percent was discounted to account for non-residential development and/or if a portion of the Area does not redevelop. This is conservative given recent development trends in the City skewing significantly towards residential over non-residential development. Given recent development trends in surrounding jurisdictions, the City is assuming that 80 percent of the permitted density can be achieved. With a proposed density of up to 100 dwelling units per acre, this Opportunity Area can conservatively accommodate at least 348 new housing units. The applied density would be appropriate to accommodate and facilitate the development of housing across various income categories to help the City meet its regional housing need. The potential units have been distributed across the income groups in line with the City’s RHNA.

**Financing Potential:** According to the 2021 TCAC/HCD Opportunity Map, the parcels in this Area within a Moderate Resource area. The City of Bellflower has invested significant resources into the future of this Area, through the TOD Specific Plan which are intended to catalyze development and increase critical life outcomes, such as educational attainment, earnings from employment, and economic mobility for residents. The entire Area is within a Qualified Census Tract (QCT) and was also analyzed to assess TCAC amenity scoring, which is based on proximity to schools, pharmacies, grocery stores, medical offices, parks and transit. Based on a preliminary survey, all of the parcels in this Area would like maximize QCT and amenities points on a 9% LIHTC application. The site is well positioned to accommodate lower-income residential development due to site size and proximity to amenities and bus stops for Metro Bus Route 130.
Site 11.1:
Site 11.1 is comprised of one parcel totalling 3.55 acres at the northeast intersection of Bellflower Boulevard and Harvard Street, adjacent to the planned Bellflower Metro light rail station. Site 11.1 is currently developed with an Aldi grocery store and a Blink Fitness gym and is surrounded by ample parking. The structures in this Site account for less than 50% of the total site area leaving considerable room for an infill mixed-use development around the existing building to increase allowable density. An alternative redevelopment opportunity could be demolishing the existing building to construct a new mixed use structure with ground floor fitness and grocery uses. Site 11.1 is zoned Commercial, but to facilitate the development of residential uses on the Site, the City will apply a housing overlay to accommodate densities of up to 100 dwelling units per acre. This density is appropriate to allow true mixed use development with ground floor retail and above ground residential. At 100 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 171 residential units across various income categories to help the City meet its regional housing need. Given the location, transit accessibility, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
Site 11.2: Site 11.2 is comprised of two parcels totaling 1.06 acres off Bellflower Boulevard, adjacent to the planned Bellflower Metro light rail station. Site 11.2 is currently developed with commercial uses and is surrounded by ample parking. The structure in this site accounts for about 50% of the total site area, leaving considerable room for mixed-use development to increase allowable density in such a prime location. Site 11.2 is zoned Commercial, but to facilitate the development of residential uses on the site, the City will apply a housing overlay to accommodate densities of up to 100 dwelling units per acre. This density is appropriate to allow true mixed-use development with ground floor retail and above ground residential. At 100 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 52 residential units across various income categories to help the City meet its regional housing need. The parcels in Site 11.2 have unique ownership, which would require lot consolidation to redevelop the site. However, lot consolidation is common in Bellflower and the City has incentives to facilitate this process, as indicated in Program 29 of the Housing Plan. Given the location, transit accessibility, and high potential for increased development, this site is likely to be redeveloped with mixed-use residential during the 2021-2029 planning period.
Site 11.3: Site 11.3 is comprised of two parcels totalling 2.6 acres off Bellflower Boulevard. Site 11.3 is the location of the planned Bellflower Metro light rail station. It is currently developed with an auto retailer and is surrounded by a large surface parking lot. The structure in this Site accounts for about 25% of the total lot area leaving considerable room for mixed-use development to increase allowable density in such a prime location. Site 11.3 is zoned Commercial, but to facilitate the development of residential uses on the Site, the City will apply a housing overlay to accommodate densities of up to 100 dwelling units per acre. This density is appropriate to allow true mixed use development with ground floor retail and above ground residential. At 100 dwelling units per acre, assuming 80% capacity with 60% residential development, the site can realistically accommodate 125 residential units across various income categories to help the City meet its regional housing need. Given the location, transit accessibility, and high potential for increased development, this site is likely to be redeveloped with mixed use residential during the 2021-2029 planning period.
**Opportunity Area 12: Woodruff + Flora Vista**

**Description:** Opportunity Area 12 is comprised of six parcels totaling 4.8 acres located on either side of Woodruff Avenue, north of Flora Vista Street and the Bellflower Bike Trail. Area 12 is currently developed with light industrial/manufacturing uses. Most existing uses are single-story stand alone buildings primarily surrounded by surface parking.

**General Plan Designation:** Industrial and High Density Residential  
**Zoning Designation:** M-1 (BAMU) and R-3  
**Acreage:** 4.8 acres  
**TCAC Opportunity Resource Category:** Moderate  
**Estimated Housing Potential:** 96 units  
**Qualified Census Tract:** Yes

**Land Use Regulations:** The City’s General Plan Land Use map shows Industrial and Commercial land use designations for Opportunity Area 12. Within the TOD Specific Plan, the two parcels west of Woodruff Avenue Area 12 are within the Bellflower Alondra Mixed Use overlay area and the parcel east is zoned R-3. The zoning in the BAMU permits up to 40 units per acre and identifies the site as near a future transit station that could be combined with the development of residential units. The R-3 zone allows for residential development up to 22 units per acre. This Opportunity Area is envisioned to be developed with transit related and supporting facilities.
City of Bellflower

uses that will revitalize the corridor and serve as a hub for active living and transportation. The applicable zoning is appropriate to facilitate a combination of market rate and deed-restricted affordable housing to complement the future transit station.

Capacity Assumptions: To determine the realistic unit capacity for Area 12, it was assumed that 100 percent of the land area could accommodate new residential development if the underlying zoning is residential and 60 percent if the underlying zoning is commercial. This is conservative given recent development trends in the City skewing significantly towards residential over non-residential development. Given recent development trends in surrounding jurisdictions, the City is assuming that 80 percent of the permitted density can be achieved. With a proposed density of up to 40 and 22 dwelling units per acre, this Opportunity Area can conservatively accommodate at least 96 new housing units. The applied density would be appropriate to accommodate and facilitate the development of housing for lower-, moderate- and above moderate-income households. The potential units have been distributed across the income groups in line with the City’s RHNA.

Financing Potential: According to the 2021 TCAC/HCD Opportunity Map, the parcels in this Area within a Moderate Resource area. The City of Bellflower has invested significant resources into the future of this Area, through the TOD Specific Plan which are intended to catalyze development and increase critical life outcomes, such as educational attainment, earnings from employment, and economic mobility for residents. The entire Area is within a Qualified Census Tract (QCT) and was also analyzed to assess TCAC amenity scoring, which is based on proximity to schools, pharmacies, grocery stores, medical offices, parks and transit. Based on a preliminary survey, all of the parcels in this Area would like maximize QCT and amenities points on a 9% LIHTC application. The site is well positioned to accommodate lower-income residential development due to site size and proximity to amenities and bus stops for Metro Bus Route 130.
Site 12.1: Site 12.1 includes four parcels totaling 2.7 acres including light manufacturing uses and surface parking areas. The site is located to the east of the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 12.1 is zoned Light Industrial (M-1) and within the Bellflower-Alondra Mixed-Use (BAMU) overlay area, and currently allows up to 40 units per acre. All four parcels contain buildings that are more than 30 years old and all land-to-improvement ratios are below 1, indicating that redevelopment is feasible. The buildings on these parcels are generally one story, while three and four stories are allowed, indicating that roughly 20 percent of the site capacity is currently being realized. Because Site 12.1 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate or above moderate income residential development. As the underlying zoning is non-residential, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 40 units per acre, assuming 80 percent capacity, the site can realistically accommodate a total of 55 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 12.2: Site 12.2 is compromised of a single parcel that is roughly 1.5 acres in size. The site is developed with maintenance facilities operated by the State of California. The site is located to the east of the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 12.2 is zoned Light Industrial (M-1) and within the Bellflower-Alondra Mixed-Use (BAMU) overlay area, and currently allows up to 40 units per acre. Existing onsite buildings are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is feasible. The buildings on this parcels are generally one story, while three and four stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. Because Site 12.2 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate or above moderate income residential development. As the underlying zoning is non-residential, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 40 units per acre, assuming 80 percent capacity, the site can realistically accommodate a total of 29 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
Site 12.3: Site 12.3 is comprised of a single parcel that is roughly 0.6 acres in size. The site is developed with auto-related and light manufacturing uses and surface parking areas. The site is located to the east of the future Bellflower Metro light rail station. These parcels are adjacent to multi-family, single-family, and commercial uses and are well positioned to score the maximum amenity points on a LIHTC application. Site 12.3 is zoned High Density Residential (R-3) and currently allows up to 22 units per acre. Existing onsite buildings are more than 30 years old and the land-to-improvement ratio is below 1, indicating that redevelopment is feasible. The buildings on this parcels are generally one story, while three and four stories is allowed indicating that roughly 20 percent of the site capacity is currently being realized. Because Site 12.3 is greater than 0.5 acres and less than 10 acres in size, it was assumed that it could accommodate lower, moderate or above moderate income residential development. As the underlying zoning is non-residential, it was assumed that it will develop with a minimum 60 percent residential uses (likely ground floor non-residential with residential above). At 22 units per acre, assuming 80 percent capacity, the site can realistically accommodate a total of 12 units. Given the residential location, proximity to the Downtown area, the Metrolink station, transit accessibility, and high potential for increased development, this site is likely to be developed with housing during the 2021-2029 planning period.
## AREA 1

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City of Bellflower 2023-2028 Housing Opportunity Areas

Page 4
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