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1.0 INTRODUCTION

The City of Bellflower is undertaking the preparation of a comprehensive Specific Plan for approximately 400-acres around a future transit station in Downtown Bellflower at Bellflower Boulevard and the Pacific Electric Right-of-Way (PE ROW) along the West Santa Ana Branch of the Eco-Rapid Transit Corridor. Once approved, the new Specific Plan will act as zoning for the project area and will:

- Help the City plan for transit
- Support new development and investment in the project area (including the City's historic Downtown)
- Consolidate the City’s existing regulatory documents
- Facilitate development flexibility in the project area to allow the City to respond to changing market and transit trends
- Promote Downtown Bellflower as high-quality pedestrian-oriented place with a range of dining, shopping, and housing options

1.1 PURPOSE OF THE REPORT

The Existing Conditions Report provides an overview of existing characteristics and trends in the planning area, and identifies opportunities and constraints that should be addressed in the Specific Plan. This information reflects the most currently available data and studies, including policy documents, zoning regulations, census data, market conditions, mass transit plans and guidelines, as well as input from City staff, Gateway Cities Council of Governments, and Eco-Rapid Transit. The photos below represent the existing conditions of the project area.
1.2 **ECO-RAPID TRANSIT**

Eco-Rapid Transit is a Joint Powers Authority (JPA) created to pursue development of a high speed, grade separated transit system from Artesia to Santa Clarita that is environmentally-friendly and energy-efficient. The project was adopted into the Los Angeles County Metropolitan Transportation Authority (Metro) Long Range Transportation Plan and is scheduled to be built by 2027. The City of Bellflower is one of 15 members of the JPA. The Downtown Bellflower Station is one stop along the new Eco-Rapid Transit Corridor. This Corridor represents a segment of Metro’s operating system. The goals of the Eco-Rapid Transit Corridor include:

- Economic development/connecting people to jobs
- Maximizing neighborhood and station connectivity
- Establishing multimodal transit hubs at station locations
- Enhancing opportunities for public spaces and commerce
- Designing surrounding streets for people and active transportation
- Creating affordable and accessible housing-50% of region’s housing growth to be built in transit-oriented development
- Managing parking effectively

1.3 **WEST SANTA ANA BRANCH CORRIDOR**

The West Santa Ana Branch Transit Corridor is the southern 20-mile portion of the full Eco-Rapid Corridor, running from The City of Artesia to Union Station in Downtown Los Angeles generally along the PE ROW. The Pacific Electric Right of Way/West Santa Ana Branch Corridor (PE ROW/WSAB) Alternative Analysis Report studied a 34-mile by 8-mile corridor along the former Pacific Electric Railway, now owned by Metro and OCTA. The corridor was studied to explore the feasibility of either bus rapid transit, street cars, light rail transit, or low speed maglev trains operating within the right-of-way (ROW). Potential station locations were studied to identify the potential influence of a transit system on land use patterns and urban design. The West Santa Ana Branch Corridor is expected to:

- Carry up to 70,000 daily boardings by 2040
- Cost an estimated $4.3-4.6 billion (in 2015) in capital costs
- Create 59,000 living wage jobs during construction
- Generate $6.68 billion in economic growth over 15-20 years
- Result in a significant reduction in the region’s carbon footprint
1.4 **DOWNTOWN BELLFLOWER STATION**

A station along the West Santa Ana Branch Transit Corridor is proposed at Bellflower Boulevard and the PE ROW, at the northern edge of Downtown Bellflower. The Downtown Bellflower Station is consistent with the City’s long standing transit-oriented development vision, policies, and plans for Downtown. In addition, it was a historic stop on the PE West Santa Ana Branch, and is part of the City’s transportation heritage, now honored by the restored PE Depot.

Of the 21 proposed station locations on the Eco-Rapid line (see Figure 1), the Downtown Bellflower Station was one of six selected as a prototype location that would receive an additional level of research. The six prototype stations each possess community settings and opportunities that best represent study corridor opportunities as a whole. To support future economic development around the Station Area, Metro awarded the City of Bellflower a Transit Oriented Development Planning Grant to prepare a Specific Plan (SP) for a ½-mile radius around the proposed transit station location.

The “Downtown Bellflower Station Area Specific Plan” encompasses approximately 400 acres of the City of Bellflower, including Downtown, the Civic Center, commercial uses along Alondra Boulevard, and residential neighborhoods. A Specific Plan is a tool used by local governments to guide future growth and development. It provides an essential link between the policies contained in a City’s General Plan and actual development in the SP area. Specific Plans:

- Facilitate comprehensive and complementary land use, mobility, and infrastructure changes
- Identify clear rules for how an area will develop
- Build in flexibility beyond that allowed by a typical zoning ordinance
- Tailor special regulations to meet the unique needs of the project and community (development standards, landscaping requirements, architectural design, and circulation improvements)

The Downtown Bellflower Station Area Specific Plan will provide the vision and policy framework to guide development in the area, and the regulatory mechanisms so that new projects can be processed in a timely manner and reflect quality development that supports the future transit station.
1.5 **Regional Context**

The City of Bellflower, one of 88 cities in Los Angeles County, is located in the County’s southeast region. It is bounded by the City of Downey to the north, the Cities of Norwalk and Cerritos to the east, the City of Lakewood to the south, and the City of Paramount to the west. Well-positioned between four freeways—I-105, I-605, I-710, and I-91—it’s residents, workers, and visitors have easy access to and from the best destinations Los Angeles County and Orange County have to offer.

Bellflower is a member of the Gateway Cities Council of Governments (COG), one of nine COGs serving Los Angeles County. Due to the size and complexity of Los Angeles County, COGs are established to cooperatively address regional priorities and matters of mutual interest. The Gateway Cities COG, with its 27 member cities (see Figure 2), aims to improve quality of life by initiating programs and projects related to transportation, air quality, housing, and economic development throughout the region. The Gateway Cities region is best known as being home to the Ports of Long Beach and Los Angeles, which serve as key hubs for international trade, and the Los Angeles International Airport, which connects southern California to destinations around the world. Many of the Gateway Cities support the trade industry with thriving industrial and manufacturing facilities and therefore serve as important employment centers for the Gateway Cities COG region and beyond.

The Gateway Cities COG proudly declares a pro-business attitude with active neighborhood councils, city governments, chambers of commerce, and economic development agencies, all working together to promote regional economic development. The City of Bellflower reflects these values by utilizing active internet communications to provide resources for business permitting, available real estate, and the availability of grants and other programs.
FIGURE 1: WEST SANTA ANA CORRIDOR BRANCH ROUTE

- Two LA Union Station Northern Terminus Options
- Replace Gage with Florence Station
- Four Northern Alignment Options:
  - West Bank - Pacific/Alameda
  - West Bank - Pacific/Vignes
  - West Bank - Alameda
  - West Bank - Alameda/Vignes
- New Green Line Station
- Artesia - New Southern Terminus
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1.6 Local Context

In its earliest days, the City of Bellflower—originally known as Somerset Ranch—was comprised primarily of scattered parcels with open fields used by Dutch dairy farmers for grazing cows. When the Pacific Electric Railway opened in 1905, it linked residents of Bellflower to employment centers in the City of Los Angeles, and land owners began to subdivide and sell one-acre farm lots as well as narrow and deep town-size lots (a neighborhood pattern which is still evident today). With the addition of the newly subdivided lots, Bellflower transitioned from a farming town to a diverse community with a thriving cultural, civic, and economic core. Consistent with nationwide trends, Bellflower’s population surged in the 1940s, households doubled in size, and homeowners with extra space built apartment buildings on their deep and narrow lots. Today, the City of Bellflower encompasses 6.12 square miles of land and is populated by nearly 80,000 people. Additional demographics can be found in the Community Profile portion of this Existing Conditions Report.

Bellflower is primarily comprised of single-family neighborhoods, corridor commercial development, and local employment centers. The City is home to reputable medical facilities such as Kaiser Permanente Medical Group, which is the largest single employer, followed by the City of Bellflower, Golden Corral, K-Mart, Tulaphorn (McDonald’s), and Hollywood Sports Park. The Specific Plan area is located in the southern portion of the City of Bellflower (see Figure 3).

1.7 Specific Plan Area

The Specific Plan area has been established to encourage transit-oriented development around a future Metro light rail station near Bellflower Boulevard and the Pacific Electric Railroad. The area generally covers a half-mile radius from the planned transit station, which is considered a relatively reasonable walking distance. Comprised of approximately 400 acres, the Specific Plan area includes much of the area between Alondra Boulevard on the north, Flower Street on the south, Clark Avenue on the west, and Woodruff Avenue on the east, plus additional area on either side of Bellflower Boulevard to Jefferson Street on the north and Park Street on the south. The former Pacific Electric corridor runs diagonally through the plan area from northwest to southeast.

The majority of the plan area is residential, both single-family detached housing and small-scale apartments. In the plan area, Bellflower Boulevard is almost exclusively commercial, and other commercial uses are along Alondra and Boulevard and Flower Street. In addition, the plan area has a wide variety of public and quasi-public uses, including City Hall, the Clifton M. Brakensiek Library, a Los Angeles County Courthouse, and a number of parks and schools.

The Specific Plan area is defined by the boundaries illustrated in Figure 4.
FIGURE 2: GATEWAY CITIES MAP
2.0 PLANNING CONTEXT

The Downtown Bellflower Station Area Specific Plan was prepared to provide a critical link between City of Bellflower General Plan policies and actual development in the Specific Plan area. By functioning as a regulatory document, the Bellflower Station Area Specific Plan provides a means of implementing the City of Bellflower’s General Plan and detailing a specific vision for future development projects. However, in order to understand how the new Specific Plan should be organized, it is important to review the regulatory tools and planning documents which currently govern development of the area around the future transit station.

2.1 BELLFLOWER GENERAL PLAN

The City of Bellflower General plan was adopted in 1994 and serves as a guide for private and public development throughout the City. An updated Housing Element was adopted in 2013 and identifies long-term housing goals and shorter-term policies, designed to facilitate and encourage housing that fulfills the diverse needs of the community.

The Land Use Element of the General Plan establishes goals, policies, and implementation programs for the manner in which new development and redevelopment will occur. In the Land Use Element, Bellflower established policies aimed to promote development in the Town Center core, striving to create a community hub where residents and visitors can come together to shop, socialize, and seek entertainment and civic services.

At the time the General Plan Circulation Element was adopted in 1997, the Metro was conducting transit studies to identify areas of opportunity for expansion. Bellflower acknowledged the potential impact of regional transit development, and prioritized the goal of providing residents and businesses with convenient and viable public transportation options by: maintaining the current level of transit service provided by the City; promoting the development of a multi-modal transit center with downtown redevelopment plans; and enhancing the transit system’s operations and efficiency. The General Plan has served to prepare Bellflower for the forthcoming development anticipated in conjunction with this Specific Plan.
CURRENT GENERAL PLAN DESIGNATIONS

The City of Bellflower General Plan Land Use Map (see Figure 5) consists of several existing land use designations within the Specific Plan area. Residential land use designations found within the Specific Plan area include: Medium Density Residential (8.7 – 14 DU/net AC), High Density Residential (14 – 22 DU/net AC), and Senior Citizen Housing (0-65 DU/net AC). The two primary Commercial land use designations found within the Specific Plan area include General Commercial and Town Center. General Commercial designations emphasize the development of major retail centers, supermarkets, personal services, and financial institutions typically located within shopping centers or along major arterial roadways. Town Center designations are more focused on preserving and enhancing the historic character and charm of the downtown district by encouraging the development of specialty stores, restaurants, and entertainment facilities.

Additional land use designations found in the Specific Plan area include Public/Quasi Public and Open Space. The Public/Quasi Public land use designations include the Bellflower Civic Center which houses the City’s post office, health center, courthouses, library, and administrative offices. The Open Space land use designation encourages the development of public parks, utility easements, and transportation corridors. The Open Space designation is vital to this Specific Plan, as it is utilized for the development of the forthcoming transit line along the PE ROW.

2.2 BELLFLOWER MUNICIPAL CODE

The Bellflower Municipal Code (BMC), Title 17, classifies and defines the zones throughout the City and in the Specific Plan area (see Figure 6). Consistent with the existing land use and General Plan destinations, the majority of land within the planning area is zoned using traditional zoning districts, including Low, Medium, and Multiple Residential uses and General Commercial. A portion of the study area is zoned for Town Center (TC), which warrants further attention given its unique approach to land use regulation, and is described in detail below. In addition, a number of overlays are also applied to property within the project area, and each relevant overlay is summarized in this section and in Table 1, Town Center and Overlay Zone Summary.

TOWN CENTER DISTRICT ZONE

The Town Center District consists of two areas: Area 1, which is defined as the traditional downtown core where buildings are typically located adjacent to the sidewalk, and Area 2, which is an eclectic mix of “modern” commercial establishments which lack pedestrian amenities. Allowable uses are defined by Area, however, development standards are applied consistently across Area 1 and 2; the Specific Plan will explore Areas 1 and 2 again to reaffirm their distinction is still relevant to the City’s planning process.
OVERLAY ZONES

A number of Overlay Zones also apply to the study area. An Overlay Zone allows the property to be developed and operated in compliance with the standard underlying zone, or take advantage of new provisions (e.g., increased maximum height) identified in the Overlay Zone so long as certain conditions are met.

The Bellflower Village Overlay Zone (BVOZ) (BMC Chapter 17.62) is centrally located within the study area and encompasses three blocks on the east side of Bellflower Boulevard, between Flower Street and Arkansas Street. The area is fully developed with commercial, office, and residential land uses. The BVOZ is intended to serve as a tool to create the incentive for the recycling and reuse of land within the Overlay Zone boundaries where conventional and traditional zoning techniques may not accomplish the goals set forth in the Town Center District. These new incentives include greater building height, the ability to incorporate residential uses into the project, and/or the ability to transfer some off-street parking obligations to another location. The BVOZ requires each project proposed within the Overlay Zone to include a public open space amenity or some form of physical interface for pedestrians. These are values that the City wants to maintain, and potentially expand, in the Specific Plan project area. The Overlay Zone refined the list of allowable uses as previously identified in the Town Center District and modified some development standards, including minimum lot size, setbacks, and building height.

The Bellflower Village Overlay Zone-North (North Overlay) encompasses a four block area along Bellflower Boulevard between Flower Street to the south and the PE ROW to the north, immediately north of the BVOZ. The North Overlay reemphasized many of the same principles originally articulated in the BVOZ, including a distinct focus on the pedestrian experience and creative parking strategies. It modified some development standards from the underlying standards identified in the Town Center District, including setbacks (which were reduced to zero) and building heights (2 stories taller than allowed in the Town Center District, and 1 story higher than allowed in the BVOZ).

The BVOZ and North Overlay recognize that Downtown Bellflower has the potential to become a creative, vital, and visionary neighborhood. However, given that they are fully developed, they require creative development and economic incentives to facilitate the recycling of existing uses. Their goals are to:

1. Encourage the recycling of existing developed properties into contemporary, vital and interesting development that will enrich Downtown Bellflower.
2. Provide for more flexible regulatory procedure by which the objectives of the City’s General Plan and Zoning Code can be realized.
3. Encourage creative approaches to the use of land through variation in siting of buildings and the appropriate mixing of commercial land uses and activities.
4. Encourage redevelopment by providing creative and unique economic opportunities to develop and use property.
5. Create a unique and vibrant neighborhood within the Downtown area of Bellflower that will encourage further private investment in the City.
6. Enhance the appearance of the community through creative design of buildings, structures, and facilities.
7. Eliminate and prevent the spread of blight.
8. Revitalize, redevelop, and upgrade those parcels within the Overlay Zone area.
9. Strengthen the City’s economic base.

The Specific Plan will review and draw upon the existing overlays for reference as the land use plan and development standards are prepared for the Specific Plan project area.

**The Bellflower/Alondra Mixed-Use (BAMU) Overlay Zone** applies to the area bounded by Alondra Avenue to the north, the Pacific Electric rail corridor to the south, Stevens Avenue to the west and Woodruff Avenue to the east. The BAMU Overlay Zone is intended to provide opportunities for the development of horizontally or vertically integrated mixed-use activity centers and corridors. Commercial retail uses are encouraged on the ground floor, with offices or residential uses on upper floors. Residential development is also encouraged to enhance the availability of for-sale and rental housing to a variety of income levels. The BAMU includes a “residential subarea” where the minimum residential density is 40 du/ac; this area satisfies the City’s RHNA allocation and, as a result, that area must maintain the minimum density standard as articulated in the BAMU (parcels outside of the residential subarea have a maximum density of 40 du/ac).
FIGURE 6
ZONING DESIGNATIONS

<table>
<thead>
<tr>
<th>Zone Code, Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-1, Low Density Residential</td>
</tr>
<tr>
<td>R-2, Medium Density Residential</td>
</tr>
<tr>
<td>R-3, Multiple Residential</td>
</tr>
<tr>
<td>SCH, Senior Citizen Housing</td>
</tr>
<tr>
<td>C-G, General Commercial</td>
</tr>
<tr>
<td>M-1, Light Industrial</td>
</tr>
<tr>
<td>O-S, Open Space</td>
</tr>
<tr>
<td>P, Public Uses</td>
</tr>
<tr>
<td>SP, Specific Plan</td>
</tr>
<tr>
<td>TC-1, Town Center Area 1</td>
</tr>
<tr>
<td>TC-2, Town Center Area 2</td>
</tr>
</tbody>
</table>

Zoning Overlay

- BV (Bellflower Village Overlay Zone)
- BV-N (Bellflower Village North Overlay Zone)
- BAMU (Bellflower/Alondra Mixed Use Overlay Zone)
<table>
<thead>
<tr>
<th>Town Center and Overlay Zone Summary</th>
<th>Intent</th>
<th>Uses Allowed/Encouraged</th>
<th>Special Uses Covered</th>
<th>Site/Lot Area (Min)</th>
<th>Height Limits (Max)</th>
<th>Coverage (Max)</th>
<th>Setbacks</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Town Center 1</strong> (1996)</td>
<td>Facilitate development and redevelopment of Downtown. Accommodate and promote traditional specialty retail uses; enhance pedestrian activities; promote entertainment activities; respect traditional building designs; enhanced storefront design. Also see Town Center Design Guidelines and DRC.</td>
<td>Traditional downtown core. Buildings typically located adjacent to the sidewalk.</td>
<td>A wide range of office (limited ground-floor office), commercial, public/quasi-public facilities, and residential (including second-floor residential and artist and photographic lofts).</td>
<td>3,000 sf</td>
<td>Adjacent (w/in 50 ft) of res: 15 ft/1 story</td>
<td>100%</td>
<td>Front: 0 ft (required)</td>
<td>1 space/400 sf of gross square feet of floor area. Required for improvements/renovations, but in that case, parking needs to be in the Town Center but can be off-site.</td>
</tr>
<tr>
<td><strong>Town Center 2</strong> (1996)</td>
<td>Eclectic mix of uses, including auto-oriented businesses and mini-malls. Not always pedestrian-friendly. Also see Town Center Design Guidelines and DRC.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rear: 0-5 ft</td>
<td></td>
</tr>
<tr>
<td><strong>Bellflower Village Overlay Zone (2008)</strong></td>
<td>Encourage unique, quality and viable development in order to promote the orderly recycling of existing land uses. Because of land values and the standards of the TC zone, it is unlikely that the properties would recycle without the incentives identified in this zone. Alternative set of standards and allowable uses beyond those contained in the underlying zoning designation. Where specifically identified (?), overlay zone will apply. “Future development...must be consistent with the provisions of the Overlay Zone”. May or must follow?</td>
<td>Specific area has the potential to become a creative, vital, visionary neighborhood. New overlay zone is more creative, flexible, and focused to create the incentive for the recycling and reuse of the land. + Mixed-use theme + Vibrant commercial + Protect adjacent res + Village design theme + Incremental development + Public spaces + Land use flexibility</td>
<td>General commercial, specialty commercial, commercial office/administrative and professional offices. Live/work (no ground floor residential), lofts, mixed-use (no ground floor residential) and multiple-family attached and detached are all permitted or CUP (no single-family allowed). Further analysis needed to understand how specific uses in the Overlay Zone differ from the TC-1 and TC-2 uses.</td>
<td>5,000 sf</td>
<td>3 stories or 45 feet</td>
<td>5,000 sf</td>
<td>From public ROW: 5 ft</td>
<td>Residential: 2 spaces/unit Res guest: 1 space/unit</td>
</tr>
<tr>
<td><strong>Bellflower Village Overlay Zone North</strong></td>
<td>Same as BVOZ</td>
<td>Same as BVOZ</td>
<td>Same as BVOZ</td>
<td>5,000 sf</td>
<td>4 stories or 55 feet</td>
<td>5,000 sf</td>
<td>From public ROW: 0 ft</td>
<td>Commercial: Per BMC, but generally 1 space/300 sf</td>
</tr>
</tbody>
</table>

Bellflower Village Overlay Zone creates two satellite “Village” parking lots that can be used to assume some or all of the required off-street parking for new development within the overlay zone. Residential projects must provide all required residential parking on-site. Guest parking can be transferred.
<table>
<thead>
<tr>
<th>Town Center and Overlay Zone Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Table 1</strong></td>
</tr>
<tr>
<td><strong>Intent</strong></td>
</tr>
<tr>
<td>Bellflower Alondra Mixed-Use Overlay Zone (2014)</td>
</tr>
<tr>
<td>General Plan (1995): General Commercial</td>
</tr>
<tr>
<td>General Plan (1995): Mixed-Use</td>
</tr>
<tr>
<td>Downtown Bellflower Revitalization Vision Strategy (2003)</td>
</tr>
</tbody>
</table>
2.3 **Downtown Bellflower Revitalization Vision Strategy**

In 2003, the City of Bellflower’s Community Redevelopment Agency prepared a revitalization vision strategy for Downtown Bellflower. The intent of the strategy was to focus on identifying short-term land use actions the City could implement with 0-5 years to support the “rediscovery” of Downtown. The vision strategy was not a comprehensive land use plan. Rather, by providing specific land use guidance for the area along Bellflower Boulevard between SR-91 and the railroad tracks, it aimed to help Downtown Bellflower become a “completely original” place in southeast Los Angeles County.

The study included a series of land use and design strategies for the Downtown area. These strategies included recommendations for public space improvements, design amenities, land use policies, and atmosphere enhancements. Thirteen strategies were identified to support the Downtown vision Strategy; of these strategies, the following are most relevant for this Specific Plan:

- Future land use strategies should incorporate the creative use of existing publicly owned property
- “Niche” uses including restaurants and food uses should be expected to include an “International Food” concept
- Small scale entertainment venues/activities should be recruited and nurtured within the Downtown area
- A series of five micro-climates (i.e., sub-areas) should be articulated within the Downtown area, and each one should include plaza areas, useable decorative features, and pedestrian connections.
- Small public plazas should be introduced throughout the Downtown area to create public gathering spaces, and these plazas should be connected through pedestrian pathways
- Trees and landscaping should be incorporated into the Downtown area
- Retail carts, kiosks and small retail spaces should be allowed to provide additional retail interest

The land use strategy is grounded in the idea of creating the following five distinct micro-climates:

1. **Town Center Plaza** (east side of Bellflower Boulevard, north of Belmont Street): envisioned to provide a mix of residential and commercial uses, a formal civic plaza, and commercial supporting an adjacent Transit Plaza
2. **Friendship Square** (west side of Bellflower Boulevard, between Laurel Street and Oak Street): an expanded public space that retains special physical features (trees, etc.) and introduces new amenities
3. Library Garden (around the intersection of Flower Street and Civic Center Drive): creation of a new programmed park/plaza area for small-scale events close to the Civic Center

4. Bellflower Village (east side of Bellflower Boulevard between Maple Street and Arkansas Street): a unique collection of shops, restaurants, residential uses, and outdoor public spaces; vision included closing Walnut Street to the depth of the commercial properties

5. Freeway Portal (both side of Bellflower Boulevard between Beach Street and SR-91): provide a striking visual gateway into Downtown and to create a visual medium to the freeway promoting the features of Downtown Bellflower

With the support of redevelopment funds, the City of Bellflower was able to undertake many of the strategies identified in the Downtown Vision Strategy, including the creation of Library Park and retail kiosks in the Civic Center area. However, with the conclusion of redevelopment agencies, the City was unable to pursue all strategies identified in 2003. As part of the Downtown Bellflower Station Area Specific Plan, the land use strategies identified in the Vision Strategy will be considered and evaluated for inclusion in the new plan.

2.4 TOWN CENTER DESIGN GUIDELINES

In 1996, the City prepared the Town Center Design Guidelines to provide a series of design and architectural guidelines and recommendations to developers and property owners within the Town Center District. The guidelines were not written with the objective of promoting any particular, singular style, but were designed to promote the renovation and refurbishment of existing Town Center buildings. The objective of the guidelines was to rely upon existing architectural resources, in order to provide a framework for future development redevelopment, renovation, and refurbishment.

Given that Downtown Bellflower has been largely built-out for many decades, the Design Guidelines emphasize the seamless integration of new development within the existing design fabric (many of the buildings are from the first-half of the twentieth century). The Downtown Bellflower Station Area Specific Plan will include design guidelines; where possible, the guidelines described in the Town Center Design Guidelines will carry forward in appropriate locations within the Specific Plan area.

- Infill design guidelines address: site planning (including setbacks, street orientation, compatibility, design integration, façade proportion, building
opening proportion, horizontal rhythms, wall articulation, roofs, mechanical equipment screening, building materials, and security

- Storefront design and façade rehabilitation guidelines address: storefront replacement, storefront position and function, entryways, doors and windows, awnings, canopies, storefront accessories and ornamentation, rear entrance design, mechanical equipment and utilities, and selection of building materials
- Sign guidelines address: permitted sign types, general sign guidelines, wall signs, sign lettering, window signs, and awning signs

2.5 North Downtown Bellflower Land Use Economic Study

Undertaken in 2014 by the City of Bellflower Economic Development Department, the North Downtown Bellflower Land Use Economic Study evaluated the potential land use development scenarios for sites within the study area. The potential land use development scenarios assessed public uses of property, development scenarios for privately owned properties, the redevelopment constraints at the time, land use economic considerations, and the long-range vision of the future development area, as articulated through the Town Center District, Revitalization Vision Strategy, and associated zoning overlays.

Along with a presentation of the study to the City Council, Staff recommended that Council direct Staff to:

- Proceed with development of the Moon property into a parking lot and eventual transit center facility; although this property (on the south side of the tracks) was originally envisioned to become part of a future light rail station, the station will ultimately go on the north side of the tracks and this property will serve primarily as a transit center for buses
- Proceed with a public plaza at the apex of the transit center, and incorporate the Bellflower Boulevard Arch spanning Bellflower Boulevard as a public art feature; the preliminary site design for the Moon Property does not have a pedestrian plaza at the apex, largely as a result of the engineering required to accommodate buses within the facility
- Begin discussions with the former Greek Market to allow the adaptive reuse of the site into a mixed-use development; negotiations are ongoing on this property to realize this vision

This study provides valuable insights into the economic viability of various development scenarios which will influence the development standards included in the Specific Plan. As appropriate, design concepts included in the study will be
reflected in the Plan, including those ideas identified in the two Council study sessions conducted in conjunction with the study.

2.6 **Bellflower-Paramount Bike & Trail Master Plan**

The Cities of Bellflower and Paramount have recognized that bicycling is an important part of daily transportation for residents, commuters, and visitors. Together, the two Cities drafted the Bellflower-Paramount Bike & Trail Master Plan. The plan aims to increase transportation options, improve safety and public health, and foster a stronger sense of community by improving bikeways, intersections and crossings, bicycle parking, and wayfinding programs. When addressing approaches to multimodal connectivity, this Specific Plan will utilize the Bellflower-Paramount Bike & Trail Master Plan to guide policy and program recommendations.

2.7 **Gateway Cities Strategic Transportation Plan**

The Gateway Cities COG and Metro came together to establish the Gateway Cities Strategic Transportation Plan (STP) which aims to develop a unified, subregional multimodal transportation improvement strategy. The STP is intended to help the Gateway Cities understand the unique transit needs of cities located between two major employment and housing areas: Downtown Los Angeles to the north and Orange County to the south. The STP integrates transportation projects and needs at a regional level. The STP also builds upon prior regional analysis by synthesizing the outcomes of corridor studies while adding new technical work to create a cumulative, multimodal subregional plan. The STP aims to understand how changes or improvements to one or more transportation facilities impact the performance of others in the system. Finally, the STP establishes a detailed funding and financing strategy to provide a clear roadmap for Metro and the Gateway Cities COG to pursue federal and state funding for STP transportation improvements.

3.0 **Community Profile**

This section provides an analysis of key socio-economic characteristics within the Specific Plan area and compares the characteristics to the City of Bellflower, and, in some cases, the Gateway Cities region. The information provided in the community profile is based on data available from public and private data sources including the American Community Survey, Southern California Association of Governments (SCAG), and Applied Geographic Solutions, a nationally-recognized data provider used by the Gateway Cities COG to provide regionally relevant data tools. The analysis contained in this report was completed in May 2016 and reflects the most current data available from each source at the time of the analysis.
3.1 POPULATION AND HOUSEHOLD CHARACTERISTICS

According to American Community Surveys (ACS) 2014 5-year estimates, the Specific Plan area is populated by nearly 25,000 residents (approximately 32 percent of Bellflower’s total population of 78,690 residents). Although the population has remained virtually unchanged since 2010, the Gateway Cities COG projects Bellflower’s population to increase slightly to 81,561 people by 2020.

The study area has a higher residential density than the City at large, with approximately 17,000 people per square mile in comparison to 12,680 people per square mile for the City. The majority (56 percent) of the residents within the Specific Plan boundaries are Latino. That is slightly higher than the City’s Latino population of 52 percent but lower than the Gateway COG Cities’ Latino population of 66 percent.

In 2014, the median age for residents of the Specific Plan study area was 30.5 years. The median age increased by only 1 year from 2009, indicating a steady presence of working-aged millennials. As of 2014, 61 percent of the study area residents were between college years and retirement (18-64), with only 10 percent nearing retirement. The Specific Plan study area has a relatively low senior population, with only 8 percent at 65 years of age or older, compared to nearly 11 percent for the City of Bellflower and for the Gateway COG Cities.

The Specific Plan area is comprised of approximately 7,850 households, or roughly 33 percent of the 24,473 households in the City of Bellflower. The majority (70 percent) of households in the Specific Plan area consist of small families, with an average household size of 3.1.
3.2 EDUCATION, EMPLOYMENT, AND INCOME

Levels of educational attainment are relatively low in both the Specific Plan area and the City of Bellflower when compared to levels observed in the Gateway COG Cities. Only 13 percent of residents in the Specific Plan area have a bachelor’s degree or higher, compared to 17 percent for the City of Bellflower and 20 percent for the Gateway COG Cities. This is important because education levels tend to have a direct relationship with earning potential.

| PERCENT OF RESIDENTS WITH A BACHELOR’S DEGREE OR HIGHER |
|-----------------|-----------------|-----------------|
| Project Area    | City of Bellflower | Gateway Cities COG |
| 13%             | 17%              | 20%             |

The household median income in the Specific Plan area is $40,952, compared to $49,360 for the City of Bellflower. There are over 5,000 health care and social services jobs within the City of Bellflower which produce approximately $8.5 million in revenue. However, with only 16,555 total jobs in the City and approximately 25,000 homes, the City only provides 0.66 jobs for every household. This indicates that a large number of Bellflower residents are leaving the City to access employment. As a result, about 90 percent of Bellflower residents use an automobile to commute to employment centers and nearly half (46.9%) commute for 30 minutes or longer.
4.0 Urban Design

Urban design plays a critical role in the creation of distinctive places and in establishing a unique identity for a community. This section analyzes the aesthetic character and quality of the urban form in the Specific Plan area and its relationship to factors such as community vitality, stability, and function. After a brief overview of the macro-scale elements which influence design, this section describes the block, streetscape, and development character of subareas in the project.

4.1 Design Elements

Factors that contribute to the area’s urban form and design character occur at different scales. The macro-scale elements—topography, street and block pattern, railroad ROW—are the framework for the human-scale elements that give texture and identity to the community. Micro-scale elements—street furniture, lighting, materials, and aesthetics—focus on finer details and the appearance of buildings and objects. These design elements contribute to human comfort, safety, and enjoyment of a given space.

Railroad Right-of-Way (ROW)

The PE ROW/WSAB Corridor is a railroad ROW that extends for approximately 20 miles between the cities of Paramount and Santa Ana. The railway corridor cuts diagonally through the Specific Plan area, from the northwest to the southeast. The majority of the corridor has been abandoned; however, a multiuse trail exists within portions of the ROW, including the portion within the City of Bellflower. It is the City’s intent to maintain and further activate the multiuse trail when the future transit system is implemented.
**Topography**

The planning area has very little topographic variation with an average elevation of 78 feet above sea level. The relative flatness provides no physical boundaries indicating the neighborhood’s edge; rather, the neighborhood continues in all visible directions.

**Street and Block Pattern**

Streets and blocks are long-lasting design characteristics of a community. While buildings and land uses often change, the platting pattern of a community may remain unchanged over the centuries. Blocks and streets can be thought of as the “bones” of a community. As bones determine a person’s height, stature, and looks, block and street patterns directly affect a community’s form and the importance of key sites within it.

The study area has an interconnected street system made up of a series of small and medium-sized streets and arterials arranged in a grid or modified grid pattern. In this pattern, virtually all streets connect to other streets. This provides small blocks throughout the Specific Plan area, ensuring many possible routes of travel for drivers.
4.2 Urban Form Analysis

In order to establish a basis for understanding the human-scale urban form of the planning area, the findings of the urban form analysis are described in terms of residential and nonresidential uses north and south of the rail ROW; these four areas (residential north, nonresidential north, residential south, and nonresidential south) are identified as “subareas”. Each subarea has been assessed according to its block character, streetscape character, and development character. Block characteristics are formed by the street systems that create the skeleton or framework onto which the urban fabric is established. Block characteristics considered in the analysis include:

- block size
- block dimensions
- parcel size
- intersections
- through streets
- neighborhood access points

Streetscape analysis focused on the relationship between the vehicular and pedestrian zones, with an emphasis on factors that would affect the quality of the pedestrian experience. Streetscape characteristics considered in the analysis include:

- street width
- number of travel lanes
- number of curb cuts
- sidewalk widths
- number of street trees
- type of parking

Development characteristics determine how people interact with the built environment surrounding them. The size, scale, location, and density of structures all serve to create a sense of place that influence how people commune and utilize a given space. Development characteristics considered in the analysis include:

- front-yard setbacks
- side-building setbacks
- building heights
- building orientation
- percentage of frontage
- location of on-site parking
RESIDENTIAL NORTH SUBAREA

The Residential North Subarea encompasses all residential properties north of the PE ROW. The residential properties in this subarea are primarily zoned as Multiple Residential (R-3) with a limited amount of Low Density Residential (R-1) zoning along the northern boundary of the planning area. This subarea includes a variety of multifamily housing types, two mobile home communities, and a senior citizen housing development.

Block Character. The average block is rectangular in shape, with some triangular lots abutting the PE ROW. The average block width is approximately 700 feet and varies in length, depending on where it is intersected by the PE ROW. The shortest block (Ryon Avenue) is 290 feet long, and the longest (Woodruff Avenue) is 2,640 feet long. The long blocks in this subarea are not intersected by local streets, and pedestrians and vehicles have fewer routes of travel. Parcels in this subarea are inconsistent in shape and size but tend to be narrow and deep, consisting of large multifamily structures or multiple smaller detached multifamily units. There are no alleys in this subarea and lots are typically developed up to the rear property line with no apparent consistent rear setback.
**Streetscape Character.** Streets in this subarea are approximately 40 feet wide, with one travel lane in each direction. Streets feel constrained where curbside parking is permitted on both sides of the street. In addition to parked cars, many large solid waste receptacles line the streets on scheduled pick-up days. Regularly spaced curb cuts for driveways range from 8-29 per block, depending on the length. Sidewalks, where present, are approximately five feet wide and in some cases, separated from the curb by a five-foot planting strip. Sidewalks are not always provided and often end abruptly, impeding safe and accessible pedestrian movement. A limited number of street trees are scattered inconsistently, with the majority of landscaping and natural shade located on private property. Cobra-head street lights and overhead power lines are also grounded in the street ROW, spaced 50 feet apart on average.

**Development Character.** The single family homes in the study area are typical of post-war housing in Southern California; single-story, stucco-covered minimalist, traditional, or ranch style homes with gable-styled pitched roofs. Multifamily homes range in style but are generally 1-3 story stucco buildings, setback 12 to 20 feet from the ROW and are accessed by long driveways. Larger multifamily buildings often have tucked under parking and gated entry.

The development character shifted as post-war population surges increased the demand for housing, and the narrow and deep lots were reconfigured to accommodate apartment buildings and clusters of small detached units. Multifamily buildings tend to side onto the street, rather than front onto the street due to the typical parcel configuration. Single family properties are primarily concentrated north of Alondra Boulevard, and have larger yards and accessory units or garages in the rear of the lot.

Several unique communities are located along the PE ROW including three mobile home communities and a large 3-story senior housing development with full podium parking and private open space.
NON-RESIDENTIAL NORTH SUBAREA

The Non-Residential North Subarea encompasses all non-residential properties north of the PE ROW, generally along Bellflower Boulevard and Alondra Boulevard. The non-residential properties in this subarea are primarily zoned as General Commercial (C-G) with a limited amount of Light Industrial (M-1) along the PE ROW.

**Block Character.** The blocks along the commercial corridors are consistent with most blocks north of the PE ROW. Blocks are typically rectangular in shape, with some triangular lots abutting the PE ROW. Blocks range in width from 630 feet to 950 feet and vary in length, depending on where they are intersected by the PE ROW.

**Streetscape Character.** Bellflower Boulevard and Alondra Boulevard are approximately 65 feet and 77 feet wide, respectively. Both corridors have two lanes of travel in each direction with a center turning lane and an average of 7-10 curb cuts per block. On-street parking is permitted in designated areas on both Alondra and Bellflower Boulevard. Traffic signals and pedestrian crosswalks are present in high traffic areas, and traffic calming measures along Bellflower Boulevard include a pedestrian scramble, updated crosswalks equipped with state of the art signals, access ramps, and audible safety instructions. Both sides of Alondra Boulevard feature a 12-foot sidewalk. Street trees are small and sporadic, some with missing tree crates, creating potential safety risks for pedestrians. Sidewalks along Bellflower Boulevard vary from 7 to 15 feet wide with no landscaped buffer. Street furniture is limited and there are no bus shelters installed at bus stop locations. Cobra-head street lights are grounded in the street ROW, spaced 50 feet apart on average.

**Development Character.** Properties along the commercial corridors of this subarea range from small storefront businesses, built with minimal setback from the sidewalk and on-street parking, to larger retailers that are setback from the ROW, buffered by private parking lots. The commercial properties are generally one-story stucco strip centers and standalone retail shops that lack a consistent design aesthetic.
**Residential South Subarea**

The Residential South Subarea encompasses all residential properties south of the PE ROW. The majority of the residential properties in this subarea are zoned as Medium Density Residential (R-2) and Multiple Residential (R-3) with a limited amount of Low Density Residential (R-1) zoning just south of Flower Street.

**Block Character.** The average block is rectangular in shape, with some irregularly shaped lots adjacent to the PE ROW. Blocks in this subarea are wide and short in most areas, averaging 2,400 feet wide and only 550 feet deep. The wide blocks in this subarea are not intersected by local streets or alleyways but are contained by well-traveled collectors, providing easy access to arterial streets and freeways. Parcels in this subarea are similar in shape to those in the Residential North Subarea but are notably smaller and contain smaller structures. There are no alleys in this subarea, and lots are typically developed up to the rear property line with no significant rear setback.

**Streetscape Character.** The streetscape character in this subarea shares many commonalities with the Residential North Subarea. Streets range from 30 to 40 feet wide, with one travel lane in each direction. Similar to the Residential North Subarea, streets can feel tight where curbside parking is permitted, especially when it is allowed on both sides of the street. In addition to parked cars, many large solid waste receptacles line the streets on scheduled pick-up days. Regularly spaced curb cuts for driveways range from 8-29 per block, depending on the length. Sidewalks, where present, are approximately five feet wide, and in some cases separated from the curb by a five-foot planting strip. Sidewalks are not present throughout the entire subarea and often end abruptly, impeding safe and accessible pedestrian movement. Minimal street trees are scattered inconsistently throughout the subarea ROWs, with the majority of landscaping and natural shade located on private property. Cobra-head street lights and overhead power lines are also grounded in the street ROW, spaced 50 feet apart on average.
Development Character. As exemplified in the neighborhood at large, the single family homes here are typical of post-war housing in Southern California; single-story, stucco-covered minimalist, traditional, or ranch style homes with gable-styled pitched roofs. Multifamily homes range in style but are generally 1 to 3 story stucco buildings, setback 3 to 20 feet from the ROW, and accessed by long driveways. The Residential South Subarea has fewer large multifamily properties than the North Subarea, creating a stronger feeling of a single family community, even where multifamily properties are present. The majority of lots have either a detached garage or accessory structure, although it is not always apparent how those structures are utilized. In addition to the older single family residential communities, the recent development of a modern townhouse community provides attached 3-story townhomes with ground-floor garages and private outdoor space, with easy access to the Town Center and direct access to the PE ROW multipurpose trails and forthcoming transit station.
NON-RESIDENTIAL SOUTH SUBAREA

The Non-Residential South Subarea encompasses all non-residential properties south of the PE ROW. The majority of development is located in the Bellflower Village Overlay Zone, along Bellflower Boulevard. Additional non-residential properties are located along Flower Street. This subarea contains the Bellflower Civic Center facilities, as well as three public parks and recreation facilities. Properties along the Bellflower Boulevard corridor are zoned as Town Center District (T-C), and General Commercial (C-G) along Flower Street. Civic Center uses are zoned as Public (P), and parks and recreation facilities are zoned as Open Space (O-S).

Block Character. The average block is rectangular in shape, with some irregularly shaped lots adjacent to the PE ROW. Blocks in this subarea are wide and short in most areas, averaging approximately 1200 feet wide and 360 feet to 660 feet deep. The wide blocks in this subarea are not intersected by local streets or alleyways but are contained by well-traveled collectors, providing easy access to arterial streets and freeways. The majority of blocks along Bellflower Boulevard include off-street parking in the rear of commercial properties.

Streetscape Character. Bellflower Boulevard is approximately 65 feet wide, with two travel lanes in each direction and intermittent on-street parking. Sidewalks along Bellflower Boulevard range from 7 to 15 feet wide and are designed with tree crates, planters, and street furniture. Palms and other young street trees are placed irregularly along Bellflower Boulevard, providing limited shade for pedestrians. Storefront awnings vary in design, style, and size, and also provide limited shade for pedestrians. Classic urban style street lights and garden style lamp posts accentuate the area’s historic charm while providing a well-lit, welcoming area for pedestrians and vehicles alike.
Flower Street is similar to Bellflower Boulevard in size but differs in overall character. Flower Street is approximately 58 feet wide, with two travel lanes in each direction, intermittent on-street parking, and 10-12 foot wide sidewalks. Landscaping is limited to scattered palm trees and small portions of grassy landscape plantings, buffering the sidewalk from the street. There is virtually no shade for pedestrians and little to no presence of street furniture. Cobra-head street lights and overhead power lines are grounded in the street ROW, spaced 50 feet apart on average.

**Development Character.** Commercial properties along Bellflower Boulevard vary in style and age but are primarily one-story retail shops with stucco facades, occasionally accented with brick or stone trim. Much of the storefront signage and facades along Bellflower Boulevard match the historic design aesthetic of the 1950s. Newer properties and businesses have modern facades and signage, creating an interruption in design character. Whereas the Bellflower Boulevard corridor has a pedestrian-oriented atmosphere, the Flower Street corridor has clusters of small one-story retail strip centers and detached commercial properties, interspersed among residential properties. Storefront facades and signage are less elaborate than the Bellflower corridor’s and lack an overall sense of curb appeal.
5.0 MOBILITY

5.1 MULTIMODAL ACCESS AND CIRCULATION

When evaluating the use of public transit as a means of regular transportation, individuals often consider factors such as accessibility, comfort, safety, efficiency, and more. Much of the roadway network in the City of Bellflower is currently designed to prioritize cars over other modes of transportation. This is demonstrated by the abundance of free public parking located within the Town Center. The City of Bellflower seeks to increase multimodal activity by transforming the streetscape design from an auto-centric design towards a more sustainable and low-carbon approach that seeks to balance the needs of all roadway users of all ages and abilities. To achieve this balance between various modes of transportation, the City of Bellflower must coordinate closely with Metro in order to develop a transit station that is designed to accommodate access by pedestrians, bicycles, automobiles, and local and regional buses.

5.2 STREET NETWORK

This section summarizes the existing conditions of the street network within the planning area. It includes City of Bellflower General Plan roadway classifications and descriptions of physical features, primary usage, parking, and transit services for the street network within the planning area.

ALONDRA BOULEVARD

Alondra Boulevard is classified as a Major Arterial roadway that provides a high degree of mobility and access to the surrounding community. Alondra Boulevard provides connectivity from the Specific Plan study area to I-605 to the east and I-710 to the west. This is a heavily traveled roadway with two lanes of travel in each direction, one turning lane, on-street parking, and no bicycle lanes. Within the Specific Plan area, there are seven traffic lights, complete with crosswalks to promote pedestrian safety. Alondra Boulevard also serves as a relatively busy corridor for public transportation and provides bus stops for four different bus routes within the Specific Plan area.
**Bellflower Boulevard**

Bellflower Boulevard is classified as a *Secondary Arterial* roadway and serves to distribute traffic to smaller geographic areas, connect drivers to higher volume arterials such as Alondra Boulevard, and accommodate trips of moderate length. Bellflower Boulevard is the primary access route for drivers wishing to visit Downtown Bellflower as well as those drivers needing connections to Alondra Boulevard to the north and SR-91 to the south. Bellflower Boulevard is well-traveled and has two lanes of travel in both directions, on-street parking, and no turning lanes or bicycle lanes. Within the Specific Plan area, Bellflower Boulevard has six traffic signals, one pedestrian-dedicated lighted crossing, and one scramble intersection, meaning that all traffic signals turn red at the same time and pedestrians can move freely through the intersection (including diagonally) during the crossing period. Two bus routes travel along Bellflower Boulevard (see the Transit Network section for more information).

**Flower Street**

Flower Street is also classified as a *Secondary Arterial* roadway and serves to funnel traffic from local roads to the arterial network, particularly on the south side of the planning area. Flower Street intersects with Bellflower Boulevard, Woodruff Avenue, and Clark Avenue, and provides connections to the surrounding freeways and interstates. Although not as heavily traveled as Bellflower Boulevard and Alondra Boulevard, Flower Street has two travel lanes in both directions, on-street parking, and serves only one bus route.

**Clark Avenue and Woodruff Avenue**

Clark Avenue and Woodruff Avenue serve as the western and eastern planning area boundaries, and are both classified as *Secondary Arterials*. Similar to Bellflower Boulevard, both Clark Avenue and Woodruff Avenue connect drivers to major collectors and other principal arterials to the north and south of the planning area. Both corridors provide two travel lanes in both directions and on-street parking. Woodruff Avenue and Clark Avenue each provide access to one bus route, although Clark Avenue does not have any designated transit stops.
5.3 **Transit Network**

The Specific Plan area has access to a limited network of public transportation options. Seven bus routes, operated by Metro, the City of Bellflower, and the Cities of Long Beach and Norwalk traverse through the Specific Plan area. The closest existing rail stations (located on the Metro Green Line) are the Lakewood Boulevard and Norwalk stations, 3 and 4 miles, respectively, north of the center of the Specific Plan area. There are no direct bus routes connecting residents of the Specific Plan area to the existing Green Line stations. Although a little farther away, the Metro Blue Line is approximately eight miles west of the center of the Specific Plan area, and the Metro 127 bus line provides connections to the Compton Station and greater Metro rail system.
5.4 Pedestrian Network

Pedestrian networks include sidewalks, multi-purpose trails, crosswalks, ramps, and entryways, and provide linkages between residential developments, commercial developments, employment centers, schools, parks, and recreation facilities. Pedestrian networks should be well designed to maintain safety, convenience, and overall appeal.

The area immediately surrounding the proposed station location has a Walk Score of 79, reflecting a very walkable area where most errands can be accomplished on foot. Walk Scores are determined by awarding points based on the distance from a particular origin to amenities in a variety of categories. Areas with amenities within a 5-minute walk are given maximum points. Population density and road metrics such as block length and intersection density are analyzed when determining Walk Scores. The Residential South Subarea is also considered to be very walkable with a Walk Score of 73. The Residential North Subarea is considered to be somewhat walkable with a Walk Score of 61. In particular, this subarea does not provide easy pedestrian access to shopping areas, parks, or cultural and entertainment destinations.

Many of the sidewalks along the residential corridors within the Specific Plan area are incomplete, causing pedestrians to utilize roadways when sidewalks abruptly disconnect. Additional barriers are present along the Bellflower Pedestrian and Bicycle Trail where private residential fencing prevents residents of a large mobile home community and senior citizen housing development from easily accessing the multi-purpose trail.
5.6 **BICYCLE NETWORK**

Alternative modes of transportation such as transit and bicycling are complementary modes, and must often interact with one another on urban and suburban streets. The coexistence between transit and bikes on roadways, however, can present significant challenges due to differences in size, average speed, and stopping patterns. This section describes the existing conditions of the bicycle network within the Specific Plan area in relation to the Bellflower-Paramount Bike & Trail Master Plan, and highlights proposed and planned projects that may impact the existing bicycle network within the Specific Plan area.

Approximately 1.2 miles of the Bellflower Pedestrian and Bicycle Trail (Class I bikeway) are located within the Specific Plan study area. Although bicycle parking may exist throughout the Specific Plan study area, there is no inventory of existing bicycle parking facilities. The Bellflower-Paramount Bike & Trail Master Plan outlines recommended policies for bicycle parking including, rack design, required quantities, and proposed locations.