West Artesia Boulevard Commercial Highway Planning Area

Specific Plan Amendment No. 2

Lead Agency:

CITY OF BELLFLOWER
16600 Civic Center Drive
Bellflower, California 90706

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I. INTRODUCTION AND PURPOSE OF SPECIFIC PLAN AMENDMENT NO. 2

A. PURPOSE AND INTENT OF SPECIFIC PLAN AMENDMENT NO. 2

The purpose of the West Artesia Boulevard Commercial Highway Planning Area Specific Plan (“WASP”/“Specific Plan”) and the amendments is to provide a land use mechanism to guide the redevelopment of commercial uses and related public improvements within the Specific Plan area.

The development standards and design guidelines in this Specific Plan Amendment No. 2 (“SPA No. 2”) document supersede those development standards contained in the previous 2006 Specific Plan and 2011 Specific Plan Amendment No. 1 documents and the City’s Zoning Code as related to this Specific Plan area. Unless stated otherwise, if this SPA No. 2 document is silent with regards to certain development standards and/or design guidelines, those standards and guidelines contained in Title 17 of the Bellflower Municipal Code (“BMC”) apply.

This SPA No. 2 document will guide future redevelopment by accomplishing the following:

- Encourage the planned development of parcels and to permit comprehensive site planning and building designs.
- Provide a more flexible regulatory procedure by which the objectives of the City’s General Plan and Zoning Code can be realized.
- Encourage creative approaches to the use of land through variation in siting of buildings and the appropriate mixing of commercial land uses and activities.
- Enhance the appearance of the community through creative design of buildings, structures, and facilities.
- Reduce, when appropriate, the amount of public and private improvements normally required by other similar commercial developments.
- Eliminate and prevent the spread of blight.
- Revitalize, redevelop, and upgrade those parcels within the Specific Plan area.
- Strengthen the City’s economic base.
- Realize the Specific Plan area’s full economic potential due to its proximity.

B. CONTENT, CHAPTERS, AND COMPONENTS OF SPECIFIC PLAN

This SPA No. 2 document is prepared in accordance with the authority granted to the City of Bellflower pursuant to 7 Cal. Code Regs. §§ 65450-65457. The Government Code authorizes cities to adopt specific plans either by resolution as policy or by ordinance as regulation. A Planning Commission hearing and City Council hearing are required. Specific Plans and major amendments must be adopted by the City Council to be in effect.
This SPA No. 2 document is a policy and a regulatory document that establishes policies, development standards, and design guidelines to regulate and guide future redesign and redevelopment of the Specific Plan area. It establishes the type, location, intensity, character, and infrastructure for redevelopment to take place. This SPA No. 2 document allows the City to consider redevelopment plans for the entire plan area, rather than judge each commercial project and element separately, and also shapes future development by responding to the physical constraints of the site and coordinating future commercial development, parking design, and circulation and public facility improvements. Future development or site plans proposed for the plan area must be consistent with this SPA No. 2 document.

This SPA No. 2 document is comprised of the following chapters and addresses the following components:

Chapter I. Introduction and Purpose of Specific Plan Amendment No. 2. This chapter describes the purpose of the Specific Plan; content, chapters, and components of the SPA No. 2 document; and the SPA No. 2's relationship to other City plans and documents.

Chapter II. Description of Specific Plan Amendment No. 2 Area. This chapter describes the SPA No. 2 area, including existing conditions, and underlying General Plan and Zoning designations.

Chapter III. Specific Plan Amendment No. 2 Description. This chapter describes SPA No. 2 document, including development concepts, previous environmental reviews, and intended land uses; conceptual site plans; and required conceptual utilities and services.

Chapter IV. Allowable Uses. This chapter describes those uses permitted within the SPA No. 2 area.

Chapter V. Development Standards. This chapter provides development standards to regulate future development and design within the SPA No. 2 area.

Chapter VI. Design Guidelines. This chapter provides guidelines and direction on how future development should be designed, including architectural theme; building elevations and facades; 360-degree architecture; site planning and building orientation; quality materials and colors; landscaping theme; wall and fences; signage theme; parking lot layout; vehicular access and circulation; integration of pedestrian level elements, etc.

Chapter VII. Administration and Implementation. This chapter explains how future development within the SPA No. 2 area will be reviewed and approved.

C. RELATIONSHIP TO OTHER CITY PLANS AND DOCUMENTS

The Bellflower Redevelopment Agency in 1991 approved the Bellflower Redevelopment Project No. 1 Plan, which considered methods to eliminate and prevent the spread of blight; and to revitalize, redevelop, and upgrade those parcels and properties within the redevelopment area; thereby, strengthening the City's economic base. The overall redevelopment area is comprised of 597 acres and consists of 857 individual parcels of primarily commercial and industrial properties along Lakewood Boulevard, Artesia Boulevard, and Bellflower Boulevard. The overall redevelopment area also includes the Los Angeles County Metropolitan Transportation Authority ("LACMTA") right-of-way, which runs east to west; Carruthers Park in the central-western portion of the City; and the Los Angeles County Flood Control Channel which runs north to south along the eastern boundary of the City. The Specific Plan area is located within the southwestern portion of the Bellflower Redevelopment Project No. 1 area and accordingly, the WASP facilitates and implements the objectives of the redevelopment plan.
To further facilitate implementation of the Redevelopment Plan, the City, in June 2004, then approved the Artesia Boulevard Corridor Land Use Study which provided a comprehensive assessment of existing land use characteristics and development patterns along the Artesia Boulevard commercial corridor. The Specific Plan area is located within portions of the Artesia Boulevard commercial corridor. The land use study concluded that the Artesia Boulevard corridor, including the Specific Plan area, is an important commercial arterial and has significant economic importance to the City of Bellflower.

The City, in December 2005, then approved the Design for Development (“DFD”) Concept for the WASP area which was a planning tool that allowed the Bellflower Redevelopment Agency to more fully evaluate development and economic development opportunities within the project area. The DFD document contained various development and design controls necessary to regulate and control proper development of both private and public areas within the Bellflower Redevelopment Project Area, including the project site. The DFD document encouraged regional-scale commercial retail development in and at the DFD area, while still assuring that the controls necessary to mitigate environmental impacts of development were established to protect the general public interest and welfare as well as ensuring long-term viability of the City and region.

In 2006, the City approved the WASP, which was viewed as a means of implementing objectives and directives of the Bellflower Redevelopment Project No. 1 Plan, the Artesia Boulevard Corridor Land Use Study, and the DFD Concept. The City determined that the Specific Plan area possessed significant opportunity for economic commercial redevelopment, given its proximity to the Artesia Freeway (“SR-91”), between Downey Avenue and Lakewood Avenue. Both these streets are major north/south arterials, with full freeway on- and off-ramp access. Artesia Boulevard, which forms the southern boundaries of the Specific Plan area, is also a major regional highway arterial. In addition, the higher grade of the SR-91 allows for greater visibility of future commercial developments within the Specific Plan area. Then in 2011, the City amended the Specific Plan to update descriptions of existing infrastructure; describe development constraints and opportunities; modify the list of allowable uses; and add new development standards relating to reduction of air emissions. That 2011 amendment is Specific Plan Amendment No. 1 (“SPA No. 1”). SPA No. 2 is now being proposed to: 1) allow hotel uses; include conceptual site and design plans for future hotel development; 2) provide new development and operational standards, and guidelines for hotel uses; 3) adjust the boundaries of the WASP by excluding properties with electrical transmission lines; and 4) improve and simplify the readability of the SPA No. 2 document. This SPA No. 2 replaces the entire 2006 Specific Plan and 2011 SPA No. 1 documents. The overall goals and objectives of the 2006 Specific Plan document will continue to be realized with this SPA No. 2 document.
II. DESCRIPTION OF SPECIFIC PLAN AMENDMENT NO. 2 AREA

A. LOCATION OF SPECIFIC PLAN AMENDMENT NO. 2 AREA

The 20-acre Specific Plan area is located near the southern boundaries of the City of Bellflower and is defined by the Artesia Freeway ("SR-91") along the north, Lakewood Boulevard to the east, Artesia Boulevard along the south, and Downey Avenue to the west. The existing Van's Mobilehome Park and a Los Angeles Department of Water and Power ("LADWP") property are located near the center of the Specific Plan area, and a Southern California Edison Company property is located on the east side of the Specific Plan area – near Lakewood Boulevard; those properties are not included within the Specific Plan area, as illustrated in Figure 2.

Refer to Figure 1, Regional Location Map, which presents the regional vicinity and location of the Specific Plan area. Figure 2, Project Vicinity Map presents an aerial photograph of the Specific Plan area.

B. EXISTING STRUCTURES, BUILDINGS AND USES WITHIN SPECIFIC PLAN AMENDMENT NO. 2 AREA

Existing commercial buildings and structures are located within the Specific Plan area. Figure 2 presents an aerial photograph of the Specific Plan area.
C. GENERAL PLAN AND ZONING DESIGNATIONS

The SPA No. 2 area is presently designated C ("Commercial"), I ("Industrial"), and OS ("Open Space") by the City’s General Plan. The Commercial area is intended for general commercial, retail, hotels, and entertainment uses. The Open Space area is intended for public health and safety, special management, outdoor recreation, and wireless communication facilities. A General Plan Amendment to re-designate the Industrial land use to Commercial will be required. The SPA No. 2 area is zoned West Artesia Boulevard Commercial Highway Planning Area Specific Plan ("WASP") by Ordinance No. 1139. The OS General Plan land use designations within the SPA No. 2 area are currently utilized as electrical transmission lines. These OS Districts will be considered, Not-A-Part ("NAP") for the SPA No. 2 document.

Properties to the east are also zoned General Commercial ("C-G") with a General Plan land use designation of Commercial. The Artesia Freeway ("SR-91") to the north is zoned Open Space ("OS"). Properties to the south are zoned C-G with the General Plan land use designation of Commercial. Residential uses are also located along Artesia Boulevard. The Cities of Long Beach and Paramount are located to the west; existing uses include commercial development.
III. SPECIFIC PLAN AMENDMENT NO. 2 DESCRIPTION

A. CONCEPTUAL LAND USE PLAN

The City’s General Plan intends for general commercial uses and development for the SPA No. 2 area. For purposes of this SPA No. 2 document, the land use designation for the entire plan area will continue to be Commercial. Accordingly, the intent of this SPA No. 2 document is to continue achieving the City’s ultimate vision for the Specific Plan area by allowing general commercial development. This SPA No. 2 document, however, provides additional development and design standards and guidelines which ensure that future general commercial projects are creatively site planned; and are provided with high quality architectural treatments and features, and site amenities and infrastructure. In accordance with the City’s development vision, this SPA No. 2 document will facilitate future development of the Specific Plan area with more cohesive and higher quality commercial projects. This SPA No. 2 document will therefore, establish the Specific Plan area as a landmark commercial destination and location for the City and will improve the overall economic vitality of the plan area, surrounding areas, and the entire City.

This SPA No. 2 document supersedes those development and design standards contained in the City’s Zoning Code, 2006 Specific Plan, and 2011 SPA No. 1, and provides the zoning for the plan area. It should be noted that unless stated otherwise, those standards, guidelines, and provisions that are silent in this document will revert to the Bellflower Municipal Code (“BMC”).

*Figure 3,* Land Use Plan shows that the entire Specific Plan area will be designated General Commercial. A maximum of 306,720 square feet of general commercial uses will be allowed within the Specific Plan area. Of this total, approximately 87,746 square feet will be constructed as two hotels. *Figure 4,* Location Map presents the locations of the two hotels.

B. ADDENDUM TO 2006 ENVIRONMENTAL IMPACT REPORT

In 2006, when the WASP was approved, a Conceptual Development Plan depicted four future development pad areas in the Specific Plan area, which totaled 306,720 square feet. Though no actual development was proposed or reviewed by the City, the 2006 Specific Plan anticipated that two “big-box” commercial/retail businesses and two other restaurants could operate within the Specific Plan area. An Environmental Impact Report, entitled “West Artesia Boulevard Commercial Highway Planning Area Specific Plan (SCH No. 2006041028)” was prepared by EIP Associates for the 2006 WASP.

In 2011, the City approved SPA No. 1 as a Zoning Ordinance Text Amendment to revise certain development and design standards to address reduction of greenhouse gas emissions, and provide additional infrastructure improvements. SPA No. 1 did not revise or amend the Conceptual Site Plan or the development intensities that were previously approved with the 2006 Specific Plan. The 2011 Specific Plan continued to allow for a maximum of 306,720 square feet of general commercial uses within the Specific Plan area.
Figure 4
Hotel Location Map
This SPA No. 2 document will continue to allow for a maximum 306,720 square feet of general commercial uses, including hotels.

1. **Extended-Stay Hotel**

   The conceptual plan for the proposed four-story, extended-stay hotel would consist of approximately 48,413 gross square feet with 122 guest rooms on a 1.89 acre vacant site. The proposed maximum height would be up to 46 feet and 10 inches, measured from finished grade to the highest point of the structure. Primary access to the hotel would be via Artesia Boulevard. A secondary access to the hotel would be provided via Palm Street. The proposed parking would include 134 parking spaces, which includes 3 trailer parking spaces, 5 handicap accessible parking spaces, and 2 loading spaces within a surface parking lot. The first level would include a registration area with adjacent lobby, a staff training room, a fitness room, a guest laundry facility, a staff laundry facility, and 26 guest rooms. Levels two through four would include 32 guest rooms on each level. *Figure 5*, North and South Elevations and *Figure 6*, West and East Elevations provide conceptual elevations and renderings for the proposed extended-stay hotel.

2. **Traditional Hotel**

   The conceptual plan for the proposed three-story traditional hotel would consist of approximately 39,333 gross square feet with 69 guest rooms on a 1.32 acre vacant site. The proposed maximum height would be up to 45 feet and 3 inches, measured from finished grade to the highest point of the structure. Primary access to the hotel would be via Palm Street. A secondary access to the hotel would be provided via Artesia Boulevard – through the proposed extended-stay hotel. The proposed parking would include 54 parking spaces which include 3 handicap accessible spaces, 2 motorcycle spaces, and 1 loading space within a surface parking lot. The first level would include the hotel lobby, reception area, a lounge, a breakfast serving area with adjacent breakfast seating area, a food preparation area, a meeting room, a guest laundry facility, fitness room and an indoor pool. The first level also includes the hotel office, employee break room, employee work room, and a staff laundry facility. A total of 11 guest rooms would be located within the first floor. Levels 2 and 3 would include 29 guest rooms on each level. *Figure 7*, Front Elevations and *Figure 8*, Rear and Side Elevations provide conceptual elevations and renderings for the proposed traditional hotel.
Figure 5
Extended-Stay North and South Elevations
Figure 6
Extended-Stay West and East Elevations
Traditional Hotel East Elevations
Figure 8

Traditional Hotel - North, South, and West Elevations
3. **Access and Circulation Improvements**

Access to the Specific Plan area will be provided via Lakewood and Artesia Boulevards, and Downey Avenue. Lakewood Boulevard is a north-south, six-lane divided arterial roadway that provides direct access to and from the east and west bound Artesia Freeway (“SR-91”) ramps. Artesia Boulevard is an east-west, four-lane roadway with a raised center island median. Downey Avenue is a north-south roadway, four-lane roadway. There are several existing driveways along these roadways to accommodate existing businesses and land uses within the Specific Plan area. Artesia Boulevard has ten driveways, Downey Avenue has three driveways, and Lakewood Boulevard has three driveways. Passage Avenue spans in the north-south direction and extends from Artesia Boulevard. Palm Street then connects with Passage Avenue in the east-west direction. Passage Street has a 60-foot right-of-way (36-foot curb to curb), with parking and sidewalks on both sides. Palm Street is a cul-de-sac and has a 45-foot right-of-way (32-foot curb to curb), with parking and sidewalks on both sides.

4. **Landscaping**

One of the primary contributors to unifying the aesthetic and visual quality of the Specific Plan area is a landscaping palette and plan that applies to the entire plan area. No single feature of site design and development is as cost-effective as landscaping in creating a positive image and sustaining that image even as the building and redevelopment of structures proceed in phases over time. Consistent and cohesive landscaping creates a visual framework within which development can evolve and mature. The landscaping concept for this Specific Plan is to focus particularly on entry points, main access drives, perimeter frontages, parking lot planters, and landscaping around future commercial buildings. Figure 9, Extended-Stay Hotel Landscape Plan and Figure 10, Traditional Hotel Landscape Plan provide conceptual landscape plans for the two hotels.

5. **Architectural Treatment and Features**

Consistency in architectural style and thematic details will enhance the overall image of the Specific Plan area. It is desirable to achieve a consistent “look” throughout the Specific Plan area by establishing design and architectural standards and guidelines for future development within the Specific Plan. The Specific Plan area is intended to be a major commercial destination and location for the City. Accordingly, the architectural and design theme and style for the overall Specific Plan, the individual commercial buildings that will comprise the Specific Plan, and common amenities and improvements must be contemporary and distinctive. The intent is to have commercial development that is representative of the City of Bellflower and is different from any other commercial development found along the SR-91.

6. **Signs**

It is essential for commercial uses and businesses within the Specific Plan area to be clearly identified for the public. At the same time, it is equally important to install signage that contributes to the positive image of the Specific Plan and the City. Signs should be readable from the SR-91, Artesia Boulevard, Lakewood Boulevard, and Downey Avenue and must convey the following impressions: the identity of the business or commercial
development, a sense of quality, and a consistency throughout the plan area that ties in with the architectural theme for the Specific Plan.

7. **Infrastructure Improvements and Public Services**

- **Water Improvements**

Water for the Specific Plan area is supplied by the Bellflower Somerset Mutual Water Company (“BSMWC”). BSMWC’s supplies are derived from two sources, including groundwater from local wells, and surface water from the Metropolitan Water District of Southern California (“MWDSC”). The MWDSC’s water is attained from the Colorado River and the State Water Project in Northern California. The BSMWC distribution system consists of one pressure zone, which ranges from 52 to 72-pounds-per-square inch (“psi”). The BSWMC has a total water production of 4,940,312 gallons-per-day or 1,803,213,814 gallons-per-year. According to the BSMWC Urban Water Management Plan, water supplies would be sufficient to meet all present and future water supply requirements for at least the next 20 years.

The Specific Plan area is currently urbanized and developed with commercial retail uses, automobile and truck sales and services, manufacturing uses, storage land uses, surface parking areas, motels, and residential units. The existing infrastructure surrounding the Specific Plan area includes a 6-inch diameter water main that runs north and south through the Specific Plan area along Passage Avenue. In addition, a 14-inch diameter water line is located along Artesia Boulevard. The Los Angeles County Fire Department (“LACFD”) requires a fire flow in the range of 4,000 gallons-per-minute (“gpm”). In past years, a fire flow of 5,000 gpm was available at a minimum residual pressure of 20 psi for a minimum duration of four hours. The LACFD has stated that the existing 14-inch water line is adequate for fire flows.

City staff will review all proposed and future development within the Specific Plan area on a proposal-by-proposal basis to ensure sufficient water can be provided. All development proposed in the Specific Plan will require new water connections to the existing water conveyance system. All connections and water-related infrastructure improvements would be provided in consultation with the BSMWC. Further, all water line improvements and connections would be provided to ensure that the minimum fire flow requirements would be provided to serve all development within the Specific Plan area. These water connections would be designed pursuant to the water system design standards and specifications as required by the Fire Code; fire flow requirements would also govern the pipe size and water pressure requirements for extended/expanded domestic water service in the Specific Plan area.
Extended-Stay Landscape Plan
• Sewer Improvements

The Specific Plan area is located within the County Sanitation Districts of Los Angeles County District 2. Wastewater flow from the Specific Plan area discharges to local sewer lines, which are owned and operated by the City, for conveyance to the County Sanitation District sewer lines. Wastewater flow from the Specific Plan area flows to the County’s Downey-Bellflower Trunk Sewer, located in Ramona Street, from Lakewood Boulevard to Downey Avenue. Wastewater generation within the Specific Plan area is treated at the Joint Water Pollution Control Plant (“JWPCP”) located in the City of Carson. The JWPCP is designed to treat 385 million gallons-per-day (“mgd”) and currently treats about 320 mgd. The treatment plant currently has remaining capacity of 65 mgd. The Downey-Bellflower Trunk Sewer is a 33-inch diameter sewer with a design capacity of 10.2 mgd and a peak flow of 7.2 mgd. Wastewater flow from the Specific Plan area will discharge into City-owned and operated sewer lines, for conveyance to the County Sanitation District sewer lines.

City staff will review all proposed and future development within the Specific Plan area on a proposal-by-proposal basis to ensure sufficient wastewater collection and treatment services can be provided. All development proposed in the Specific Plan will require utility improvements, including the construction of new wastewater collection systems. Sizing and construction of the wastewater collection systems would comply with applicable City and County standards and regulations. In addition, as required by the City, any person applying for a construction permit must pay a fee for any increase in discharge rates to the public sanitary sewer, based on City’s calculated rates. With respect to discharges, the City’s Sewer Reconstruction Program ensures that all users pay their fair share for any necessary expansion of the City conveyance system. The County Sanitation District also requires that any person connecting to the County sewer system be required to pay a connection fee.

• Drainage Improvements

All regional storm drainage facilities within the City are constructed and maintained by the County of Los Angeles Department of Public Works. Local stormwater management facilities, such as storm drains within local roadways, are the responsibility of the City. Stormwater flows from the Specific Plan area discharge to local storm drains operated and maintained by the City’s Public Works Department. These drains convey stormwater runoff to the San Gabriel River Channel. The San Gabriel River Channel lies east of the City, and is designed to contain a 100-year flood. The Channel is maintained by the U.S. Army Corps of Engineers and the Los Angeles County Department of Public Works. Construction of improvements along the San Gabriel River in 1947 effectively eliminated flooding within the City, including the Specific Plan area. On-site stormwater runoff from the Specific Plan area would be conveyed to existing catch basins located along Lakewood Boulevard, Artesia Boulevard, and Downey Avenue. There are currently no known system deficiencies noted or identified.

City staff will review all proposed and future development within the Specific Plan area on a proposal-by-proposal basis to ensure sufficient drainage improvements can be provided. All development proposed in the Specific Plan area will be required to comply with Standard Urban Stormwater Mitigation Plan (“SUSMP”) requirements which could require preparation of a Drainage Plan and Stormwater Mitigation Plan for...
applicable developments. These mitigation plans would require applicable project developers to determine the impacts to the stormwater system and provide measures to ensure that there would be no net increase to peak stormwater flow and volume over existing conditions. All development will also be required to construct new stormwater drainage facilities in accordance with applicable regulatory requirements, including localized drainage inlets to capture the stormwater runoff and relay it to the stormwater treatment system. All development within the Specific Plan area must capture, treat, and control all on-site stormwater runoff prior to discharging or connecting to the offsite storm drain system.

- Police Protection Services

Police protection for the City and the Specific Plan area is provided by the Los Angeles County Sheriff’s Department ("LASD"). The LASD serves an area of approximately 4,084 square miles with a population of approximately 10 million persons. The LASD provides general law enforcement services to 40 contract cities; 90 unincorporated communities; 216 facilities, hospitals, and clinics located throughout the County; 9 community colleges; the Metropolitan Transit Authority; and 47 Superior Courts. The LASD further provide services such as laboratories and academy training to other law enforcement agencies located within the County. In addition, the LASD is responsible in securing approximately 18,000 inmates daily in 7 custody facilities which includes providing food and medical treatment. The LASD includes approximately 18,000 employees.

The Lakewood Station is the primary LASD serving station for the City and the Specific Plan area. The Lakewood Station, located at 5130 Clark Avenue, Lakewood, is approximately 1.75 miles southeast of the Specific Plan area. The Station serves approximately 77,600 persons within the City of Bellflower along with the cities of Artesia, Hawaiian Gardens, Lakewood, and Paramount for a total service population of approximately 246,400 persons. The Lakewood Station includes approximately 300 sworn deputies, 100 non-sworn support personnel, and 80 patrol vehicles. Special service teams available within the Lakewood Station include Special Weapons and Tactics ("SWAT"), K-9, gang units, narcotics, and major crimes. The LASD stations in Cerritos, Compton, and Norwalk could provide backup support services, if needed. All dispatching for the City of Bellflower, including the cities of Lakewood, Paramount, Artesia, and Hawaiian Gardens, takes place out of the Lakewood Station. Within the patrol deployment of individual cities, units can accommodate “car-to-car”, using the mobile digital computers. The Lakewood Station has access to an LASD emergency notification system that can identify a geographic area and put out an emergency message via available phone numbers.

In 2018, the LASD response times within the City were 3.4 minutes for emergency calls; 9.6 minutes for priority calls; and 39.3 minutes for routine calls. LASD response times within the Lakewood Station service region were 3.5 minutes for emergency calls; 9.0 minutes for priority calls; and 37.1 minutes for routine calls. LASD response times within Los Angeles County in cities/areas served by the LASD were 4.9 minutes for emergency calls; 11.9 minutes for priority calls; and 50.3 minutes for routine calls.

City staff will review all proposed and future development within the Specific Plan area on a proposal-by-proposal basis to ensure sufficient police protection can be provided. The LASD will review and comment on all development and building plans within the
Specific Plan area in order to ensure that improvements are provided to address the following: (a) improved emergency access and response, (b) design strategies that facilitate public safety and police surveillance, and (c) specific design features to enhance public safety and reduce potential demands upon police protection services.

- **Fire Protection Services**

Fire protection and emergency medical services for the City and the Specific Plan area are provided by the Los Angeles County Fire Department ("LACFD"). The LACFD provides 24-hour, all-risk emergency services to a population of over 4-million residents living and working in 59 cities and all unincorporated communities within Los Angeles County. The LACFD provides emergency services and response to a wide range of incidents including structure fires, wildfires, commercial fires, hazardous materials incidents, urban search and rescue, and swift water rescue. There are 3 major geographic regions (the North Regional Operations Bureau, the Central Regional Operations Bureau, and the East Regional Operations Bureau), 9 emergency operation divisions, and 22 battalions within the LACFD service area. The LACFD is comprised of 173 fire stations, 9 wildland fire camps, and 159 lifeguard towers and includes 109 paramedic squads/units and 8 helicopters, of which 3 would be designated as paramedic air squads per day. LACFD staff consists of about 4,700 total emergency responders and business professionals, including about 3,200 firefighters, who are also trained in infectious disease response, and about 700 paramedics. There are approximately 1,100 emergency responders on duty each day.

There are 4 LACFD fire stations that provide primary fire protection and emergency medical services to the Specific Plan area. Fire Station 23, located at 9548 E. Flower Street, Bellflower, is the jurisdictional station for the Specific Plan area and is the first due-in fire station, which is the fire station with primary responsibility for the Specific Plan area. Fire Station 45, located at 4020 Candlewood Street, Lakewood, would be the second due-in fire station. Fire Station 31, located at 7521 East Somerset Boulevard, Paramount, and Fire Station 98, located at 9814 Maplewood Avenue, Bellflower, are the third and fourth due-in fire stations, respectively.

The LACFD operates under a regional concept in its approach to providing fire protection and emergency medical services. Emergency response units are dispatched as needed to an incident anywhere in the Division’s service territory based on distance and availability without regard to jurisdictional or municipal boundaries. Specifically, calls received by the dispatch center are dispatched to the jurisdictional engine company for the incident location. If the jurisdictional engine company is not available, the next nearest available unit will respond. Depending on the incident type, several units may be dispatched to an incident, in accordance with the level of service required. For instance, an emergency medical service incident will require the nearest available basic life support unit (e.g., engine), the nearest advance life support unit (e.g., paramedic squad) and an ambulance.

The LACFD uses the national guidelines of a 5-minute response time for the first arriving unit for fire and emergency medical service responses and an 8-minute response time for the advanced life support – i.e., paramedic - unit in urban areas. During 2018, there were a total of 6,070 emergency incidents in the City of Bellflower with 3,765 emergency incidents responded to by Fire Station 23. In 2018, Fire Station 23 had an average emergency response time of 4 minutes and 29 seconds, which is
well within the LACFD’s goal of a 5-minute response time. Emergency vehicles and fire access for the Specific Plan area could be provided at-grade access from Lakewood Boulevard, Artesia Boulevard, Downey Avenue, Passage Avenue, and Palm Street.

A 14-inch diameter water line is located along Artesia Boulevard. The LACFD requires a fire flow in the range of 4,000 gpm. In past years, a fire flow of 5,000 gpm was available at a minimum residual pressure of 20 psi for a minimum duration of 4 hours.

City staff will review all proposed and future development within the Specific Plan area on a proposal-by-proposal basis to ensure sufficient fire protection can be provided. All development within the Specific Plan will be designed, constructed and maintained in accordance with the latest California Building Code ("CBC") development and construction requirements to minimize the risks associated with fires. All development will comply with fire protection design standards to ensure adequate fire protection.
IV. ALLOWABLE USES

The following commercial uses are allowable within the Specific Plan area. Commercial uses that are not listed may be allowed at the discretion of the Director or designee, with confirmation by the Planning Commission. The Director’s and Planning Commission’s determinations may be appealed to the City Council.

The intent of this SPA No. 2 document is to facilitate the development of specific commercial and retail uses within the Specific Plan area that would benefit greatly from freeway visibility and not to allow any or all commercial uses. The following allowable uses are considered appropriate for the Specific Plan area given the intended purposes and development concepts established for the area by this document. Any use not listed, or otherwise allowed by the Director, or designee, is not allowed.

<table>
<thead>
<tr>
<th>Use</th>
<th>Permitted</th>
<th>Permitted with a CUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Alcohol Sales. On and off-site sales.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>2. A comprehensive sales dealership that includes the sale of new vehicles, vehicle service and parts. Used vehicles sales may not exceed 40% of the total sales inventory.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>3. A comprehensive sales dealership for the sale of used or pre-owned vehicles, vehicle service and parts. Minimum lot size – 3.5 acres.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>4. Coffee Houses.</td>
<td>X</td>
<td></td>
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<tr>
<td>5. Commercial Recreational Facilities (indoor only), including skating rink, batting cages, paintball, laser tag, and similar indoor recreational activities.</td>
<td>X</td>
<td></td>
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<tr>
<td>6. Delicatessens.</td>
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<td>X</td>
</tr>
<tr>
<td>7. Drugstores. A drugstore may include a drive-thru pharmacy as an accessory activity. The drive-thru feature is subject to the approval of the Development Review Committee.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>8. Supermarkets and Grocery Stores, including indoor produce, meat and general merchandise.</td>
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<td>X</td>
</tr>
<tr>
<td>9. Freeway-Oriented Identification Sign. A freeway-oriented identification sign that is architecturally integrated with the development that the sign is identifying. The freeway-oriented identification sign may include an electronic message board. The freeway-oriented identification sign is subject to the approval of the Development Review Committee.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>10. Gyms, Fitness Centers, and Health Clubs</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>11. Hardware Stores (outdoor storage and/or display maybe allowed with the approval of an “Outside Storage/Display Plan” by the Development Review Committee.)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>12. Home Improvement Centers (outdoor storage and/or display maybe allowed with the approval of an “Outside Storage/Display Plan” by the Development Review Committee.)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>13. Movie Theaters.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>14. Restaurants. Dine in (may include outside patio dining).</td>
<td>X</td>
<td></td>
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<tr>
<td>15.</td>
<td>Restaurants with an accessory drive-thru component may be permitted if approved by the Development Review Committee.</td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td>Retail Department Stores. (minimum 100,000 square feet)</td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td>Retail Stores – In-line. Specialty retail stores of less than 30,000 square feet may be permitted if developed in conjunction with a comprehensive shopping center.</td>
<td></td>
</tr>
<tr>
<td>18.</td>
<td>Retail Stores – Specialty. (minimum of 30,000 square feet)</td>
<td></td>
</tr>
<tr>
<td>19.</td>
<td>Street-Oriented Identification Sign. A street-oriented identification sign of not more than 15 feet in height that is architecturally integrated with the development the sign is identifying, may be permitted adjacent to Artesia Boulevard, Lakewood Boulevard and Downey Avenue (Electronic Message center displays is not allowed.)</td>
<td></td>
</tr>
<tr>
<td>20.</td>
<td>Hotel</td>
<td></td>
</tr>
<tr>
<td>21.</td>
<td>a. Extended-Stay Hotel</td>
<td></td>
</tr>
<tr>
<td>22.</td>
<td>Other commercial uses that are not listed above, but could be substantially similar may be allowed as a “Permitted Use” or a use “Permitted with a CUP” at the discretion of the Director, or designee, and with confirmation by the Planning Commission.</td>
<td></td>
</tr>
</tbody>
</table>
V. DEVELOPMENT STANDARDS

This Chapter identifies and describes the development standards applicable to all properties within the Specific Plan area. Although the City may establish unique development guidelines, the following General Commercial development standards do not substantially deviate from the City’s conventional zoning standards. Due to the nature of certain uses, such as hotels, specific development standards are established herein to maintain the purpose and intent of the Specific Plan area.

A. General Commercial Standards. In the event that a development standard is not listed in this section, the zoning regulations contained in Title 17 (Zoning) of the Bellflower Municipal Code (“BMC”) apply.

1. Lot Area:
   a. The minimum lot area may not be less than 15,000 square feet, with a minimum frontage of 100 feet on each public street, except as follows:
      i. A separate lot or parcel of legal record established prior to September 3, 1957, or between September 3, 1957 and June 22, 1987 pursuant to applicable BMC provisions. Such lot or parcel is deemed to be in compliance with the lot area standards and may be developed, occupied, or utilized.

2. Required Yards:
   a. Setback from all right-of-ways and streets, whether public or private: ten feet
   b. Front-yard setback: ten feet.
   c. Side and Rear-yard setback: five feet.
   d. Street side-yard setback: ten feet.

3. Parking & Loading Areas:
   a. The following standards for providing off-street parking apply when any structure is constructed, erected, moved or replaced, or any use is established on a lot. These standards must also be complied with when an existing building is altered or enlarged by the addition of dwelling units or guest rooms or where the use is intensified by the addition of floor space, seating capacity or seats.
   b. Where automobile parking spaces are provided and maintained on a lot in connection with a main building or structure are insufficient to meet the requirements for the use with which it is to be associated, or where no such parking has been provided, said building or structure or use may be altered or enlarged, or such use may be extended provided additional automobile parking spaces are provided to meet the standards for said use or buildings in conformity with the requirements set forth here, for the enlargement, extension or addition proposed.
c. A “parking space” is defined as any permanently maintained space that is suitably marked by striping of not less than 9 feet by 20 feet for the parking of motor vehicles. When a parking space abuts a landscape planter, the front 2 feet of the required parking space length may overhang the planter, provided that wheel stops or a minimum 6-inch high concrete curb is provided. No portion of a planter dedicated to the overhang may be counted toward the required landscaped area. The portion of the parking space that overhangs the planter must be landscaped with plant material that does not exceed 12 inches in mature height.

d. There must be a 20-foot minimum driveway width or two 10-foot driveways for each parcel of land. If a portion of the required driveway width is also used as a back-out space and the minimum required back-out space is greater than the minimum required driveway width, the minimum required back-out space requirement applies for the portion of the driveway used as back-out space.

e. Parking must be provided in an amount equal to one parking space for each 300 square feet of building area, exclusive of driveway, maneuvering and access area.

f. For religious facilities, theaters, auditoriums and similar places of assembly, at least one parking space for every seven and one-half permanent seats. A “seat” means 18 lineal inches of seating space when seats are arranged in rows or pews. For auditoriums and similar places of assembly with no permanent seats, a “seat” means 7 square feet of floor area.


g. Amusement or Recreational Uses:

i. For dance halls, one parking space must be provided for each 100 square feet of floor area or fraction thereof.

ii. For bowling alleys, four parking spaces must be provided for each “alley.”

iii. Other amusement and recreational type parking requirements may be not less than one parking space for each 100 square feet of floor area or fraction thereof, nor more than 3 parking spaces for each 100 square feet of floor area or fraction thereof for said uses. After a detailed study and review by the Planning Commission, the Planning Commission will determine the required parking in each instance within these prescribed limits.

iv. For premises where off-sale liquor sales are permitted, one parking space must be provided for each 200 square feet of floor area or fraction thereof.

v. For restaurant or bona fide eating establishment having a Type 41 or 47 License, one parking space must be provided for each 300 square feet of gross floor area.

h. When there are 50 or more parking spaces, motorcycle parking may be substituted for up to 5 percent of the required number of automobile parking spaces, subject to approval by the Director, or designee. Motorcycle parking spaces must be identified or designated through the use of signage or pavement markings. Motorcycle parking must be designed in accordance with Attachment A.

i. Required parking and loading spaces and turn-around areas required by this section may not be designated within the front-yard, or street side-yard setback area, and vehicles associated with a use may be parked, stored or maintained in this required front-yard or required street side-yard setback.
j. All uses must provide loading space of not less than ten feet in width, 20 feet in length, and 14 feet in height as follows:

<table>
<thead>
<tr>
<th>Square Feet of Building Space (gross floor area)</th>
<th>Loading Space Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,000 - 15,000</td>
<td>1</td>
</tr>
<tr>
<td>15,001 - 45,000</td>
<td>2</td>
</tr>
<tr>
<td>45,001 - 75,000</td>
<td>3</td>
</tr>
<tr>
<td>75,001 &amp; greater</td>
<td>4</td>
</tr>
</tbody>
</table>

k. When the lot upon which the loading space is located abuts upon an alley, such loading space must adjoin and have access from said alley. The length of the loading space may be measured perpendicular to or parallel with the centerline of the alley. Where such loading space is parallel with the alley, the loading space must extend across the full width of the lot, except that if two or less spaces are required, the length of the loading area need not exceed 50 feet.

l. Loading spaces being maintained in connection with any existing building must thereafter be maintained so long as said building remains, unless an equivalent number of loading spaces are provided on a contiguous lot in conformity with the requirements of this section - provided, however, that this regulation does not require the maintenance of more loading spaces than is hereby required for a new building nor the maintenance of such space for any type of main building other than those specified here.

m. In no case may any part of an alley or street be used for the required loading space.

n. Adequate space for idling, in order to avoid undue interference with the public use of streets or alleys, must be provided and maintained on the lot.

o. Nothing in this section may be deemed to prevent the voluntary establishment of off-street parking or loading facilities to serve any existing use of land or buildings, provided that all regulations here governing the location, design and operation of such facilities are adhered to.

p. Minimum driveway, turning, maneuvering and parking areas must comply with the diagram in Attachment A. All parking lots must be designed so that there is internal circulation provided within the parking lot. If circulation within the parking lot is not provided, a 24 by 24-foot turn-around will suffice.

q. All areas must be surfaced or paved with either asphaltic concrete or concrete to a minimum of three inches in depth, or two inches of premix and four inches of Class A base, or other surface approved by the City Engineer, and said parking or surfacing must be maintained in good condition, thereafter.

r. Lighting, where provided to illuminate such parking, sales or display areas must be so arranged and controlled so as not to cause a nuisance either to highway traffic or adjacent uses.
s. Each entrance and exit of a parking lot must be constructed and maintained so that any vehicle entering or leaving the parking lot is clearly visible to any person approaching such entrance or exit, or any pedestrian walk or foot path. Exits from parking lots must be clearly posted with “Stop” signs. Entrance and exit signs and directional signs must be installed and maintained.

t. If the required parking is not located on the same lot as the structure for which it provides the parking, the parking must be located within 500 feet of the property.

u. Where the required off-street parking space is provided in a separate lot from the main building, the owner(s) of said lot must record, in the office of the County Recorder of Los Angeles County, California, a covenant to maintain such parking spaces so long as said building is maintained.

v. Additional site improvements may be required for any off-street parking proposal and are subject to review and approval from the Building and Safety Division and Planning Division.

w. The covenant required by Subsection “u” of this section may be waived by the City Council if the applicant demonstrates, to the Council’s satisfaction, that there is an alternative means of guaranteeing that the required off-street parking will remain available on the separate lot for so long as the off-site use it supports is maintained.

x. Whenever uses are combined, though any use is ancillary, there must be sufficient parking to comply with the provisions of this section as to each use.

y. Shopping cart storage or “Shopping-Cart Corrals” must be designed in such a manner as to be contained by a raised curb, screen wall or landscaped planter. Each shopping-cart storage area or corral must be designated with appropriate informational signage. Portable metal or plastic shopping cart corrals are prohibited.

z. If sufficient parking cannot be provided in accordance with the aforementioned parking standards, a parking study may be prepared by a Licensed Traffic Engineer to determine the number of parking spaces necessary to accommodate the particular commercial use. Said parking study must be approved by the Development Review Committee. (Refer to Section VII. Administration and Implementation of this Specific Plan).

4. Landscaping:

a. Landscaping within parking areas: five percent of lot area.

b. Landscaping along public right-of-way or street: ten feet.

c. A minimum of one, 48-inch box tree and five 5-gallon plants for each 1,000 square feet of floor area must be provided.

d. Every plant must be installed in the manner and location as follows:

   i. Plants must be installed a minimum of eight inches on center.
ii. Groundcover may not exceed 50 percent of the total landscape area.

iii. Shrubs, annuals, semi-annuals, and other plants must be installed in groups or clusters.

iv. Mulch must be provided three inches deep in all landscape areas except for groundcover areas.

e. Plant and Irrigation Requirements:

i. Plants and irrigation systems must be installed in all landscape areas in conjunction with any alteration or modification of the property.

ii. All irrigation must consist of an automatic drip irrigation system for all non-turf planter areas and conventional irrigation for turf and groundcover areas. Both types of irrigation systems must include the following features:
   • Backflow prevention device;
   • Automatic controller;
   • Separate water meter; and
   • Connection to reclaimed water system if subject property is located within 150 feet of a public reclaimed water distribution system, and subject to appropriate health standards.

iii. Irrigation may occur only between the hours of 4:00 p.m. and 10:00 a.m.

f. Landscape and Irrigation Maintenance. The following maintenance schedule is established to ensure water use efficiency of the landscape and irrigation system. Landscape and irrigation system must be consistently checked to ensure that the landscape and irrigation system is operating in optimum condition including, without limitation:

i. Maintain irrigation lines;

ii. Conduct valve adjustments/repairs;

iii. Conduct sprinkler head adjustments/repair;

iv. Reset/repair automatic controllers;

v. Maintain static water pressure at the point of connection to the public water supply;

vi. Aerate and de-thatch turf areas;

vii. Replenish mulch;

viii. Prune and weed all landscaped areas; and

xi. Replace all dead plant material.

5. Fences and Walls:
a. Any permanent fence or wall is subject to approval by the City as permitted in BMC § 17.72.060.

b. Chain-link fences are prohibited in front-yard and street-side-yard setbacks.

c. Fences on side and rear property lines of commercial properties may be a maximum eight feet in height, as measured from the finished grade; however, in the first ten feet from the front property line fence, height is restricted to 42 inches unless it is constructed of wrought iron in which case it may not exceed 6 feet in height.

d. Notwithstanding any other provisions of this title, all existing uses, buildings, and structures in the Specific Plan area which do not conform to this Code must provide said perimeter wall at the time any permit is issued for physical alterations which also exceed the adopted valuation threshold for disabled access.

6. **Lighting:** All outdoor lighting must be located and shielded so as to prevent glare and illumination onto adjacent properties and right-of-ways.

7. **Mechanical Equipment:**
   a. All such mechanical equipment must be enclosed within a permanent soundproofed enclosure, subject to the approval of the Building Inspector. Location is subject to the approval of the Director, or designee.
   
   b. All such mechanical equipment must be maintained in a clean and proper condition to prevent a collection of litter and filth and to avoid the emission of unnecessary noise, dust or fumes.
   
   c. All ground-mounted mechanical equipment must be completely screened behind a permanent structure and all rooftop mechanical equipment must be screened from view from the ground surface from a distance of 100 feet. Screening methods must be architecturally compatible with the main building.

8. **Signs:**
   a. For all new development, formulation of a Master Signage Program (“MSP”) by the developer as an integral part of the overall development concept is required. The MSP must identify the location of all permissible signs (i.e. wall signs, window signs, address signs, parking signs, etc.) proposed within the site. Additionally, the MSP must describe, without limitation, the permissible design, height, materials, colors, sign type, styles, illumination method and maintenance of all signs. The Director, or designee, will review and render a decision on the MSP and all sign permit requests.
   
   b. All uses and developments existing prior to the effective date of the SPA No. 2 document that have not adopted an MSP must comply with the General Commercial sign provisions contained in Title 17 (Zoning) of the BMC.

9. **Emission Reduction:**
   a. Incorporate preferential vehicle parking for alternative fuel vehicles, including electric vehicles.
b. Incorporate bicycle racks where practical.

c. Building design of large rooftop areas must incorporate features at the time of initial construction for structural support and electrical connections necessary for any future solar panel (“PV”) installation.

d. Design and construct the commercial square footage to exceed 2008 Title 24 energy efficiency requirements by a minimum of 25 percent.

e. Include tenant guidelines for green building features, including preferences for Energy Star rated equipment.

f. Reduce indoor and outdoor water consumption to the extent feasible through measures such as low flow fixtures, water-efficient appliances, drought-tolerant landscaping, water-efficient irrigation systems such as drip irrigation, and rainwater collection systems.

g. Exceed the City’s Construction and Demolition diversion ordinance requirement of 50 percent to a diversion rate of 75 percent.

h. Ensure that Heating Ventilation, and Air Conditioning (“HVAC”) equipment performs efficiently and without any refrigerant leaks upon installation.

i. Institute recycling and composting services to reduce landfill-bound waste by 50 percent.

j. Design buildings to use natural systems to reduce energy use. Locate and orient buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.

k. Install skylights and energy efficient lighting that exceeds California Title-24 standards where feasible, including electronic dimming ballasts and computer-controlled daylight sensors for office lighting.

l. Install exterior signage, traffic, and other outdoor lighting that utilizes light-emitting diodes (“LED”) lighting that is approximately 70 percent more efficient than fluorescent signage.

m. Use light-colored “cool roofs,” “cool pavements,” and strategically placed shade trees.

n. Require orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, and promote effective use of daylight. Building orientation, wiring, and plumbing should optimize and facilitate opportunities for on-site solar generation and heating.

B. Hotel Standards. The following standards supersede the BMC and are intended to guide the development of commercial uses by providing standards that facilitate higher quality hotel development and discourage the development of motels. Unless otherwise stated, these development standards apply to all hotels within the Specific Plan area. For the purposes of this Specific Plan, a hotel is defined as a building in which any room or suite of rooms contained therein is rented for temporary lodging purposes to a person to whom is granted only a right-of-use of such premises and the building owner or operator retains the direct control and supervision of and right-of-access to such premises. An extended-stay hotel is defined as a hotel which is designed or intended for weekly or monthly temporary lodging, or a hotel development in which
one-quarter of all guest rooms have facilities for the preparation of food by guest, including without limitation a refrigerator, cooktop, stove, or microwave. Notwithstanding the foregoing, living accommodations provided at any governmental or nonprofit institution in connection with the functions of such institution are not deemed to be a hotel.

1. **Lot Area**: The minimum area of a parcel or lot cannot be less than 50,000 square feet.

2. **Required Yards**:
   a. Setback from all right-of-ways and streets, whether public or private: ten feet.
   b. Front-Yard Setback: ten feet.
   c. Side-yard and rear-yard setbacks must be sufficient to comply with existing Building and Fire codes.
   d. Street side-yard setback: ten feet.

3. **Guest-Room Corridors**:
   a. Guest-room corridors must comply with the Building Code or the following, whichever is more restrictive:
      i. Minimum five-foot wide corridor with no room entrances protruding into the corridors.

4. **Public Areas**:
   a. A minimum 250-square-foot lobby must be provided.
   b. Excluding extended-stay hotels, a breakfast area, coffee shop, or lounge must be provided.

5. **Amenities**: Except for extended-stay hotels which must provide a minimum of one common amenity, a minimum of two common amenities must be provided on-site and include, without limitation, the following:
   a. Fitness centers;
   b. A business center containing a fax machine, copier, and printer available for guest use;
   c. Swimming pool; and
   d. Other amenities that the Director, or designee, finds substantially similar in terms of size and scale may be considered.

6. **Fences and Walls**:
   a. Any permanent fence or wall is subject to approval by the City as permitted in BMC § 17.72.060.
   b. Chain-link fences are prohibited.
c. Fences on side and rear property lines may be a maximum of eight feet in height, as measured from the finished grade; however, within the first ten feet of the front property line, fence and wall height is restricted to 42 inches unless it is constructed of wrought iron in which case it may not exceed six feet in height.

d. All existing uses, buildings, and structures in the Specific Plan area which do not conform to the fence and wall requirements must provide compliance at the time that any construction permit application is submitted and such project exceeds the Americans with Disabilities Act (“ADA”) valuation threshold for improvements to existing buildings.

7. Landscaping:

a. The landscaping standards contained here supersede the landscape standards contained in the BMC.

i. A minimum of ten percent of the total lot area must be landscaped and provided within the site and along the public and private street setback.

ii. All planting beds must be bordered by a minimum six-inch high concrete curb except where decorative walls are provided. No automobile space may incorporate the required planter within its dimension.

iii. Landscape and irrigation plans must be submitted to the Planning Department and show the type, quantity, location, and size of all plants and irrigation equipment. Plants must be selected appropriately based upon their adaptability to the climatic, geologic, and topographical conditions of the site and the type must be approved by the Director, or designee. Protection and preservation of native species and creation of hydro-zones are encouraged.

8. Lighting:

a. All outdoor lighting must be located and shielded so as to prevent glare and illumination onto adjacent lots and streets.

9. Mechanical Equipment:

a. All such mechanical equipment must be enclosed within a permanent soundproofed enclosure, subject to the approval of the Building Inspector. Location is subject to the approval of the Director, or designee.

b. All such mechanical equipment must be maintained in a clean and proper condition to prevent a collection of litter and filth and to avoid the emission of unnecessary noise, dust or fumes.

c. All ground-mounted mechanical equipment must be completely screened behind a permanent structure and all rooftop mechanical equipment must be screened from view from the ground surface from a distance of 100 feet. Screening methods must be architecturally compatible with the main building.

10. Parking & Loading: The following standards for providing off-street parking apply to any new or altered hotel. These standards must also be complied with when an existing building is altered or enlarged by the addition of guest-rooms or where the use is intensified by the addition of floor space, seating capacity or seats.
a. A “parking space” is defined as any permanently maintained space that is suitably marked by striping of not less than 9 feet by 18 feet for the parking of motor vehicles.

b. There must be a 20-foot minimum driveway width or two 10-foot driveways for each parcel of land.

c. Hotel uses must provide parking at a minimum ratio of 0.8 parking spaces per guest-room and 1 parking space per 10 guest-rooms for employees; and any commercial use(s) open to the public must provide parking in an amount equal to 1 parking space for each 300 gross square feet of building area.

d. All parking is exclusive of driveway, maneuvering and access areas. If a portion of the required driveway width is also used as a back-out space and the minimum required back-out space is greater than the minimum required driveway width, the minimum back-out space requirement applies for the portion of the driveway used as back-out space.

e. When there are 50 or more parking spaces are required, motorcycle parking may be substituted for up to 5 percent of the required number of automobile parking spaces, subject to approval by the Director, or designee. Motorcycle parking spaces must be identified or designated through the use of signage or pavement markings. Motorcycle parking must be designed in accordance with Attachment A.

f. Required parking and loading spaces and turn-around areas required by this section may not be designated within the front-yard, or street side-yard setback area, and vehicles associated with a use may be parked, stored or maintained in this required front-yard or required street side-yard setback.

g. All uses must provide loading space of not less than ten feet in width, 20 feet in length, and 14 feet in height as follows:

<table>
<thead>
<tr>
<th>Square-feet of Building (gross floor area)</th>
<th>Loading Space(s) Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hotel</td>
<td></td>
</tr>
<tr>
<td>1-99 Rooms</td>
<td>1</td>
</tr>
<tr>
<td>100-199 Rooms</td>
<td>2</td>
</tr>
<tr>
<td>200 Rooms and greater</td>
<td>3</td>
</tr>
</tbody>
</table>

h. When the lot upon which the loading space is located abuts upon an alley, such loading space must adjoin and have access from said alley. The length of the loading space may be measured perpendicular to or parallel with the centerline of the alley. Where such loading space is parallel with the alley, the loading space must extend across the full width of the lot, except that if two or less spaces are required, the length of the loading area need not exceed 50 feet.

i. Loading spaces being maintained in connection with any existing building must thereafter be maintained so long as said building remains unless an equivalent number of loading spaces are provided on a contiguous lot in conformity with the requirements of this section, provided however that this regulation does not require the maintenance of more loading space than is hereby required for a new building nor the maintenance of such space for any type of main building other than those specified here.

j. Alleys or streets may not be used for loading.
k. Adequate space for idling, in order to avoid undue interference with the public use of streets or alleys, must be provided and maintained on the lot.

l. Nothing in this section may be deemed to prevent the voluntary establishment of off-street parking or loading facilities to serve any existing use of land or buildings, provided that all regulations here governing the location, design and operation of such facilities are adhered to.

m. Minimum driveway, turning, maneuvering and parking areas must comply with Attachment A and applicable fire codes. All parking lots must be designed so that there is internal circulation provided within the parking lot. If circulation within the parking lot is not provided, a 24-by-24-foot turn-around will suffice.

n. All areas must be surfaced or paved with either asphaltic concrete or concrete to a minimum of three inches in depth, or two inches of premix and four inches of Class A base, or other surface approved by the City Engineer, and said parking or surfacing must be maintained in good condition, thereafter.

o. Lighting, where provided to illuminate such parking, sales or display areas must be so arranged and controlled so as not to cause a nuisance either to highway traffic or adjacent uses.

p. Each entrance and exit of a parking lot must be constructed and maintained so that any vehicle entering or leaving the parking lot is clearly visible to any person approaching such entrance or exit, or any pedestrian walk or foot path. Exits from parking lots must be clearly posted with “Stop” signs. Entrance and exit signs and directional signs must be installed and maintained.

q. If the required parking is not located on the same lot as the structure for which it provides the parking, the parking must be located within 500-feet of the property.

r. Where the required off-street parking space is provided in a separate lot from the main building, the owner(s) of said lot must record, in the office of the County Recorder of Los Angeles County, California, a covenant to maintain such parking spaces so long as said building is maintained.

s. Additional site improvements may be required for any off-street parking proposal and are subject to review and approval from the Building and Safety Division and Planning Division.

t. The covenant required by Subsection “r” of this section may be waived by the City Council if the applicant demonstrates, to the Council’s satisfaction, that there is an alternative means of guaranteeing that the required off-street parking will remain available on the separate lot for so long as the off-site use it supports is maintained.

u. Whenever uses are combined, though any use is ancillary, there must be sufficient parking to comply with the provisions of this section as to each use.

v. If sufficient parking cannot be provided in accordance with the aforementioned parking standards, a parking study may be prepared by a Licensed Traffic Engineer to determine the number of parking spaces necessary to accommodate the particular commercial use. Said parking study must be approved by the Development Review
Committee. (Refer to Section VII. Administration and Implementation of this Specific Plan).

11. Trash Enclosure: Each such lot must be provided with facilities for the storage and collection of trash as follows:

a. The trash area must be enclosed by a minimum five-foot high solid masonry decorative (split face concrete block or, equivalent) wall, with solid metal doors, except for access ways which must be enclosed with solid decorative gates of the same height. All trash enclosures must be securely designed to prevent access to anyone other than authorized users and the refuse service company.

b. Adequate vehicular access to and from such trash area must be provided.

c. Trash area enclosures must be maintained in a closed manner at all times to prohibit unauthorized access and to prevent visibility from public rights-of-way or adjacent property. Trash area enclosures must incorporate an architecturally consistent trellis cover. All trash enclosures must comply with existing Building and Fire Code provisions and, when deemed appropriate by the Building Official, must incorporate best management practices.

d. Properties developed without trash facilities are deemed to be conforming pursuant to BMC § 17.92 (Nonconforming Buildings and Uses).

12. Signs:

a. For all new development, formulation of a Master Signage Program (“MSP”) by the developer as an integral part of the overall development concept is required. The MSP must identify the location of all permissible signs (i.e. wall signs, window signs, address signs, parking signs, etc.) proposed within the site. Additionally, the MSP must describe, without limitation, the permissible design, height, materials, colors, sign type, styles, illumination method and maintenance of all signs. The Director, or designee, will review and render a decision on the MSP and all sign permit requests.

b. All uses and developments existing prior to the effective date of the SPA No. 2 document that have not adopted an MSP must comply with the General Commercial sign provisions contained in Title 17 (Zoning) of the BMC.

13. Uses and Operations:

a. Covenants, conditions and restrictions (“CC&Rs”) must be recorded with the Los Angeles County Registrar, in a form approved by the Director, or designee, and City Attorney.

b. The owner or operator of a hotel cannot permit any person to occupy a room or unit in such a hotel for a period exceeding 30 consecutive calendar days. This prohibition does not apply to an employee of the hotel who is occupying 1 room designated as a manager’s unit or safety attendant’s unit.

c. All uses must be conducted entirely within a completely enclosed building.
d. There may be no overnight parking of vehicles - except those used in conjunction with a permitted use.

e. No use may be permitted which produces or causes or emits any dust, gas, smoke, glare, noise, fumes, odors, electromagnetic emanations or vibrations which are or may be detrimental to the safety, welfare, health, and peace of the City and its residents.

f. The owner and/or operator of each hotel must have and maintain only one meter for each utility service to such hotel.

g. The owner and/or operator of any hotel cannot locate or allow laundry facilities within a guest-room; laundry facilities for use of guests may be placed at one or more convenient location(s) in the hotel.

h. At a minimum, the owner and/or operator of any hotel must provide bi-weekly cleaning service for each guest-room.

i. Exclusive of extended-stay hotels, the owner and/or operator cannot permit any room or unit in such hotel to be rented by any person or persons more than once in any consecutive 24-hour period.

14. Temporary Uses. The purpose of this subsection is to control and regulate temporary land use activities which may adversely affect public health, safety, and welfare. The intent is to ensure that temporary uses are compatible with surrounding land uses, protect the rights of adjacent residences and land owners, and minimize any adverse effects on surrounding properties and the environment.

a. An application for a Temporary Use Permit is required for the following activities and subject to conditions established here and any other additional conditions as may be prescribed by the Director.

i. Civic Events (e.g., chili cook-offs, Founders Day celebrations, Octoberfest) are limited to not more than three consecutive calendar days.

ii. Grand Openings and Under New Management. Grand openings and under new management are limited to a period not to exceed 30 calendar days from issuance of a Temporary Use Permit.

iii. Community Activities and Ceremonies. Temporary uses associated with community activities or ceremonies are limited to four events per year, not to exceed four calendar days per permit.

iv. Similar Temporary Uses. Similar temporary uses which, in the opinion of the Director, or designee, are compatible with surrounding land uses.

b. Findings. Before approving a Temporary Use Permit, the Director must make the following findings:

i. That the proposed use is in accord with the goals, objectives and policies of the Bellflower General Plan (“GP”), and the purpose and intent of the land use and surrounding land uses in which the site is located;
ii. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety and welfare, or materially injurious to properties or improvements in the vicinity;

iii. That the proposed use complies with each of the applicable provisions of the BMC;

iv. That the proposed use would not impair the integrity and character of the land use in which it is located;

v. That the type and intensity of the use is physically suitable for the subject site;

vi. That the proposed use is compatible with existing and future land uses within the general area in which the proposed temporary use is to be located;

vii. That the proposed use is compatible with the scale, mass, coverage and intensity with all adjacent land uses;

viii. That there are adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety;

ix. That there will be adequate provisions for public access to serve the subject site;

x. That there will not be a harmful effect upon desirable neighborhood characteristics;

xi. That there will not be significant harmful effects upon the environmental quality;

xii. That any potential impacts of the proposed use are mitigated; and

xiii. That the proposed location, size, design and operating characteristics of the proposed use would not be detrimental to the public interests, health, safety, convenience or welfare of the City.

c. Conditions of Approval. In approving an application for a Temporary Use Permit, the Director may impose conditions deemed necessary to ensure that the permit will be in accordance with the findings. These conditions may involve any pertinent factors affecting the operation of such temporary event or use, and may include, without limitation, the following:

i. Regulation of operating hours and days, including limitations on the duration of the temporary use;

ii. Provisions for traffic circulation, parking, and pedestrian safety must be provided to the satisfaction of the Director;

iii. Regulation of size, location and appearance of proposed signs;

iv. Regulation of nuisance factors, including without limitation, noise, light, smoke, prevention of glare or direct illumination on adjacent properties, vibration, dust, dirt, odors, gases, liquid and solid waste, heat and cold, and trash;
v. Provision requiring adequate restroom facilities;

vi. Regulation of temporary structures and facilities, including placement, height, size, location of equipment and open spaces, including buffer areas and parking lots;

vii. Provision for sanitary and medical facilities;

viii. Provision for solid, hazardous, and toxic waste collection and disposal;

ix. Security personnel must be provided by the applicant, to the satisfaction of the Director;

x. Provision requiring that lighting be directed away from adjacent residential districts;

xi. Submission of a performance bond or other surety device to ensure that any temporary facilities or structures used will be removed from the site within a time period set by the Director, and that the property will be restored to its former condition;

xii. Submission of a dimensioned site plan indicating the size, location, and height of existing and proposed structures; amusement devices; parking stalls; ingress and egress points; buffers; circulation aisles; streets; property lines; and any other information required by this section;

xiii. The applicant must provide the City with the names and addresses of all adjacent property owners;

xiv. No more than ten percent of the parking area may be used in conjunction with the Temporary Use Permit;

xv. A requirement that approval of the Temporary Use Permit is contingent upon compliance with applicable provisions of this Code including, without limitation, the approval of an encroachment permit by the Public Works Director, or designee;

xvi. Any other condition which will ensure the operation of the proposed temporary use in an orderly and efficient manner and in accordance with the provisions of this section.

d. Revocation. A Temporary Use Permit may be revoked or modified by the Director if any of the following findings can be made:

i. That circumstances have changed so that one or more of the findings of facts contained in Section 14b (Findings) cannot be made;

ii. That the Temporary Use Permit was obtained by misrepresentation or fraud;

iii. That one or more of the conditions of the Temporary Use Permit have not been met;
iv. That the use is in violation of any statute, ordinance, law or regulation of the City of Bellflower.

15. General Regulations

a. Interpretation of Provisions—Director’s Authority.

i. It is the duty of the Director, where reasonably necessary, to interpret the provisions of this Section (Hotel Standards) to assure adherence to the City Council’s purpose and intent in adopting the provisions contained here. The Director may provide an order, requirement, decision, determination, interpretation or ruling.

ii. All such interpretations must be reduced to written form, and must be permanently maintained by the Director.

iii. Appeals of the Director’s interpretation must follow the procedure established in Chapter VII (Administration and Implementation) of this document.

b. The use of shipping containers for storage is not permitted on any lot within the Specific Plan area.

c. All outdoor storage which cumulatively occupies a volume less than 60 cubic feet may be approved by the Director after demonstrating compliance with the following:

i. Must be enclosed and screened from public view by a wall at least eight feet high and comprised of masonry or decorative block or a material that is architecturally compatible with other structures on the site; and

ii. All associated gates must be at least eight feet in height and must be of solid, view-obscuring construction.
VI. DESIGN GUIDELINES

A. DESIGN GOALS AND OBJECTIVES

These Design Guidelines are intended to promote high-quality development that will:

a. Facilitate high-quality architecture and design.
b. Contribute to a positive physical image and identity of the City.
c. Provide for both convenient vehicle access, and safe and attractive pedestrian access.
d. Reinforce and establish a distinct architectural image.
e. Establish attractive, inviting, imaginative and functional site design.
f. Facilitate and encourage pedestrian activity and mitigate potentially adverse automotive patterns.
g. Enhance surrounding neighborhoods, the Specific Plan area, and the City.
h. Minimize impacts of noise, light, traffic and/or visual character.
i. Integrate stormwater Best Management Practices (BMPs) into the site design.

B. DESIGN GUIDELINES

The quality of the site design is one of the most important measures of the project's impact on the community and will be given high-priority in the review of the development proposals. The following design guidelines are intended to establish an expectation of quality development features in the Specific Plan area through architectural elements and site planning, including:

1. Site Planning and Building Orientation;
2. Parking Area;
3. Vehicular Access and Circulation;
4. Storage & Loading
5. Pedestrian-Level Elements;
6. Landscaping Theme;
7. Walls and Fences;
8. Architectural Theme;
9. Building Elevations and Facades;
10. “Big-Box” Retail Guidelines
11. Smaller Commercial Development Guidelines
12. Quality Materials and Colors
13. Signage Theme and Types
14. Environmental-Related Requirements & Guidelines

Photographs are provided to assist the reader in better visualizing certain design guidelines.

1. Site Planning and Building Orientation

- Buildings should be designed and located in such a manner to maximize the use of land, provide adequate and appealing landscaping and other site amenities.

- Buildings should be oriented to maximize views from the Artesia Freeway (“SR-91”) and roadways including Artesia and Lakewood Boulevards.
• All primary entries should face onto a street or a connecting walkway. Entries that do not front directly onto a street should be connected to a street via a landscaped connecting walkway.

• Placement and design of structures should facilitate and encourage pedestrian activity and convey a visual link to the street and sidewalks.

2. Parking Areas

• Parking areas should provide safe, convenient, and efficient access for vehicles and pedestrians. (Photo A)

![Photo A. Example of pedestrian walkway.](image)

• Parking lots should be designed to ensure that all vehicle movements occur onsite. No vehicle should have to enter onto a public street in order to move from one business location to another within the same parking lot.

• Parking lots should be designed to maintain landscaped planter areas within the parking fields.
Photo B. Good example of shopping cart corral which is designed consistently with shopping center.

3. Vehicular Access and Circulation

Since the Specific Plan area is located adjacent to the SR-91 and is bounded by major arterials, the primary mode of access to this area will be by automobile. Pedestrian movements will result mainly from patrons who drive to the Specific Plan area, exit their automobiles and then access the various stores and commercial buildings. Therefore, attention should be made to design safe and efficient vehicle circulation. The following provide design guidelines associated with vehicular access and circulation:

- The number of driveway access points onto the public arterials should be kept to a minimum. The number, locations and width of driveways is subject to the approval of the City Engineer.

- Parking lots should be designed to ensure that all vehicle movements occur onsite. No vehicle should have to enter onto a public street in order to move from one business location to another within the same parking lot.

4. Storage and Loading

- Materials and equipment should not be stored outside of buildings. (Photo C)
Photo C. Materials & equipment should not be stored outside.

- Materials should only be stored and loaded in approved and designated areas. These areas should be designated by striping and/or use of decorative bollards. *(Photo D)*

Photo D. Materials should only be stored & loaded in approved and designated areas. These areas should be designated by striping and/or use of bollards.
• Front of buildings should not be cluttered with materials and equipment. (Photo E)

![Photo E. Front of buildings should not be cluttered with materials & equipment.](image)

• Loading areas should be visually screened from views from the public street or areas of high public use. Such visual screening techniques could include “wing-walls”, landscaped berms, and/or lowered loading areas.

• Customer/passenger loading areas that are separate from the service loading area should be provided. The customer/passenger loading area should be clearly delineated and designed so that it will not conflict with travel within the parking lot and drive aisles.

5. Pedestrian-Level Elements

Safe pedestrian access is critical to the success of any project. Pedestrian and automobile movements should be considered and integrated into any project’s design. The intent is to reduce traffic-related hazards while establishing a more pedestrian-inviting image.

• Provide sidewalks at least six feet in width along all sides of the lot that abut a public or private right-of-way.

• Construct landscaped connecting walkways through parking lots to provide direct connections to the street. (Photo F)
Provide continuous internal pedestrian walkways, no less than five feet in width, from the public sidewalk or right-of-way to the principal buildings on the site. Walkways should connect focal points of pedestrian activity such as, transit stops, street crossings, building and store entry points, and should feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground-covers, or other such materials for no less than 50 percent of their length.

Provide sidewalks, no less than five feet in width, along the full length of the building along any façade featuring a customer entrance, and along any façade abutting public parking areas. Such sidewalks should be located at least six feet from the façade of the building to provide planting beds for foundation landscaping, except where features such as arcades or entryways are part of the façade. (Photo G)
• Distinguish all internal pedestrian walkways from driving surfaces through the use of durable and low maintenance surface materials - including, without limitation, pavers, bricks, or scored concrete - to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Signs should be installed to designate pedestrian walkways. (Photo H)

Photo H. Example of durable & varied surfaces.

• Encourage shared plazas or courtyards within and across property lines.

• Utilize decorative bollards to separate pedestrian movements from automobile movements. (Photo I)

Photo I. Example of bollards to separate pedestrian & automobile movements.
6. Landscaping Theme

Landscaping is an integral component of the Specific Plan’s overall design. The intent of these landscaping guidelines is to ensure uniformity to the site and establish a sense-of-place with both functional and aesthetic considerations. In general, elements in landscaping should include:

- Intensified perimeter landscaping.

- Plantings should create a year-round visual interest through the use of seasonal color, texture, and heights.

- Landscaping along Downey Avenue, Artesia Boulevard, and Lakewood Boulevard should be consistent with adjoining landscaping.

- All landscaping should be installed prior to issuance of any “Certificate of Occupancy.”

- Large parking lot areas should be divided into a series of smaller connected lots separated by additional landscaping.

- Drought tolerant, California native or naturally adapted species should be provided.

- Parking lots should be designed to maintain landscaped planter areas within the parking areas. *(Photos J and K)*

![Photo J. Example of landscaping within parking lots.](image)
• The perimeter of all landscaped parking lot planters within the parking lot areas should be constructed with six inch high concrete curbs.

• The following should be provided where parking lots occur along streets:
  i. Provide 15-foot wide landscaped buffers with 36-to-42-inch high landscaping to minimize views of parked cars from the street.
  
  ii. Provide trees planted 30 feet on-center and within 5 feet of the property line.
  
  iii. Provide earthen berms that do not exceed a 3:1 slope that should be rounded and densely landscaped to have a natural appearance.

7. Walls and Fences

Walls and fences are essential as a project-wide design element and therefore, should have a consistent texture and appearance throughout the Specific Plan area.

• Avoid extensive, and plain stretches of wall surface.

• Permitted materials for walls should include brick, stucco, stamp or decorative masonry and wrought iron/steel fencing. Wood and/or chain-linked fences are Discouraged.

• The design of the walls and fences should include pilasters, wall caps, crowns, or other architectural features. Pilasters should not be spaced more than 50 feet apart. (Photo L)
8. Architectural Theme

- Consistency in architectural style and thematic details will enhance the overall image of the Specific Plan area. It is desirable to achieve a consistent appearance throughout the Specific Plan area. The Specific Plan area is intended to be a major commercial destination and location for the City. Accordingly, the architecture and design of the individual commercial buildings that will comprise the Specific Plan, and common amenities and improvements must be contemporary and distinctive. The intent is to have commercial development that is representative of the City of Bellflower and is different from any other commercial development found along the SR-91.

- Building architecture should utilize consistent themes that do not conflict in design technique and application. Architectural styles and treatments should not duplicate the design of neighboring facades. Rather, it should be a compatible contemporary design.

9. Building Elevations and Facades

- All building elevations should have varied architectural treatments comprising of different colors, materials, wall heights and planes, and/or textures. (Photo M)
Unique and enhanced treatments that act to unify the site are encouraged. Such treatments could include towers, fountains, trellises, etc. (Photo N)

Color should be used to create visual interest and scale.

Buildings should be divided into distinct massing elements. Building facades should be articulated with architectural elements and details. Building heights should be at finished grade.

Four sided architecture should be provided. Side and rear facades should be designed consistently with the architectural style and treatments of the front and primary façade. (Photos O and P)
Photo O. Example of poor architecture without treatments or style.

Photo P. Example of 4-side architecture. Note extensive articulation along the side elevation.

- Down-spouts should be located within buildings and not along exterior walls. (Photo Q)
10. “Big-Box” Retail Guidelines

- Building heights should not exceed 45 feet.

- Architectural elements and equipment roof screens could exceed a height of 45 feet; however, these elements cannot constitute more than 33 percent of any elevation.

- Facades should include a major feature including, without limitation, fenestration over at least 25 percent of the façade’s surface.

- All roof mechanical equipment should be screened from public views. Whenever possible, screening should be accomplished by primary building elements e.g., a parapet wall rather than installing screening after the building is constructed.

11. Smaller Commercial Development Guidelines

- Building heights should not exceed 36 feet

- All roof mechanical equipment should be screened from public views. Whenever possible, screening should be accomplished by primary building elements e.g., a parapet wall rather than installing screening after the building is constructed.

12. Quality Materials and Colors

Materials used for the exterior of any building should be of a quality that is appropriate for a contemporary urban environment and architectural style. Recommended materials include ceramic tile, colored stucco, cut stone for base materials. Steel, quality perforated metals, and colored storefront windows for the architectural façade elements are also recommended. Materials such as plywood, rustic wood, plain concrete, sheet pressboard or vinyl siding should be avoided. (Photo R)
13. Signage Theme and Types

Signage should be consistent with the overall goals for the Specific Plan area and could include tenant signs, freeway identification, and informational and monument identification signs. Signs should be appropriately located to identify stores and businesses from all visible directions.

- Freeway Identification Signs

  Two freeway identification or pylon signs are intended to provide store identification from the freeway for the entire project. (Photo S)
• Monument Identification Sign

A monument identification sign is located along the public street and provides identification of stores and businesses to motorists. Monument signage should not exceed six feet in height. (Photo T)

![Photo T. Example of monument identification sign.](image)

• Tenant Signs

Tenant signs identify the name of the store or business and are mounted on the exterior wall of the building in which said store or business is located. The size and scale of these signs should reflect the business, be creative, be appropriate for the building and designed in a manner that does not overwhelm the building. (Photo U)

![Photo U. Example of tenant sign.](image)
• Informational Signs

Informational signs provide directional or similar information to the patron regarding parking direction, onsite store locations, leasing office location, shopping cart return location, and other similar items. These signs should provide unique identity to each business and/or amenity while at the same time establishing a unified image for the Specific Plan area.

14. Environmental-Related Requirements & Guidelines

• Trash receptacles must have lids that enable convenient collection and loading. Trash receptacles should be emptied on a regular basis, in compliance with City of Bellflower regulations.

• All new development must comply with Public Resources Code (“PRC”) § 5097.98 and Health and Safety Code § 7050.5 should any human remains be uncovered during grading activities. The County Recorder and Coroner must be notified. If the County Coroner determines that the remains are Native American, the Native American Heritage Commission (“NAHC”) would be notified in accordance with Health and Safety Code § 7050.5, subdivision (c), and PRC § 5097.98 (as amended by Assembly Bill 2641). The NAHC would designate a most likely descendent (“MLD”) for the remains per PRC § 5097.98.

• All new development must comply with the City’s Building Code and the latest standards of the California Building Code (“CBC”) for construction.

• All new development must comply with the CGS Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California, and applicable requirements contained in the City’s Building Code and the latest California Building Code (“CBC”).

• All new development must comply with SCAQMD Rule 403 (Fugitive Dust), to minimize wind erosion and ensure soil stabilization.

• Construction of all new development must comply with applicable City standard erosion control practices required pursuant to the CBC and the requirements of the National Pollutant Discharge Elimination System (“NPDES”) General Construction Permit issued by the Los Angeles Regional Water Quality Control Board (“LARWQCB”), as applicable. Consistent with these requirements, a Stormwater Pollution Prevention Plan (“SWPPP”) would be prepared that incorporates Best Management Practices (“BMPs”) to control water erosion during construction activities if the following occurs:

  o If the project is over one acre, a SWPPP would be required per the State Construction General Permit.

  o If the project constructs (a) one acre or more of disturbed area and adding more than 10,000 square feet of impervious surface; (b) commercial with 10,000 or more square feet of surface area; or (c) a parking lot of 5,000 square feet or more or with 25 or more parking space, then a Stormwater Post Construction BMP Plan (“SUSMP”) would be required per the MS4 Permit Order No. R4-2012-
0175. The design capture volume would be required to be retained on site. The SUSMP would need to be approved by the Building Division and recorded with the County Recorder.

- All new development should comply with the City’s Climate Action Plan, which recommends several Climate-Ready Development Standards and a point system to reduce greenhouse gas emissions.

- All new development must ensure that potentially hazardous materials would be contained, stored, and used in accordance with manufacturers’ instructions and handled in compliance with applicable standards and regulations, including California Occupational Safety and Health Administration (“OSHA”) requirements, and Title 8 and 22 of the Code of California Regulations.

- All new development must implement traffic control measures during construction activities (e.g., construction flagmen, signage, etc.) to maintain traffic flow and access, as appropriate. Further, the times of day and locations of potential temporary lane closures would be coordinated so that they do not occur during peak periods of traffic congestion, to the greatest extent feasible. Such events would be coordinated with neighboring construction projects, as necessary. Truck routes for material and equipment deliveries, as well as for soil export and disposal, would require approval by the City’s Public Works Department.

- All new development should ensure that construction truck routes for material and equipment deliveries, as well as for soil export and disposal, would be reviewed and approved by the City’s Public Works Department. These practices, as well as techniques typically employed by emergency vehicles to clear or circumvent traffic (e.g., lights and sirens), are expected to limit the potential for significant traffic delays.

- All development should utilize off-road diesel-powered construction equipment that meets or exceeds the California Air Resource Board (“CARB”) and U.S. Environmental Protection Agency (“USEPA”) Tier 3 off-road emissions standards for equipment rated at 50 horsepower (“hp”) or greater during project construction. Equipment rated at 50 hp or greater must be outfitted with Best Available Control Technology (“BACT”) devices, including without limitation, CARB certified Level 3 Diesel Particulate Filter or equivalent control device. This requirement would be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit’s certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) would be available upon request at the time of mobilization of each applicable unit of equipment.

- Prior to the issuance of a grading permit, all developers in the proposed Specific Plan area should coordinate with the Gabrieleno Band of Mission Indians – Kizh Nation regarding tribal/cultural monitoring requirements, as described in Appendix C of EIR Addendum No. 2.

- All new development should incorporate the following design measures to reduce greenhouse gases, to the greatest extent feasible:
  - Incorporate preferential parking for alternative fuel vehicles, including electric vehicles;
o Building design of large rooftop areas should incorporate features at the time of initial construction for structural support and electric connections necessary for any future photovoltaic ("PV") installation;

o Design and construct the commercial square footage to exceed the latest Title 24 energy efficiency requirements by a minimum of 25 percent;

o Include tenant guidelines for green building features, including preference for Energy Star rated equipment;

o Reduce indoor and outdoor water consumption to the extent feasible through measures such as low flow fixtures, water-efficient appliances, drought tolerant landscaping, water-efficient irrigation systems such as drip irrigation, and rainwater collection systems;

o Exceed the City’s Construction and Demolition diversion ordinance requirement of 50 percent to a diversion rate of 75 percent;

o Ensure that Heating Ventilation, and Air Conditioning ("HVAC") equipment performs efficiently and without any refrigerant leaks upon installation;

o Institute recycling and composting services to reduce landfill-bound waste by 50 percent;

o Design buildings to use natural systems to reduce energy use. Locate and orient buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use;

o Install skylights and energy efficient lighting that exceeds California Title 24 standards where feasible, including electronic dimming ballasts and computer-controlled daylight sensors for office lighting;

o Install exterior signage, traffic, and other outdoor lighting that utilizes Light Emitting Diode ("LED") lighting that is approximately 70 percent more efficient than fluorescent signage;

o Use light colored “cool roofs,” cool pavements, and strategically placed shade trees; and

o Require orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, and promote effective use of daylight. Building orientation, wiring, and plumbing should optimize and facilitate opportunities for on-site solar generation and heating.
VII. ADMINISTRATION AND IMPLEMENTATION

A. SPECIFIC PLAN IMPLEMENTATION

This Specific Plan provides for a unique mix of commercial uses within the designated Specific Plan area. The City recognizes the Specific Plan area as a landmark place in the City and therefore, proposes to establish customized development and design regulations and standards that accommodate and respond to the needs of future commercial development.

It is intended that all City review requirements and processes be consolidated into a single process as much as possible. Accordingly, the Development Review Process described in this document has been established to streamline the City’s process for reviewing future commercial development and design within the Specific Plan area. The Development Review Process provides the City with the opportunity to ensure future commercial development proposals comply with those development and design standards contained in this Specific Plan document and other relevant requirements of the City. City staff will review all future development proposals on a case-by-case basis and will make applicable findings to ensure that all future development proposals are consistent with those standards and requirements contained in this Specific Plan document. As part of City’s review, additional California Environmental Quality Act (“CEQA”) documentation may be required for each future development proposal, if deemed necessary and appropriate.

B. DEVELOPMENT REVIEW PROCESS AND PROCEDURES

All commercial buildings must be designed and developed in conformance with those development standards, guidelines, and provisions contained in this Specific Plan. All development projects will be required to undergo a development review process and will require review and approval by the Development Review Committee (“DRC”). The following describes the development review process and DRC.

1. Development Review Committee

The DRC is established to approve the design and operations of any future development within the Specific Plan area prior to issuance of any building permit. The DRC may meet as necessary and is comprised of the following members:

- A representative of the City Council;
- A representative of the Planning Commission;
- The Director (or designee);
- The City Engineer; and
- The Building Official (or designee)

2. Purpose and Responsibilities of the Development Review Committee

The DRC may review and approve all development and design plans and operations of those future commercial uses within the Specific Plan area, including the following (as appropriate):
3. Development Review Procedures and Requirements

To initiate the development review process, all project applicants must submit the following plans and materials to the Planning Department. Staff will review the submittal and determine what additional information or material may be necessary. Upon submission of all required plans and materials, staff will review and recommend to the DRC approval or denial of the application.

- Scaled and dimensioned site plan;
- Scaled and dimensioned building elevations showing all building exteriors of all buildings;
- Scaled and dimensioned floor plans and building cross sections (if determined necessary by staff);
- Grading plan (including drainage scheme), prepared by a licensed civil engineer;
- Complete inventory of building materials and color palette;
- Scaled and dimensioned landscape plan (including decorative hardscape);
- Any detail drawings and exhibits as necessary to provide information on various project features that require specific and detailed review. Such detail drawings may include the location and design menu of the Master Signage Plan, the project entrance and the community recreation area;
- Description of operations (if determined necessary by staff); and
- Parking study (if determined necessary by staff).

4. Fees and Permit Costs

The City may charge and collect in advance, appropriate and reasonable fees to offset the municipal costs that are incurred by the City in reviewing, processing and permitting the development project.

5. Determination of Use
Chapter IV of this document lists those commercial uses that are allowable within the Specific Plan area. Commercial uses that are not listed may be allowed at the discretion of the Director or designee. The Director’s determination must be confirmed by the Planning Commission. The Director’s determination and/or Planning Commission confirmation may be appealed to the City Council.

6. Provisions for Existing Improvements

Existing improvements built in conformance to all building and zoning codes in effect at the time of construction may be maintained as currently existing, pursuant to the following provisions:

- Such existing improvements and site conditions may be maintained, repainted, repaired, and landscaping upgraded without having to conform to the provisions of this Specific Plan.

- Review and approval of such repairs, repainting and similar actions is required pursuant to the provisions of this Specific Plan.

- All proposed additions, enlargements and improvements must conform to those development standards and design guidelines described in Chapters V and VI of this Specific Plan.


The determination of the Director and Planning Commission relating to Use Determinations and the determination of the DRC relating to design and operations of future projects within the Specific Plan area may be appealed to the City Council, pursuant to the provisions of the BMC.

8. Required Findings

The DRC may approve the development review application, plans, building materials, architectural design and landscaping/hardscape design exhibits, provided the following findings are made:

- The project is consistent with the provisions of this Specific Plan;

- The project’s design and building architecture is complimentary and compatible with other projects within this Specific Plan;

- The project’s building design and architecture incorporates interesting materials, design features, varying building planes, roof lines and accent features; and

- The overall project design and architecture are of high-quality and innovative design, use quality construction materials, and creatively use landscape and hardscape materials in order to create a “signature” development for the City of Bellflower.
9. Review and Approval Authority of the Director

The Director’s responsibilities:

- Include administering, interpreting and enforcing all requirements of this Specific Plan, including the acceptance and processing of all land use permit applications.

- May include referring matters involving development issues to the DRC, or Planning Commission.

- Determine appropriateness of those commercial uses that are not specifically listed as allowable in this Specific Plan, with confirmation by the Planning Commission.

C. AMENDMENTS TO SPECIFIC PLAN PROVISIONS

The Specific Plan provisions are intended to be flexible and responsive to the needs of the City and future commercial development within the Specific Plan area. Furthermore, the development review process is intended to consolidate typical City review processes and provide the City with the opportunity to ensure future commercial development proposals comply with those development and design standards contained in this SPA No. 2 document and other relevant requirements of the City. Therefore, separate design-related approvals are not generally required. The provisions of this Specific Plan also offer interpretive flexibility to the Director that should accommodate most future commercial development.

It should be noted that this Specific Plan does provide relief for those future commercial developments that deviate from those standards and provisions contained in this Specific Plan, including Minor Amendments and Major Amendments.

1. Minor Amendments

Minor Amendments encompass minor and reasonable deviations or alterations to project plans. The Director may consider and approve the following Minor Amendments:

- A Minor Amendment to approved plans that do not create a noticeable difference in the exterior of the building design. Such minor alterations would not include the elimination of approved building materials.

- A Minor Amendment to the SPA No. 2 document where it can be demonstrated that such modifications will not substantially alter the locations of structures and uses and will not result in alteration of any plan features such as plaza areas, number of parking spaces, and/or similar items.

- A Minor Amendment to allow additional commercial development in excess of the 306,720 square feet of general commercial development that is allowed in this SPA No. 2 document. The additional square footage that could be allowed would be dependent upon the amount of additional traffic that is generated by the proposed commercial use. A Traffic Impact Study (“TIS”) was prepared by Hartzog and Crabill in 2019 for this SPA No. 2 document - titled, “Bellflower WASP Hotels Traffic Impact Study” – and determined that the SPA No. 2 area could support commercial development in addition to the 306,720 square feet, if the additional development did not cause the SPA No. 2 project to exceed a total of 12,998 Average Daily Trips.
The 2007 WASP proposed general commercial uses that would have generated a total of 12,998 ADTs. Since future commercial uses are unknown at this time and because each allowable commercial use in the SPA No. 2 area could generate different amounts of daily trips, it has been determined that as long as the total 12,998 ADTs are not exceeded in the SPA No. 2 area, then any allowable commercial use could be proposed, even if the square footage of the proposed allowable commercial use would exceed the 306,720-square-foot threshold that is proposed with this SPA No. 2 document. All future allowable commercial development will be required to determine the amount of ADTs that would be generated by the proposal. The Director, or designee, will determine whether a TIS, or similar document, would be required to calculate the amount of traffic that would be generated by the future allowable commercial development. City staff will be required to keep a log of the total amount of commercial development square footage that is approved in the SPA No. 2 area and total amount of ADTs that would be generated by these projects. The intent of this log is to ensure that the 12,998 ADTs limit is not exceeded.

2. Major Amendments

Projects that deviate from those standards and requirements contained in the Specific Plan that are not considered Minor Amendments require a Major Amendment to the Specific Plan. Any Major Amendment to the Specific Plan requires City Council approval.
Attachments
### Attachment A
Parking Standards Diagram

<table>
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<th>Parking Angle</th>
<th>Width of Parking Section</th>
<th>Depth of Parking Stall</th>
<th>Aisle Width</th>
<th>Curb Length per Car</th>
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