

City of Artesia

Artesia Boulevard Corridor Specific Plan

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Introduction

City of Artesia

Artesia Boulevard Corridor Specific Plan



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Section 1

The Artesia Boulevard Corridor Specific Plan was initiated by the City to guide growth and development along Artesia Boulevard, encourage economic revitalization, and create a lively center of activity for the City. The Specific Plan establishes a new vision for a 21-acre area along Artesia Boulevard, between Gridley Road and Pioneer Boulevard.

1.1 CORRIDOR GOALS AND OBJECTIVES

The Artesia Boulevard Corridor Specific Plan presents a coherent strategy to coordinate significant public and private investment to overcome an existing decline in character, property values, business district strength, and neighborhood vitality. Like any planning document, it will only have value if the plan is adopted, embraced and made fundamental to the decision-making of corridor area property owners, business owners, developers, and the commissions, councils and agencies that govern the corridor. To ensure effective implementation, the Specific Plan includes recommendations to achieve the Plan's stated goals and objectives. The following four goals have been established to transform Artesia Boulevard into a successful, mixed-use corridor:

- **Establish a Healthy and Diverse Business Corridor:** The corridor's eclectic character and interesting mix of land uses should be emphasized and encouraged.
- **Create a Corridor Identity:** The corridor should be redeveloped as a unique destination with a sense of place through investments in the appearance and design of the study area.
- **Allow Flexibility While Maintaining Compatibility:** To adapt to changes in the market, development standards should be flexible, while ensuring compatibility and connectivity to adjacent uses.
- **Enhance and Leverage Existing Corridor Assets:** This concept emphasizes the development of a "Sports Village" based on the success of the East West Ice Palace. To achieve this, complementary fitness, recreation, and sports-related retail businesses should be encouraged.

The overarching objectives for the Artesia Boulevard Corridor Specific Plan area are to:

- Develop strategies to incentivize lot consolidation, reuse underutilized parcels, and develop vacant properties;
- Encourage mixed-use buildings and mixed-use sites for greater economic diversity and more "eyes on the street";

- Enhance and leverage existing corridor assets;
- Promote adaptive reuse of existing sound and unique properties;
- Encourage higher densities and mixture of land uses with more specific site and building design standards to promote sustainable development and allow expanded transportation options;
- Create a transit focused corridor with enhanced density supporting future transit development/expansion;
- Remove barriers and impediments to pedestrians, bicyclists, and transit riders to provide safe and attractive access;
- Enhance crime prevention through education, physical improvements, and expanded/targeted resources; and
- Develop and implement a comprehensive corridor marketing strategy.

1.2 DOCUMENT ORGANIZATION

The Artesia Boulevard Corridor Specific Plan includes six sections, each providing information and guidelines for the development and implementation of the uses within the boundaries of the Specific Plan area. A brief description of each section is provided below.

- **Introduction:** The introductory section provides general information about the Specific Plan, the history and location of study area, a project summary, and discussion of consistency with State law and local governing documents.
- **Land Use Plan:** The Land Use Plan introduces unique development approaches for the Specific Plan area. The Land Use Plan provides a Land Use Map and Table of Permitted Uses.
- **Design Guidelines and Standards:** The Design Guidelines and Standards section provides specific standards for how buildings in the Specific Plan area can be developed, including setbacks, parking requirements, as well as guidelines to enhance the architectural style of existing and future buildings. This section also provides guidelines for design features including, but not limited to, streetscapes, signage, lighting, rooflines, building materials, and other design elements that will be encouraged along the corridor.
- **Mobility Plan:** The Mobility Plan identifies established and planned conditions for roadways within the Specific Plan area, including contextual exhibits and conceptual street sections. This section also explores options for alternative forms of transportation within the corridor, including bicycles, buses, and walking.

- **Infrastructure Plan:** The Infrastructure section provides information about accessibility to key utilities and public services including water, sewer, energy, police, fire, and other services necessary to develop the corridor.
- **Administration and Implementation:** The Administration and Implementation section identifies strategies to execute the recommendations put forth in the Specific Plan. This section also includes the necessary steps to implement the Specific Plan document and the actions required to modify the Plan.
- **Appendices:** Two appendices accompany the Specific Plan. The first compares the goals and policies of the adopted Artesia General Plan to the goals and guidelines found in the Specific Plan. The second provides definitions of terms used in the document.

1.3 HISTORY AND BACKGROUND

The City of Artesia was founded as a community and retail trade center in southeast Los Angeles County in the mid-1800s. In 1869, Daniel Gridley purchased 1,600 acres of the Spanish Land Grant known as Rancho Los Coyotes. A portion of the land was then sold to the Artesia Land Company, who was able to acquire an additional 2,400 acres from other neighboring landowners. The community of Artesia was launched at a three-day auction in February 1875 at which all of the land owned by the Artesia Land Company was sold off. By the end of the year approximately 50 farms were established in the area that is now formally known as the City of Artesia.

The City was named for the many flowing artesian wells in the area, which made the village ideal for farming and agriculture. Early residents were primarily farmers growing grapes, corn, wheat, sugar beets, other vegetables, and fruits. In addition to farming, there were also small dairies, chicken ranches, and a number of larger operations exporting pigs and cattle. The area also hosted a number of nurseries growing flowers and ferns.

In 1907, the Pacific Electric railway initiated both passenger and freight service from Los Angeles to Santa Ana through Artesia. This allowed for the creation of a trade center at the junction of Pioneer Boulevard and the Pacific Electric Railroad. In addition, a town subdivision was developed and a more formal business district was established with the creation of a national bank. By the 1920s, the farmers who had originally settled in the region formed the Artesia Chamber of Commerce to improve business and build a better community. The city core flourished as the trading, transportation, and social center for the surrounding agricultural area.

In the early 1920s, dairymen, mostly of Portuguese descent, were brought from the San Joaquin Valley to fill the shortage of dairy hands. In the 1930s, the promise of prime property began to attract Dutch dairy farmers and by 1940 about 2,500 people lived in the immediate area. Following the end of World War II, citizens from around the country began to relocate to Southern California. This migration contributed to the urbanization of Artesia's previously agricultural areas. In 1951, the Los Angeles County Board of Supervisors designated the area as the Artesia Zoned District. Artesia was incorporated in 1959 with an area of 1.62 square miles.

Today, City lands are devoted to a range of urban land uses. The dairy farms that once surrounded the City core have been replaced by homes, businesses, and industries, and the City is now largely built out. Consequently, there is a need and desire to preserve areas that traditionally have served as industrial and commercial centers, along Artesia Boulevard while continuing to add growth opportunities for mixed-use and residential development.

1.4 PROJECT SETTING

1.4.1 Regional Context

The City of Artesia is a small suburban jurisdiction with total area of 1.62 square miles. Located approximately 19 miles southeast of the City of Los Angeles, and 10 miles northwest of the City of Anaheim, Artesia is bounded by the City of Norwalk to the north, and the City of Cerritos to the south, east, and west. Exhibit 1-1 illustrates the location of the study area within the City and the City within the region.

The City and study area enjoy easy access to Interstate 605 (I-605), located just west of the study area and the State Route 91 (SR-91) Freeway located just to the north. Artesia Boulevard runs east-west through the City, parallel to the SR-91 Freeway. As the City of Artesia is bordered on both the east and west by the City of Cerritos, Artesia Boulevard serves as a gateway corridor stretching 0.7 miles from the eastern to the western edges of the City.

Outside the City limits, Artesia Boulevard is a major roadway extending approximately 16 miles from the City of Carson east to the City of Fullerton in northern Orange County. Along the corridor there are a number of major landmarks including the Cerritos Towne Center, El Camino College, and the Fullerton Municipal Airport. There are also a number of major commercial areas and educational centers within five miles of the study area, including: Los Cerritos Shopping Center and the Cerritos Auto Mall, Cerritos College, Biola University, and the Lakewood Center Mall.

Exhibit 1-1: Regional Context Map

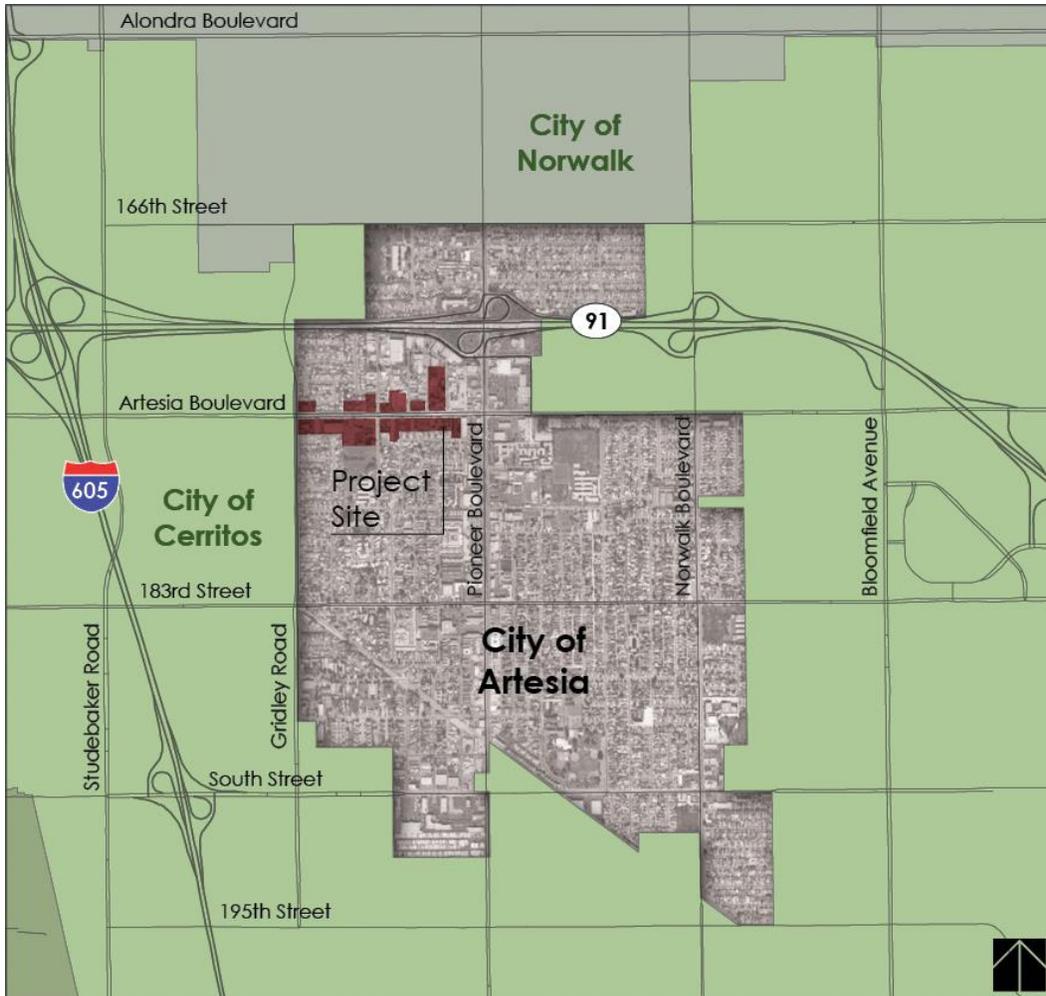


Exhibit 1-1:
Regional
Context
Map

1.4.2 Existing Uses Surrounding the Study Area

The properties surrounding the study area are predominantly residential to the north and south of Artesia Boulevard and west of Roseton Avenue. Many of the residential properties in Artesia were originally developed with single-family detached homes on small suburban sized lots. In recent years, it has become more common for two adjacent residential properties to be purchased and combined to allow for the development of a new single-family mansion. Additionally, vertical mixed-use, live/work, shopkeeper, and high-density residential assist in providing additional residential options as the City is built out without many vacancies.

Mixed in among the single-family homes, is Burbank Elementary School. The school is located just south of the study area along Roseton Avenue with fields backing up to the vacant former Armstrong Nursery site. An additional redevelopment site is the vacated California Dairies property located within the Specific Plan Area and immediately adjacent to the Ready-Mix cement factory depicted below.

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Images: Existing uses around the project area vary greatly.



1. Residential homes surround most of the study area.



2. A Ready-Mix cement factory is located just to the east of the former California



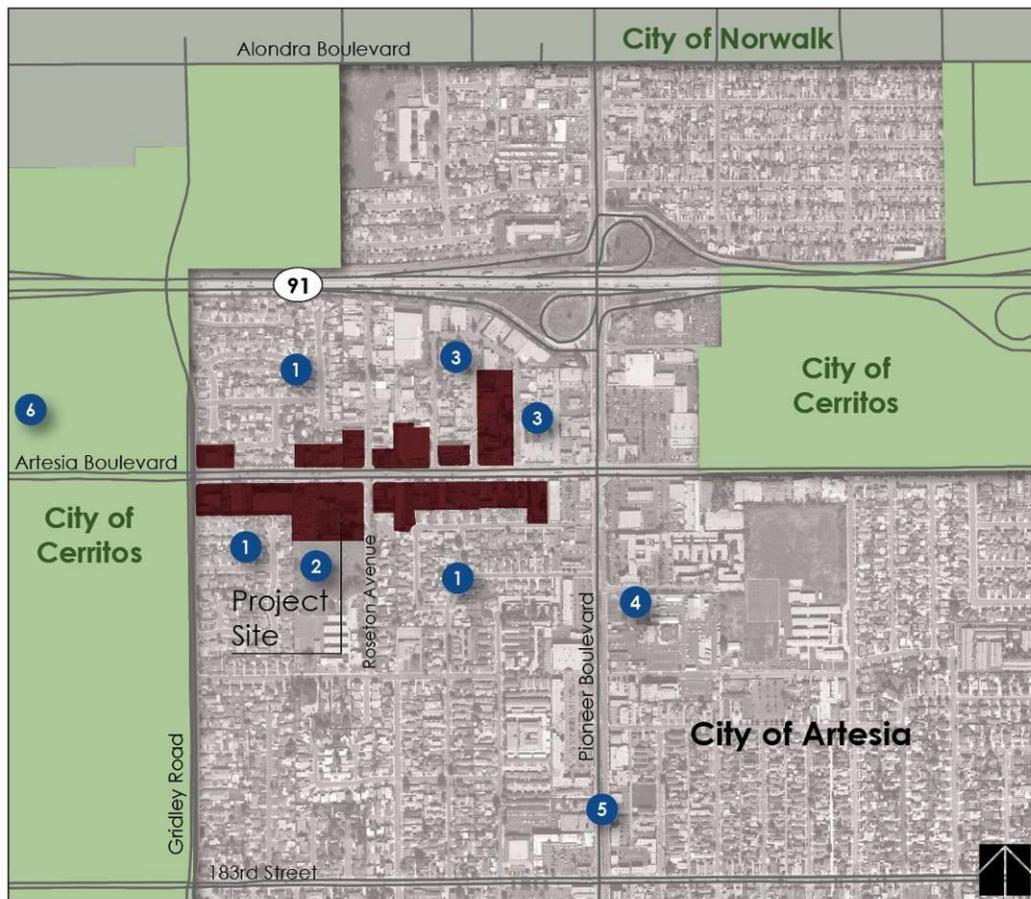
3. Pioneer Boulevard is an active commercial-retail corridor located east of the study area.



4. Gahr High School is located to the west of the study area drawing families from the region.

To the northeast of the study area are business park developments and light industrial uses, including a Ready-Mix cement factory located between Albutis and Corby Avenues near Pioneer Boulevard. Along Pioneer Boulevard, the properties fronting the street are zoned for General Commercial uses and are home to a wide variety of Indian-owned businesses. This stretch of the City has become known as a unique and vibrant retail community. Consequently, development along Artesia Boulevard is intended to complement and enhance these existing uses and not create competition. Across Pioneer Boulevard to the east of the study area is a shopping center with retail and commercial businesses, and Ross Middle High School.

Exhibit 1-2: Existing Uses Surrounding the Study Area



Legend

- ① Residential Areas
- ② Burbank Elementary School
- ③ Business Park/Industrial uses
- ④ Ross Middle High School
- ⑤ Pioneer Boulevard Commercial
- ⑥ Gahr High School

← Exhibit 1-2: Existing Uses Surrounding the Study Area

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City of Artesia

Artesia Boulevard Corridor Specific Plan

At the western end of the study area is Gridley Road, which serves as the City's western boundary, separating Artesia from the City of Cerritos. To the west of Gridley Road, just a short walk west down Artesia Boulevard, is Gahr High School, attended by children from both Artesia and Cerritos. Although Gahr High School is located outside of the study area, the school exerts a strong influence on the corridor. The high school is a key destination point for families throughout the City and surrounding communities, drawing residents on a daily basis through the study area. Exhibit 1-2 shows the context of the study area in proximity to the described surrounding uses.

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1.4.3 Community Context

The study area is located in the City of Artesia and encompasses approximately 21 acres along Artesia Boulevard, from Gridley Road extending east approximately half a mile almost reaching Pioneer Boulevard. Commercial development in the City is primarily located along Pioneer Boulevard, Artesia Boulevard, and South Street, with smaller neighborhood-serving retail centers scattered within residential areas. The City's built-out nature facilitates the need for infill development and redevelopment along Artesia Boulevard, to accommodate changing market conditions and demographics. Consequently, the study area, as shown in Exhibit 1-3, is a significant commercial opportunity area.

Exhibit 1-3: Artesia Boulevard Corridor Study Area



← **Exhibit 1-3: Artesia Boulevard Corridor Study Area**

Although the acreage in the study area represents just 2 percent of the land in Artesia, Artesia Boulevard plays a significant role in the economic viability of the City. As a built-out jurisdiction, the City has little to no vacant land for development, and instead must rely on redevelopment as the primary strategy to encourage growth. While the study area itself is completely built out, there are a number of vacant properties that are ripe for redevelopment. There is great potential to attract new businesses as Artesia Boulevard is used heavily by commuters as a bypass for the Artesia Freeway (SR-91) and the San Gabriel River Freeway (I-605). The corridor also has easy access to surrounding jurisdictions, including the City of Cerritos, and has a good mix of existing businesses.

1.5 STATE OF CALIFORNIA GOVERNMENT CODE

Section 65451 of the Government Code requires that specific plans include text and diagrams that specify all of the following:

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan;
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the specific plan; and
- A statement of the relationship of the specific plan to the general plan.

This Specific Plan is designed to meet the requirements of the State of California Government Code. The Specific Plan is adopted by City Council ordinance and thereby establishes the zoning regulations for the development of the Specific Plan area.

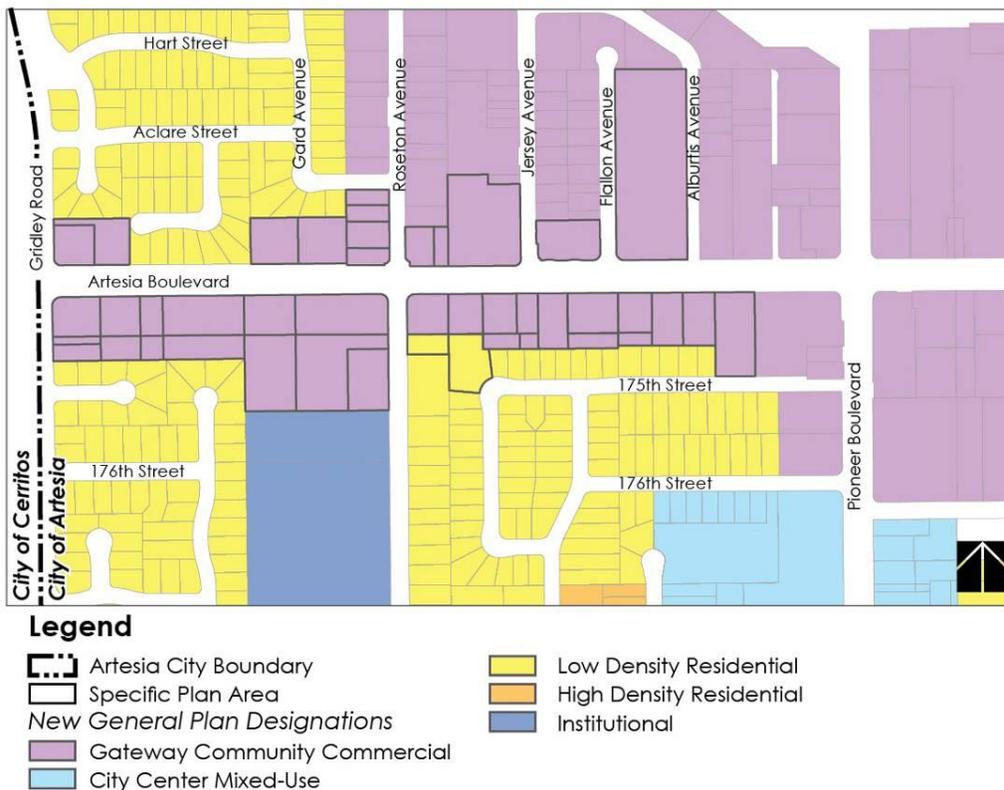
1.6 GENERAL PLAN

The City of Artesia is a relatively small jurisdiction in Los Angeles County that is just under 1,040 acres in size. The previous 1993 General Plan allocated approximately 166 acres of land for General Commercial, and Service and Professional uses, which is roughly 16 percent of the total land in the City. A study of the existing land uses completed by the City indicates that the commercial land use allocations in the previous General Plan were generally fulfilled. To date, General Commercial land uses total approximately 15 percent of the total acreage in the City. The City of Artesia General Plan 2030 (adopted in 2010) included a number of land use changes, including the creation of a new Gateway Community Commercial land use designation that applies to approximately 78 acres of the City including the corridor study area.

With the adoption of Artesia General Plan 2030, the land use designation for the study area changed from General Commercial to the newly created Gateway Community Commercial. All of the parcels within study area are now designated Gateway Community Commercial with the exception of two parcels southeast of the Roseton Avenue and Artesia Boulevard intersection which remain Low Density Residential.

The Gateway Community Commercial designation provides for a complementary mix of job-creating industrial, manufacturing uses, and local/regional-serving commercial retail and office uses. The Gateway Community Commercial designation encourages enhancement and expansion of manufacturing and industrial job-creating enterprise to attract higher wage, high-skilled employment opportunities. Commercial retail development is encouraged adjacent to the Artesia Boulevard and Pioneer Boulevard corridors to enhance local and regionally-serving commercial activity. Well designed, functionally integrated retail development is also encouraged at primary intersections.

Exhibit 1-4: General Plan Designations



Based on changing market conditions, an amendment to the Gateway Community Commercial designation allows for mixed-use with residential.

1.6.1 General Plan Principles

In 2010, a General Plan update was adopted by the Artesia City Council, which enacted a number of new principles, policies, and goals for the City. This Specific Plan is an implementation tool of the General Plan and will serve as a mechanism through which the City can achieve its goals. In the following section a number of principles from the General Plan are presented that will be implemented by adoption of the Specific Plan.

LAND USE SUBELEMENT

- **Community Planning Principle LU 1:** The Artesia General Plan 2030 will focus on enhancing areas that will allow the development of mixed-use. This type of development involves a greater utilization of uses that blends residential, commercial, industrial, or civic/institutional. By combining complementary uses, mixed-use developments bring energy and vitality to areas during both daytime and nighttime, and can benefit both residents and the businesses operating within them. In addition, mixed-use allows the advantage of flexibility of design to take full advantage of market shifts and land use trends.
- **Community Planning Principle LU 2:** The City of Artesia contains established residential neighborhoods, which are well maintained and buffered from the impacts of freeway traffic or extensive industrial and commercial development. Established neighborhoods in the City include areas with the City's older homes, newer residential developments, and some marginally desirable areas where maintenance has been deferred. The City desires a diverse mix of housing types, along with high standards for residential property maintenance to preserve real estate values and high quality of life.
- **Community Planning Principle LU 3:** Existing neighborhood commercial centers and corridors serve as important employment centers in Artesia. These commercial areas have experienced some deferred maintenance and signs of property decline have been visible. The Artesia General Plan 2030 will focus on preserving and revitalizing these commercial centers and corridors.
- **Community Planning Principle LU 4:** The City of Artesia is a built out community, with most new development occurring at infill sites. Redevelopment is occurring throughout the City and some uses are transitioning to reflect the changing needs of residents and business owners. Maximizing the uses in current commercial centers is seen as a valuable economic development tool that will enhance shopping, dining and entertainment options that can improve quality of life in Artesia.

CIRCULATION SUBELEMENT

- **Community Planning Principle CIR 1:** Artesia is a built-out community where future growth will occur as infill and redevelopment of existing uses. As growth and development continues, there will be increasing demands on the circulation system that will need to be accommodated in a manner which allows the system to provide an acceptable level of service.
- **Community Planning Principle CIR 2:** The rights-of-way play a significant role in the aesthetics and imagery of the public realm in Artesia. The visual quality along the circulation network can be improved through a number of streetscape improvement opportunities.
- **Community Planning Principle CIR 3:** Reducing vehicle miles traveled is an important goal of SCAG and the region as a whole. Reducing vehicle miles traveled will contribute to reducing greenhouse gas emissions, reducing traffic congestion and improving the quality of life in Artesia.
- **Community Planning Principle CIR 4:** Alternative modes of transportation including bicycling, walking and use of public transit play important roles in reducing the strain on the existing circulation system and increase the options community members have to move in and around the City.
- **Community Planning Principle CIR 5:** Circulation and mobility do not stop at the city boundaries. Artesia is surrounded on all sides by urbanized community and traffic does not recognize city boundaries. Regional and inter-jurisdictional partnerships are necessary to address circulation and mobility issues.

ECONOMIC DEVELOPMENT SUBELEMENT

- **Community Planning Principle ED 1:** A strong economy creates the wealth that allows the residents of Artesia to support the public facilities, services and quality of life they demand. Local governments can promote economic development by establishing a favorable environment for business attraction and retention, private investment, economic entrepreneurship and the creation of well-paying jobs.

CULTURAL AND HISTORIC RESOURCES SUBELEMENT

- **Community Planning Principle CHR 2:** The City's diverse population creates a confluence of different ethnic groups and cultures. This characteristic serves as an important distinction from surrounding jurisdictions, and can be used to promote and enhance the City's tourism industry.

SUSTAINABILITY SUBELEMENT

- **Community Planning Principle SUS 6:** Smart development factors such as density, mix of uses, access to recreation facilities and even population and income diversity can be directly related to improved health and fitness of the population.
- **Community Planning Principle SUS 7:** Changes in lifestyle and behavior patterns, as well as management practices, can contribute to climate change mitigation and have a positive role in reducing greenhouse gas emissions.
- **Community Planning Principle SUS 9:** Green jobs will be plentiful in the future and by welcoming these jobs, a sustainable future is secure for both the City and environment.

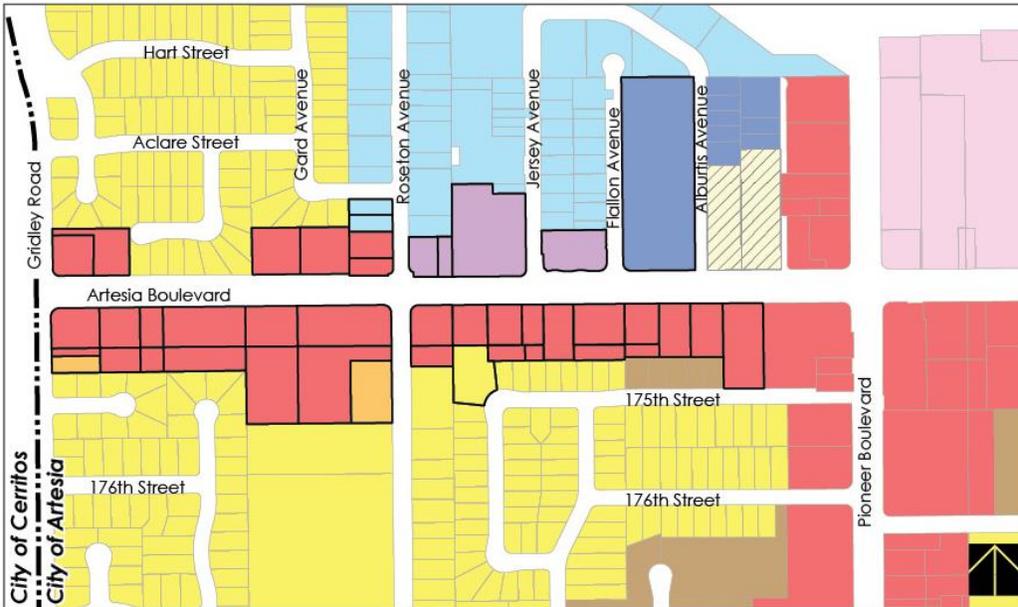
1.7 ZONING REGULATIONS

The Artesia Zoning Code provides specific land use direction and development standards for each parcel and land use in the City. The majority of the land area within the City is developed with single family homes built between the 1960s and 1980s; however, apartments, townhomes and condominiums can also be found throughout the jurisdiction. Commercial development is mainly located along Pioneer Boulevard, Artesia Boulevard and South Street, along with smaller neighborhood-serving retail centers scattered within residential areas. The City's built-out nature presents opportunities for infill development and redevelopment to accommodate changing needs, market conditions, and demographics.

Historically, (zoning prior to the adoption of the ABCSP in October 2011), more than two-thirds (68 percent) of the study area was zoned for General Commercial or Service and Professional uses as shown in Exhibit 1-5. Within the study area the General Commercial zone extends to nearly all of the parcels fronting Artesia Boulevard, while the two parcels zoned for service and professional uses are set back with access from Gridley Road or Roseton Avenue. As stated in the Artesia Municipal Code, the General Commercial (C-G) zone was established to provide for regional retail commercial needs, providing for intensive commercial activities

and specialized service establishments which require a central location within a large urban population.

Exhibit 1-5: Study Area Zoning Districts



Legend

- | | |
|-----------------------------------|--|
| Artesia City Boundary | Commercial General - CG |
| Specific Plan Area | Commercial Planned Development -CPD |
| Land Use | Commercial Transition - CT |
| Single Family Residential - R-1 | Light Manufacturing and Industrial - M-1 |
| Multiple Family Residential - M-R | Heavy Manufacturing and Industrial |
| Service and Professional - CSP | Artesia Boulevard Specific Plan |

← Exhibit 1-5: Study Area Zoning Districts

The General Commercial zone is prevalent throughout the study area with the exception of the parcels located northeast of the Roseton Avenue and Artesia Boulevard intersection, where parcels are primarily zoned Commercial Transition and Heavy Manufacturing and Industrial. Currently, the only property zoned Heavy Manufacturing is the former California Dairies facility located at the eastern end of the study area. The parcels directly to the west of the Dairy are zoned Commercial Transition, similar to the rest of the study area. The Commercial Transition (C-T) zone was established to provide for a compatible transition between certain areas where industrial uses abut commercial and/or residential uses.

In contrast to the City as a whole, only one parcel in the study area is zoned residential. This property is located in the southeastern quadrant and zoned for single family homes (R-1). Ironically, this property is currently utilized by an auto repair business. There are, however, a number of existing single-family homes in the study area on properties zoned for commercial uses.

The Specific Plan Area has already been rezoned to meet the Specific Plan as adopted in 2011.

In 2022 the Specific Plan Area was amended to reflect changed market conditions in which mixed-use with residential was considered as some of the existing industrial uses left. The intent was to redevelop the vacated and underutilized former California Dairy property into a pedestrian-oriented, destination attraction, and placemaking use with commercial, shopkeeper, live/work townhomes and residential opportunities within the corridor. This will maintain Artesia Boulevard as a commercial corridor while creating a mix of uses to meet City needs.

1.8 VISIONING AND COMMUNITY OUTREACH

To better understand the individual goals of the various stakeholders within and surrounding the study area, an initial series of community outreach efforts were scheduled during the months of November and December 2010. Community workshops and meetings were arranged with key groups including the City Council, Planning Commission, and local business owners to better understand the issues and opportunities facing Artesia Boulevard at present.

1.8.1 Council and Commission Workshops

Prior to Specific Plan initiation, a special joint workshop was held with members of the Artesia City Council and Planning Commission. At this meeting a presentation of the study area, the proposed scope of work, and general observations about the corridor were discussed. Council members and commissioners were then given the opportunity to provide additional input, observations and guidance for the project. Among the comments made by the working group several general themes were prevalent:

- The corridor is a key commercial and employment opportunity area within the City that should be well planned to ensure that new jobs are created and sources of revenue generated.
- Mixed-use growth should be introduced along the corridor to create a sustainable area where residents can live, work and shop without leaving their neighborhood.
- Uses proposed for the corridor should be compatible with the zoning and existing uses in the area immediately surrounding the corridor.
- The development standards for the study area should allow for flexibility, including building heights, densities, parking requirements and building design.
- There are a number of key opportunity sites that are vacant or underutilized along Artesia Boulevard that should be utilized to draw residents to the corridor from the City and the surrounding area.

In addition to the City Council and Planning Commission, a special presentation was also made to the Beautification and Maintenance Commission to provide information and obtain feedback on the project. At the time the presentation was given, the Beautification and Maintenance Commission did not provide any specific concerns or guidance as to how the project area should be addressed.

City of Artesia

Artesia Boulevard Corridor Specific Plan

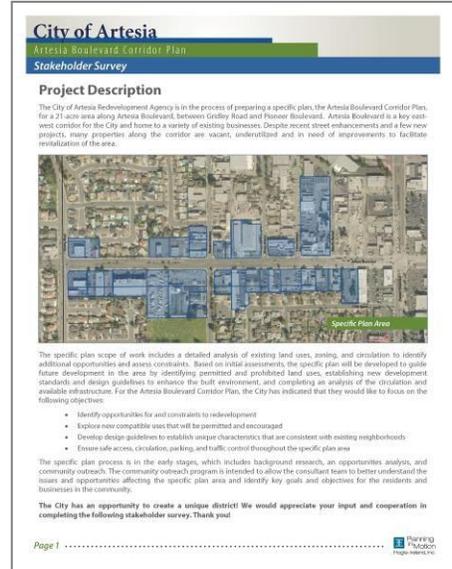
Image: A sample page of the Artesia Boulevard Corridor Specific Plan Survey distributed to key study area stakeholders.



1.8.2 Stakeholder Interviews

Following the City Council/Planning Commission joint workshop, the City of Artesia Chamber of Commerce was contacted to help facilitate meetings with key business owners operating within the study area. The Artesia Chamber of Commerce is a newer organization, but is active within the community and has a growing member list that includes over 100 businesses. The Chamber currently holds monthly luncheons with educational guest speakers as well as other networking functions.

Through the Chamber of Commerce, the Specific Plan team was able to collect information from a variety of business owners including tenants located along the corridor and in the surrounding area. The consultant team was invited to attend a Chamber mixer held in the evening on Thursday, November 18. Approximately



forty business owners, employees, and decision makers were in attendance. At the mixer, a presentation on the project was given, detailed surveys were given to attendees to fill out and one-on-one interviews were conducted to collect community input. In addition to the detailed survey, comment cards with postage were provided giving business owners the option to

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Image: Sample Comment Card distributed at Chamber of Commerce events.



City of Artesia
Artesia Boulevard Corridor Plan
Comment Card

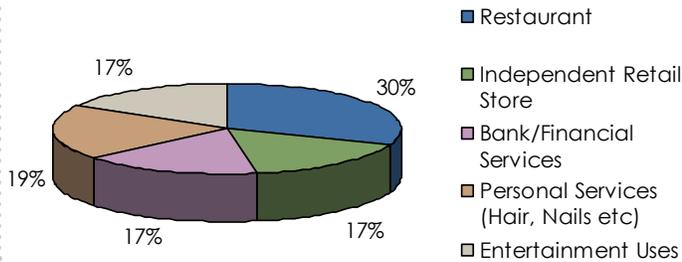
Name/Organization _____ Date _____
Address _____
Email Address _____ Telephone _____

What is your vision for Artesia Boulevard?

mail in their comments at any time.

In addition to the Chamber mixer, the Specific Plan team also attended the December luncheon held by the Chamber at the Portuguese Cultural Center. The December luncheon was a well-attended event through which a number of surveys and comment cards were filled out and collected, providing valuable feedback on the future of Artesia Boulevard. From the surveys and comment cards collected from business owners and stakeholders a number of concerns and opportunities have become apparent.

Desirable New Uses for Artesia Boulevard



From the surveys collected, residents and business owners indicated that they would like to see new neighborhood serving commercial uses along the corridor, including restaurants, specialty retail stores, banks, entertainment uses and personal services such as hair and nail salons.

Ways to Improve the Walking Environment along the Corridor:

1. Add shade trees
2. Address the lack of lighting at night
3. Improve the sidewalks
4. Add crossing signs/crosswalks at intersections



← **Image:** Sidewalks along Artesia Boulevard can be improved to enhance walkability.

Ways to Improve the Driving Environment along the Corridor:

1. Synchronize traffic lights
2. Reduce truck traffic
3. Enforce speed limits
4. Identify/create turning lanes
5. Add parking along the corridor
6. Add landscaping to parking areas



← **Image:** Reducing truck traffic will make the corridor safer and less noisy.

FACT: Majority of survey participants felt that mixed-use development was appropriate along Artesia Boulevard.

Three Reasons Business Owners Like Artesia Boulevard:

1. The corridor is easily accessible from surrounding areas, including the City of Cerritos.
2. Artesia Boulevard is easy to reach by automobile and has a good mix of existing businesses.
3. The corridor has good access to freeways and major roadways including Pioneer Boulevard.

Through the stakeholder survey, business owners and residents had the opportunity to identify key actions the City should take to improve the overall appearance and experience of the corridor. The top five actions residents felt the City should focus on are:

1. Vacant lots need to be redeveloped and/or maintained.
2. Existing store fronts and building facades need revitalization.
3. The City should focus on reducing crime along the corridor.
4. Provide more landscaping including street trees.
5. Sidewalks, crossing areas and bike lanes need to be provided and/or improved.

1.9 STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS

To better understand the conditions of the corridor and plan for the future, an analysis of the Strengths, Weaknesses, Opportunities and Threats (SWOT) was completed. A SWOT analysis is a strategic planning method used to evaluate the existing conditions of a project prior to taking action. The analysis involves identification of the internal and external factors that are favorable and unfavorable to achieve the project's desired objective. The four aspects of a SWOT analysis are described below:

Strengths: characteristics of the study area that give it an advantage over other areas of the City

Weaknesses: characteristics that place the study area at a disadvantage

Opportunities: external chances/factors to improve the study area

Threats: external elements that could cause trouble for the study area

STRENGTHS:

- Variety of business types
- Traffic volumes provides good visibility/exposure for businesses
- Newer uses are successful and have improved the appearance of the corridor in specific locations
- Vacant properties are ripe for redevelopment
- Existing businesses offer a variety of jobs
- Right-of-way improvements on specific properties enhance the area



← **Image:** Landscaping improvements should be extended throughout the study area.

City of Artesia

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Image: There is an inconsistent mix of uses including a Dairy, an auto body shop, restaurants and single-family homes along Artesia Blvd.



WEAKNESSES:

- Need for clear and consistent signage
- Properties vary in size and have many different owners
- Sidewalks and crosswalks do not promote walkability
- Lack of unity between uses and properties
- Lack of landscaping and a need for a continuous landscaping theme
- Lack of parking
- Mix of uses are incompatible
- Lack of public transportation options



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Image: Newer uses are successful in drawing residents to the area.



OPPORTUNITIES:

- Key existing businesses are successful drawing residents to the area
- Schools in the area bring families through the corridor
- Good access to major roads and surrounding cities
- Corridor location is attractive to new businesses
- Landscaping improvements from recent projects can be extended

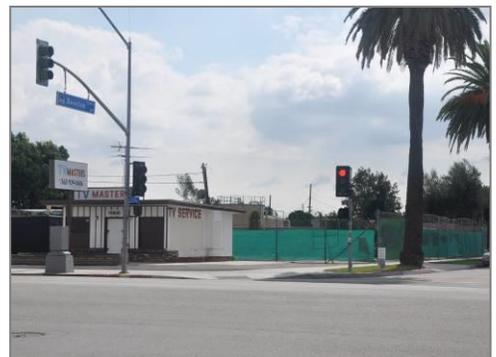


Image: Vacant, unmaintained properties create an unattractive image and suggest the corridor is in need of revitalization.



THREATS:

- Shopping areas in the region offer attractive alternatives
- Unmaintained properties and vacant lots create an undesirable walking environment
- Existing adjacent uses are sensitive including single family homes
- Vacant properties promote graffiti and undesirable uses (i.e., junk storage)



1.10 ABCSP AMENDMENT HISTORY

The City of Artesia approved the Artesia Boulevard Corridor Specific Plan on October 7, 2011.

Specific Plan Amendment No. 1: Brandywine Homes, Inc. completed an addendum to the ABCSP under Resolution No 2022-08P, which was approved on June 23, 2022. The three approvals within the resolution included: Tentative Tract Map No. 83622, building step back requirements and Mitigated Negative Declaration adoption under CEQA Case No 2021-27.

Specific Plan Amendment No. 2: On September October/November/December X, 2022, the City of Artesia City Council adopted Ordinance No. XXX-XX, to amend the Artesia Boulevard Corridor Specific Plan changing the Quadrant 2 land use (dividing into Quadrants 2a and 2b), updating zoning districts, implementing new design standards and guidelines for Quadrant 2b, changing the Mobility Plan based on updated traffic studies, and providing consistency with the General Plan Appendix.

Details pertaining to the updated quadrants are reported herein. The amendment will provide opportunities that will serve as a catalyst for future growth and support services for the existing Artesia Corridor.

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Artesia Boulevard Corridor Specific Plan

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Land Use Plan

City of Artesia

Artesia Boulevard Corridor Specific Plan



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Section 2

To better examine the corridor, the study area has been divided into four quadrants, which are shown and numbered in Exhibit 2-1. Each quadrant is either east or west of Roseton Avenue and north or south of Artesia Boulevard. Quadrant 1 includes the area north of Artesia Boulevard and west of Roseton Avenue. Quadrant 2 includes the area north of Artesia Boulevard and east of Roseton Avenue. Quadrant 3 includes the area south of Artesia Boulevard and west of Roseton Avenue. Finally, Quadrant 4 includes the area south of Artesia Boulevard and east of Roseton Avenue.

Exhibit 2-1: Study Area Quadrants



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2.1 STUDY AREA EXISTING CONDITIONS

2.1.1 Existing Uses

Land within the corridor study area was historically zoned for commercial and industrial uses, which benefit from the exposure to passing cars on Artesia Boulevard. These uses have also provided valuable jobs to residents living in the City and the surrounding area. The land use patterns have changed little since the City's incorporation and the study area currently contains a mix of retail, commercial, office and industrial uses. The City of Artesia General Plan 2030 (General Plan) designates the Specific Plan Area as Gateway Community Commercial. The Gateway Community Commercial land use designation provides for a complementary mix of job-creating industrial, manufacturing uses, local/regional-serving commercial retail and office uses, and mixed-use with

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residential. Exhibit 2-2 and Table 2-1 provide a detailed inventory of the existing uses in the study area.

Newer uses along Artesia Boulevard include retail, restaurant, and service businesses. The East West Ice Palace, an ice skating and hockey training facility, is located southwest of the intersection of Roseton Avenue and Artesia Boulevard. The training facility opened in May of 2005 and is a major draw to the study area. Across Artesia Boulevard on the north side of the corridor is a new Benjamin Moore paint store, as well as, a newly constructed multi-tenant retail center with a variety of restaurants and small tenant stores. An Alberto's Mexican restaurant has also opened in the southeastern corner of the study area at a former fast-food location.

Uses within each quadrant vary greatly. Quadrant 1 includes industrial manufacturing yards, an Avis Car rental location, office professional uses, and a long-established Mexican restaurant. In Quadrant 2, there are two established sub-quadrants (Quadrants 2a and 2b) to reflect redevelopment within the Specific Plan area. Quadrant 2a includes a Public Storage complex, small industrial building, and retail center. Quadrant 2b includes a mix of commercial and residential. Specifically, the commercial uses are along the Artesia Boulevard corridor with live/work transitioning behind the frontage units. The live/work townhomes or shopkeeper units (herein referred to as live/work) provide balance between the abovementioned commercial and remaining residential townhomes located within Quadrant 2b.

Uses in Quadrant 3 of the study area are particularly diverse; including the East West Ice Palace, a large, non-conforming, RV storage lot, as well as, a number of professional and medical offices. In contrast, Quadrant 4 includes uses that range from residential to light industrial, but are dominated by small auto repair businesses. There are also a number of older restaurants, offices, residential, and neighborhood-serving commercial uses located within this quadrant.

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Exhibit 2-2: Study Area by Parcel

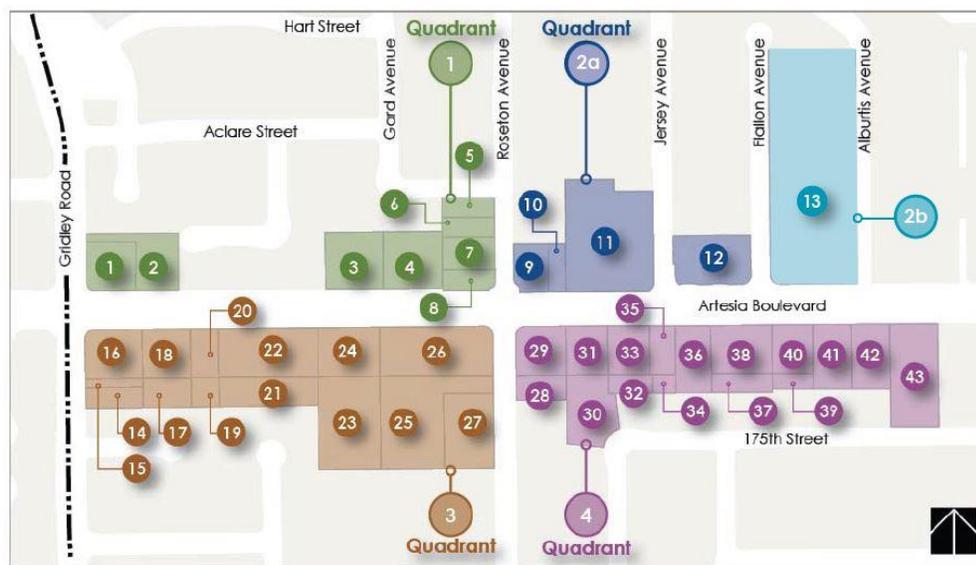


Exhibit 2-2: Study Area by Parcels

Table 2-1: Existing Uses by Parcel

Parcel #	Existing Use	Parcel #	Existing Use
1	Vacant	23	RV Storage
2	Restaurant	24	RV Storage
3	Office/Professional Building	25	Vacant
4	Retail Single Tenant	26	Vacant
5	Industrial/Manufacturing	27	Single Family Residential
6	Industrial/Manufacturing	28	Vacant
7	Industrial/Manufacturing	29	Small Commercial
8	Car Rental	30	Auto-related Business
9	Industrial/Manufacturing	31	Auto-related Business
10	Single Family Residential	32	Multi-Family Residential
11	Public Storage	33	Retail Multi-Tenant
12	Retail Multi-Tenant	34	Multi-Family Residential
13	Vacant	35	Restaurant
14	Single Family Residential	36	Auto-related Business
15	Office/Professional Building	37	Vacant
16	Retail Multi-Tenant	38	Vacant
17	Office/Professional Building	39	Auto-related Business
18	Office/Professional Building	40	Auto-related Business
19	Office/Professional Building	41	Retail Multi-Tenant
20	Office/Professional Building	42	Daycare Facility
21	East West Ice Palace	43	Restaurant
22	East West Ice Palace		

Throughout the study area there are a number of vacant parcels, the most prominent property being the former Armstrong Nursery located on the southwest corner of Artesia Boulevard and Roseton Avenue. Many of the vacant parcels along the corridor occupy interior lots and are located south of Artesia Boulevard. There are also a handful of residential properties scattered throughout the area; many in need of revitalization.



1. The East West Ice Palace located in Quadrant 3.



2. Currently vacant, California Dairies, Inc. was a prominent business located in Quadrant 2b.



Images: A number of successful businesses exist within the Specific Plan area.

2.1.2 Existing Development Intensity

With the exception of the California Dairies processing plant, the majority if not all of the buildings within the study area are 1 or 2 stories in height. While the Dairy is the most prominent structure in the area, there are several other large-scale buildings that are at least 2 stories high, including the East West Ice Palace and the Public Storage facility. In general, however, most of the structures along the corridor are single-story.

Along Artesia Boulevard the buildings in the study area also vary in the distance they are set back from the street. Many of the older existing buildings are constructed up to or close to the property line, while many of the newer developments provide parking and landscaped areas in front of the buildings creating a buffer from the street. In most instances, the buildings throughout the study area are located close to one another with limited side setbacks.

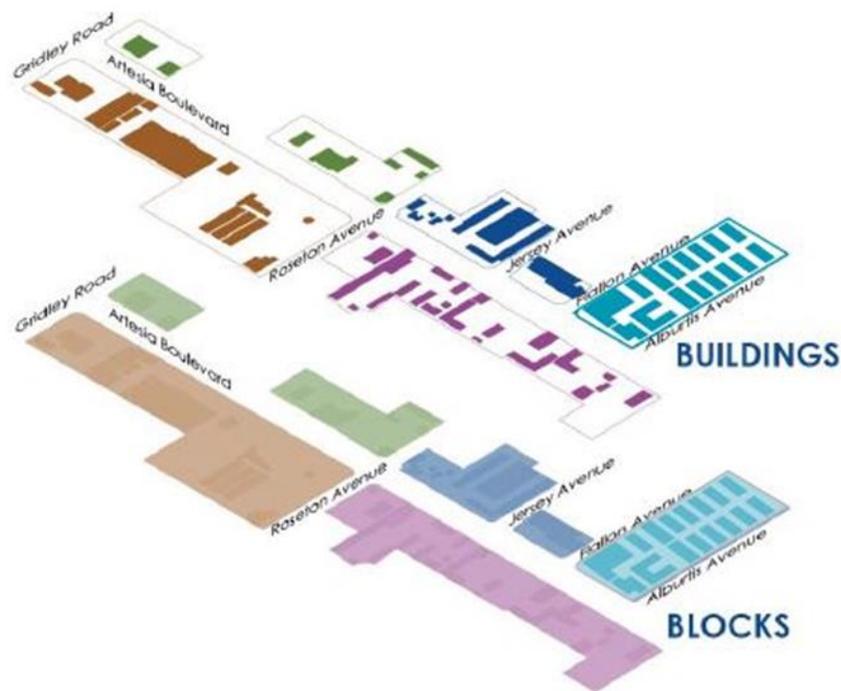
The existing development and orientation of the buildings gives the corridor an image that is simultaneously urban and suburban. The building heights and placement of buildings in close proximity to one another and the street are consistent with a more urban style of development; however, the development of newer uses with parking in front and buildings set back from the street indicates a shift toward suburbanization. The blend of suburban and urban development allows for new projects and redevelopment efforts to introduce mixed-use concepts and clustered development projects while remaining compatible with existing uses. Exhibit 2-3 shows the building footprints and block patterns in the study area.



Images: Buildings along the corridor vary in their height and orientation to the street, but are primarily 1- to 2-stories high and located near the sidewalk.

When considering future uses and densities for the corridor, it is important to recognize that the existing development surrounding the study area is primarily made up of single-family residential uses, while industrial uses adjacent to Quadrant 2 are low density and typically only one or two stories high.

Exhibit 2-3: Building Footprints and Block Patterns



← Exhibit 2-3:
Building Footprints
and Block Patterns

2.1.3 Existing Building Conditions

The condition and appearance of the buildings along the corridor differ from parcel to parcel. While the oldest documented buildings were built in the 1970s, the majority of the buildings were constructed in the late 1980s and early 1990s. Many of the older, long-time businesses are still in operation, but have not completed renovations or updates to their property. There are, however, a handful of new developments completed in the last 10 years that reflect the City's updated development standards and are more modern in appearance. Given the age and appearance of many of the buildings along Artesia Boulevard, improvements will likely be needed throughout the study area over the next 10 to 15 years.

2.1.4 Vacant and Underutilized Properties

While the City is largely built out, within the study area there are a number of vacant and underutilized parcels. At the time the corridor was examined at least seven parcels, totaling 3.7 acres or approximately 18 percent of the study area, were vacant with no tenants. There are also a number of partially vacant office and commercial buildings within the two-block stretch that have tenant spaces for lease that are not included in the total amount of vacant acreage, but are identified in Exhibit 2-4. At the time the area was studied, there were 5 buildings on 7 parcels that had leasable tenant space.

In addition to the parcels identified as vacant or as having leasable space, there are also a number of underutilized properties within the study area. Underutilized properties are those that are not developed to their highest potential and/or best use. One such example of an underutilized property is a parcel with a single-family home that is zoned for general commercial uses. Another example is the former California Dairies parcel which was vacated in 2021. These properties could be redeveloped to better serve the corridor and to maximize the assigned zoning standards.

Exhibit 2-4: Vacant and Underutilized Properties in the Study Area



Legend

- Vacant - Primary Opportunity Site
- Underutilized Sites - Secondary Opportunity Site
- Vacant Space to be Leased - Tertiary Opportunity Site
- Corridor Study Area - Non-Opportunity Site

Generally, there are fewer vacant parcels on the north side of Artesia Boulevard (Quadrants 1 and 2) than on the south (Quadrants 3 and 4). The one identified vacant property is a smaller building previously occupied by a stereo and electronic sales company located on the corner of Gridley Road and Artesia

Boulevard. According to LA County parcel data the building was originally constructed in 1978; however, the building has been maintained and is in decent condition. With minor updates and improvements, the site offers great potential for redevelopment and business attraction due to its prominent corner/gateway location on the City of Artesia/Cerritos boundary.

The most prominent vacant parcels in the study area are the former Armstrong Nursery site, located in Quadrant 3 on the southwest corner of Roseton Avenue and Artesia Boulevard and the former California Dairies, located in Quadrant 2b between Fallon Avenue and Alburto Avenue. The former nursery site includes two parcels totaling approximately 2 acres that have been vacant for several years. Unfortunately, the condition of the structures on the property has deteriorated over time and the property is in need of significant revitalization. The former nursery site is situated between a single-family home to the east, an RV storage lot and the East West Ice Palace to the west and backs up to the play area/fields for Burbank Elementary School. The former California Dairies property is situated between commercial/industrial uses to the north, Artesia Boulevard to the south, industrial uses (National Ready Mixed Concrete) to the east, and mixed-use with residential to the west. Demolition of the former California Dairies operation occurred in 2022.

Due to both of the site's size and location in the center of the study area, it presents a unique, catalytic opportunity for redevelopment and revitalization of the corridor.



1. Retail/commercial space for lease along the western edge of Quadrant 1.



2. The former Armstrong Nursery site at the corner of Roseton and Artesia in Quadrant 3.



3. A vacant small repair shop on a prime corner location in Quadrant 4.



4. A vacant sales lot adjacent to existing auto repair businesses also in Quadrant 4.

← **Images:** There are a number of opportunity sites along the corridor ripe for redevelopment.

Another significant opportunity site can be found in Quadrant 4, across Roseton Avenue from the former Armstrong Nursery site. Situated on the southeast corner of Roseton and Artesia Boulevard, the site consists of two parcels totaling approximately 0.6 acres or 26,000 square feet. The parcels are stacked; one with right-of-way access from Artesia Boulevard and the other with access from Roseton Avenue. The larger parcel fronting Artesia is technically underutilized, as it hosts a small vacant building formerly used as an electronic repair shop and a lawnmower repair business still in operation. The second smaller parcel is truly vacant, with no built structures, but is paved, and currently used for the storage of various building materials. This site is surrounded by residential homes on the south and an auto repair shop on the east.

Also located in Quadrant 4, near the center of the block, is a vacant site surrounded by existing auto-related uses, including two auto repair centers. The site includes 3 parcels and totals approximately 1.2 acres. The parcels currently have two different landowners and two of the parcels are completely land-locked with no roadway or alley access, other than through an adjacent parcel. The larger parcel fronting the street contains one older structure previously used for the retail sale of RV camper shells. It is important to note that there are also currently single-family homes located to the south.

As mentioned previously, throughout the study area there are a number of buildings with tenant spaces for lease. These properties are shown in Exhibit 2-4, but are primarily located in Quadrants 3 and 4. The low occupancy rate within these buildings may indicate that there is a need to revitalize the structure to better accommodate new types of tenants.

In addition to vacant parcels and buildings with low occupancy, there are also a number of underutilized parcels in the project area. Of the 23 underutilized parcels identified in Exhibit 2-4, four are developed with single family homes, but are zoned for higher intensity commercial uses. The other parcels are generally used for non-conforming uses such as auto-repair, vehicle parking, and material storage, which are low intensity uses for a highly travelled corridor. These parcels could be redeveloped with higher density/intensity uses to better meet the needs of the residents and fulfill the City's General Plan goals.

2.1.5 Parcelization Patterns

The study area is split in half by Roseton Avenue and includes 43 parcels that front Artesia Boulevard. The study area parcels vary in size from 3,000 square feet to 3.3 acres. Many of the parcels are rectangular in shape and have direct access to Artesia Boulevard; however, there are a small number of parcels that lack street access entirely. With regard to depth and width, the parcels range in size from 25 to 300 feet wide with the majority of the parcels fronting Artesia Boulevard measuring at a depth of approximately 130 feet. As discussed in previous sections, approximately one fourth of the parcels within the study area are land locked by other parcels and do not have direct access to an alley or roadway. These parcels take access through easements granted through

properties fronting Artesia Boulevard and typically are the same width but not the same depth as their adjacent parcel fronting Artesia Boulevard.

As shown in Exhibits 2-5 through 2-8, the pattern of small-lot ownership and parcelization was established decades ago during the City's early years. As a result, the businesses along the corridor developed incrementally. When parcels and buildings develop in this manner, they often focus more on how to maximize exposure and provide access to their individual uses and less on how they relate to surrounding buildings and properties. Consequently, as one travels along the corridor, the appearance of the uses is somewhat inconsistent, both in building appearance and site design.

Exhibit 2-5: Parcelization Patterns – Quadrant 1

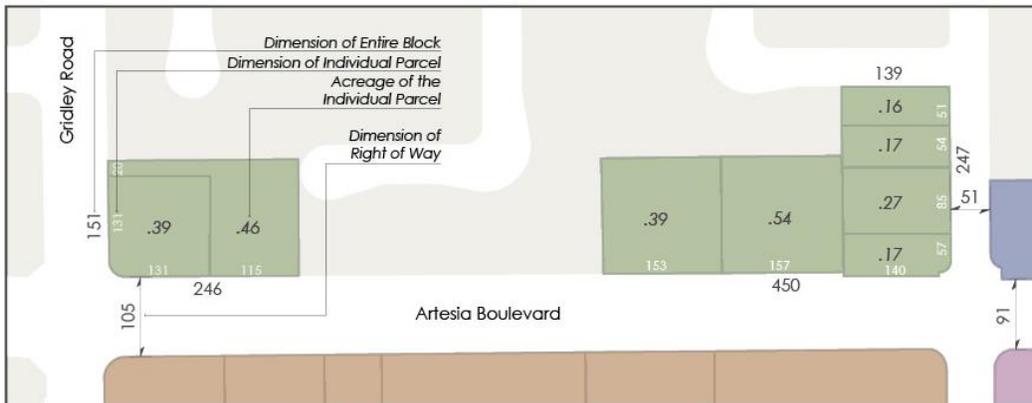


Exhibit 2-6: Parcelization Patterns – Quadrant 2a and 2b

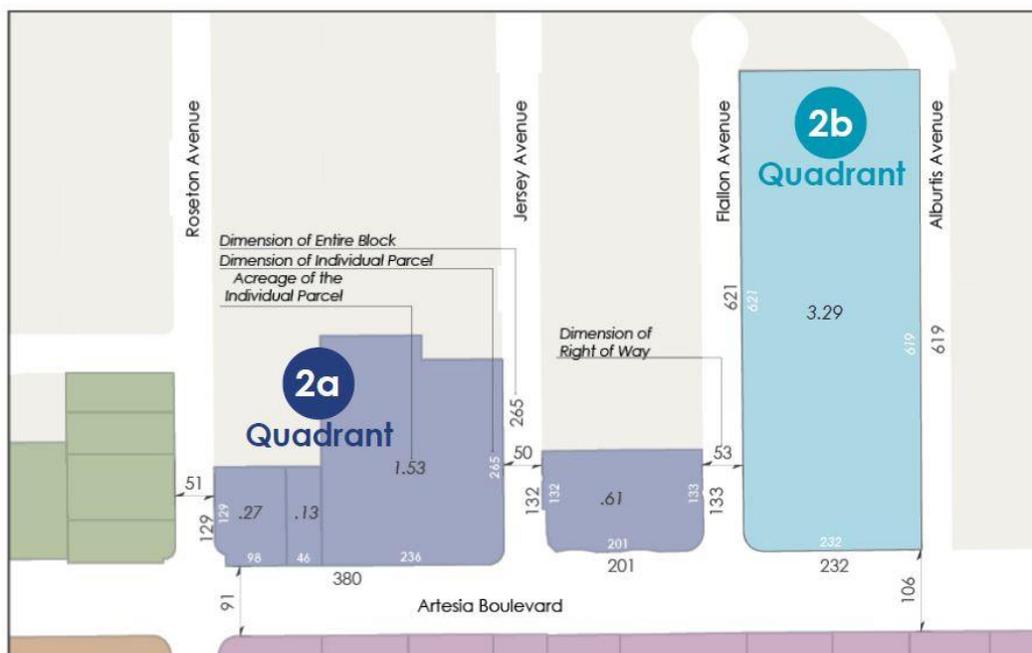


Exhibit 2-7: Parcelization Patterns – Quadrant 3

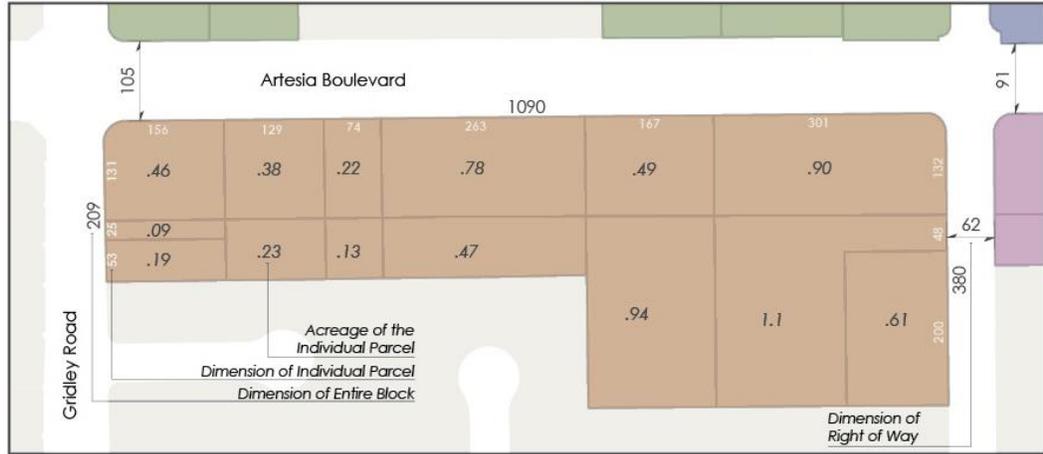
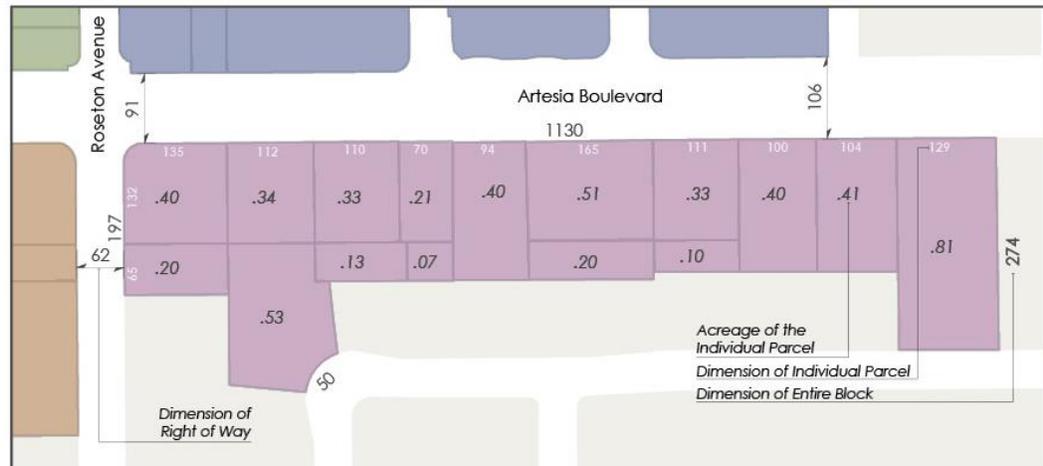


Exhibit 2-8: Parcelization Patterns – Quadrant 4



As the community and corridor age, some uses underperform and do not survive. These openings create opportunities for redevelopment and the introduction of new projects and uses. It is important to note that, generally, successful redevelopment efforts require parcels that are at least 20,000 square feet in size and 130 feet deep to promote redevelopment. While the majority of lots enjoy a parcel depth of at least 130 feet, many are too small to allow for redevelopment opportunities by themselves. Instead, it would be beneficial to encourage lot consolidation, which can be difficult, as the properties along Artesia Boulevard have multiple owners, and the success of the existing uses varies, meaning that well-performing businesses would have little incentive to sell, remodel, and/or redevelop.

2.2 A VISION FOR ARTESIA BOULEVARD

Artesia Boulevard is one of a few non-residential districts in the City. It serves as a gateway into the City of Artesia and is critical to maintaining and enhancing the community's positive image and quality of life. Over the years the condition of the corridor has declined resulting in a number of vacant properties and a need for revitalization.

In contemplating the future of Artesia Boulevard, there are a number of strengths and opportunities associated with the area: accessibility, proximity to Downtown, vacant and underutilized properties ripe for redevelopment, and the fact that the study area is contiguous to well-established neighborhoods. These strengths and opportunities are the foundation for which a new vision can be established for the corridor.

The "vision" for Artesia Boulevard will serve as a blueprint for the revitalization and enhancement of the corridor. It is an advisory document that will be used to guide future development in the area through development standards and design guidelines, and will inform future legislative planning efforts such as General Plan and Zoning Ordinance changes pertinent to the study area. The vision for Artesia Boulevard will focus on how the City desires the area to look in the future and how the areas strengths and opportunities can serve a catalyst for change.

It is important for a vision to be grounded in the values of those who live, work, and visit the area. The reality of certain "givens" - pre-existing development, the presence of a major roadway, landforms, etc. - also means that some aspects are unlikely to change no matter the effort. The vision must extend from what is already provided. Throughout the planning process, several common themes have been articulated by local businesses, property owners and the broader community, which, when combined, provide a unifying vision for the corridor. The implementation of these themes will be addressed through a series of goals intended to establish a vision for Artesia Boulevard.

2.2.1 Corridor Goals

The Artesia Boulevard Corridor Specific Plan presents a coherent strategy to coordinate significant public and private investment to overcome an existing decline in character, property values, business district strength, and neighborhood vitality. Like any planning document, it will only have value if the plan is adopted, embraced and made fundamental to the decision-making of corridor area property owners, business owners, developers, and the council, commissions and agencies that govern the corridor. To ensure effective implementation, the Specific Plan will include recommendations to achieve the plan's stated goals and objectives. The following four goals have been established to transform Artesia Boulevard into a successful, mixed-use corridor:

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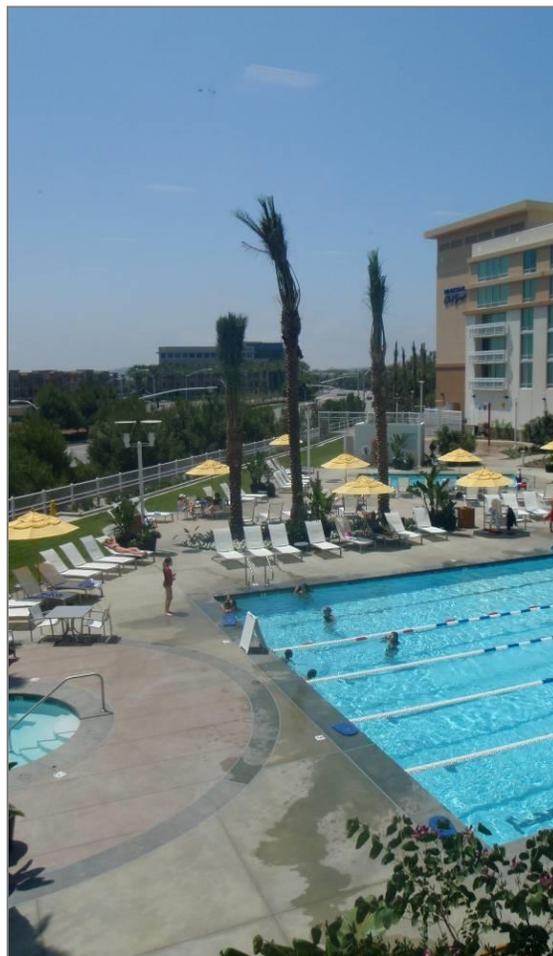
- **Establish a Healthy and Diverse Business Corridor:** The corridor's eclectic character and interesting mix of land uses should be emphasized and encouraged.
- **Create a Corridor Identity:** The corridor should be redeveloped as a unique destination with a sense of place through investments in the appearance and design of the study area.
- **Allow Flexibility While Maintaining Compatibility:** To adapt to changes in the market, development standards should be flexible, while ensuring compatibility and connectivity to adjacent uses.
- **Enhance and Leverage Existing Corridor Assets:** This concept emphasizes the development of a "Sports Village" based on the success of the East West Ice Palace. To achieve this complementary fitness, recreation, and sports-related retail businesses should be encouraged.

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Images:

Encouraging uses that will draw residents to the corridor will encourage revitalization.



1. Establish a Healthy and Diverse Business Corridor

To create a healthy and vibrant corridor, it is important to establish a plan that is flexible, allowing for a broad range of land uses. Artesia Boulevard is currently accessed by drivers bypassing nearby freeways, local residents, business owners, and regional patrons accessing the Pioneer Boulevard. It is important that the corridor retain its eclectic mix of businesses while encouraging uses that draw new customers to the area. Within the study area there are a select number of existing service commercial and retail uses that are highly successful and fill a specific regional niche. These businesses should be encouraged to expand within the study area which is mutually beneficial to both the business owner and the City. The expansion of existing businesses eliminates vacant and underutilized properties, provides the City with new revenue, and offers business owners the opportunity to build their business. Within the corridor, complementary uses should also be encouraged to make the corridor a one-stop destination where residents can complete multiple errands in one trip.

Given the corridor's location proximate to Downtown (Pioneer Boulevard) a marketing strategy will be necessary to emphasize the area's eclectic character and unique mix of land uses. Rather than wholesale demolition of industrial buildings and service uses, there is potential for adaptive re-use of existing buildings and the introduction of uses that complement existing successful businesses. Such a mix could include the adaptive use of selected industrial buildings for light industry, artist studios, and craftwork businesses. Functionally obsolete buildings could be demolished and replaced with mixed-use housing/commercial buildings. These buildings should include an appropriate mix of housing to increase demand for commercial components. As market demand changes, the City will support redevelopment and consolidation of properties.

Creating a desirable living and working environment for residents requires the addition of financial services, restaurants, personal services, and shops that cater to their daily needs. Additionally, the strategic placement of residential development could increase market support for neighborhood-serving retail uses. New housing construction is most likely to occur on vacant or underutilized land either as an independent or a mixed-use. With additional residential and neighborhood services, the corridor will become a more complete district where all citizens – business owners, employees, residents alike – have the opportunity to live near where they work, shop and recreate. Directing growth toward the corridor where utilities are already in place also saves money and makes more efficient use of existing public investments in infrastructure improvements.

2. Create a Corridor Identity

A destination is attractive to people, and encourages activity and development when it has a sense of identity. A place with a sense of identity has character and is memorable to those that experience it. The identity of a corridor includes the design and condition of buildings, parking lots, signage, and privately maintained yards and landscaping. The corridor's identity also includes the appearance of the actual roadway and other physical infrastructure, including: curbs, ditches, sidewalks, lighting, utilities, and landscaping in the public right of way. Because the Artesia Boulevard Corridor was developed over time, the buildings and structures in the study area do not follow a cohesive theme and vary in style depending on the year in which they were built. Furthermore, the condition of the buildings and physical infrastructure appears to be dependent on the success of the use on each individual parcel. Due to the mix of public and private investments along the corridor over several decades, a unique identity has not emerged.

Consequently, creating a unified theme for the entire study area may prove to be challenging, given the mixture of land uses, parcel conditions, and property ownership. For example, within the two-block area, larger parcels are generally found on the north side of the street in contrast to the smaller parcels found on the south side of the street. Uses throughout the study area also vary greatly from parcel to parcel, from single-family homes to auto repair stores, to an RV storage lot. Despite the lack of unifying theme, there are a number of architectural features and design elements that should be maintained and even enhanced within the study area. To achieve this, the Specific Plan could focus on the distinctive characteristics found within each of the four quadrants as a foundation upon which to plan for the future of the corridor.

Whether a single identity is created for the entire area, or each quadrant becomes the focus, there is a need to create a first impression of distinctiveness to indicate to residents and patrons that they have arrived at a unique business district in the City of Artesia. A sense of place can be created through the development of standards that dictate the way buildings relate to the street, require design details for store fronts, establish sign requirements that relate to the area, and encourage consistency throughout the entire corridor. Distinctive private development and public streetscape improvements can work together in unison, emphasizing the corridor's integration into the larger, Artesia community.

3. Allow Flexibility While Maintaining Compatibility

Artesia Boulevard is a built-out commercial corridor with a mix of new and old businesses, as well as a number of vacant and underutilized properties. The future of the area requires a vision that is flexible to accommodate new uses, compatible with existing adjacent land uses, and promotes connectivity to other areas of the City and the greater region. Fluctuating economic markets also require that business owners have the ability to expand when times are good and maintain when times are not as prosperous. The vision for the corridor should include all three of these concepts to ensure the future success and transition of the area.

To achieve this goal special attention will be allocated to the development standards and design guidelines for the Specific Plan. The study area has been broken up into quadrants to address the existing conditions within each block and encourage the development of new uses and structures that are compatible with those found on adjacent parcels and surrounding neighborhoods. As there are a number of vacant properties in the study area, it is important to provide property owners and new business owners with options to redevelop and revitalize. This built-in flexibility also indicates that the City is committed to the economic success of the corridor and is willing to adapt to attract new industry to the area.

From the stakeholder surveys it was determined that the look of the corridor may need to change over time through carefully crafted design standards and guidelines. City officials suggested that building heights and densities may need to increase and that mixed-use structures should be encouraged. It was also suggested that alternative parking options should be considered, and that parking should not hinder redevelopment in the area. Additionally, to ensure compatibility and connectivity to the surrounding area, new uses, particularly mixed-use and higher intensity uses should be strategically placed within the study area.

4. Enhance and Leverage Existing Corridor Assets

Along Artesia Boulevard there several key businesses that have become highly successful over the years drawing residents from the region. These uses should be seen as potential catalysts for redevelopment and future uses that are allowed along the corridor should enhance and promote their success. One of the most prominent uses in the study area is the East West Ice Palace located in Quadrant 3. The East West Ice Palace is already a destination use that contributes greatly to this marketing concept.

The East West Ice Palace is an existing anchor use for the study area. The development standards written for the Specific Plan permit and promote uses to encourage a cluster of new sports and recreation facilities, and complementary uses. This concept encourages the development of a "Sports Village" in Quadrant 3, and extending to Quadrant 1, that includes residential, fitness, entertainment, recreation uses, and sports-related retail businesses.

This potential Sports Village would be located on the north and south sides of Artesia Boulevard between Gridley Road and Roseton Avenue. There are opportunities for capturing sales generated for sporting goods from area residents and as a regional destination use. Opportunities for additional support facilities (e.g., training facilities, hotels, small fitness studios, entertainment, sporting goods, and specialty retail, etc.) and compatible sports/entertainments facilities (e.g., indoor soccer, rock climbing, etc.) should also be explored. As the lots within the study area vary in size there are opportunities for a range of business types.

An expanded program for the East West Ice Palace itself is recommended to help bolster the facility's role as an anchor generating demand in support of revitalization in the corridor. The program for the Ice Palace should be defined based on a thorough assessment of the market potentials for entertainment, lodging, and audience-support uses.

2.3 LAND USE

This section introduces unique development approaches for each of the five Specific Plan quadrants. Distinct visions have been established to capture and expand upon the characteristics that define each of the four quadrants. This not only helps to ensure compatibility with sensitive surrounding uses, but also creates the foundation for a comprehensive and cohesive plan to guide future development within the Artesia corridor.

Development standards and design guidelines are provided for each quadrant in Section 3. The development standards and design guidelines build upon the distinctive characteristics found in each quadrant while encouraging a consistent development pattern throughout the corridor.

2.3.1 Quadrant 1

Quadrant 1 is generally located north of Artesia Boulevard and west of Roseton Avenue. Quadrant 1 includes eight parcels and six unique landowners on approximately 3 acres. As previously discussed, Quadrant 1 includes professional offices, a small long-established Mexican restaurant, a new Benjamin Moore paint store, an Avis rent-a-car, and an industrial manufacturing yard. There is also a small, approximately half-acre, vacant property prominently located at the corner of Artesia Boulevard and Gridley Road.



Quadrant 1 – Existing Conditions

Image (top left): Sonora Mexican restaurant, located toward the northeast corner of Artesia Boulevard and Gridley Road, is a long-standing restaurant.

Image (bottom, left): The Benjamin Moore paint store located along Artesia Boulevard is a newer establishment featuring meandering sidewalks and new landscaping.

Image (bottom, right): An approximately half acre vacant site at the corner of Artesia Boulevard and Gridley Road.



Quadrant 1: Mixed-Use Vision

Given the location of Quadrant 1 at a highly visible intersection on the border of Artesia and Cerritos, it arguably serves as a gateway into the City of Artesia and is intended to foster the development of commercial, retail, office, and/or residential uses. Uses could be integrated into mixed-use development projects or may operate independently as stand-alone developments. Live/work units are encouraged in Quadrant 1 to provide neighborhood-serving uses such as markets, coffee shops, art studios, and professional offices. Live/work units will also help to reduce vehicular traffic and promote pedestrian activity by integrating residential and commercial uses.

Development within Quadrant 1 is intended to establish a unified theme for the Specific Plan area. This quadrant along with Quadrant 3 is crucial to welcome residents, business owners, and visitors into the corridor and the City from Gridley Road. A conceptual development scenario depicting potential uses and site planning for Quadrant 1 is provided below.

Conceptual Development Scenario – Quadrant 1

Quadrant 1: Concepts include new mixed-use and retail development to complement the existing Benjamin Moore Paint store.



2.3.2 Quadrant 2a

Quadrant 2a is located north of Artesia Boulevard between Roseton Avenue and Flallon Avenue. Quadrant 2a is approximately 2.54 acres in size and currently supports various commercial and retail uses. Quadrant 2a is comprised of four parcels with four unique landowners. Existing uses include a Public Storage complex, a small industrial building, and a retail center that was redeveloped in 2004.



Quadrant 2a – Existing Conditions

Image (top): View of current Public Storage facility off Artesia Boulevard.

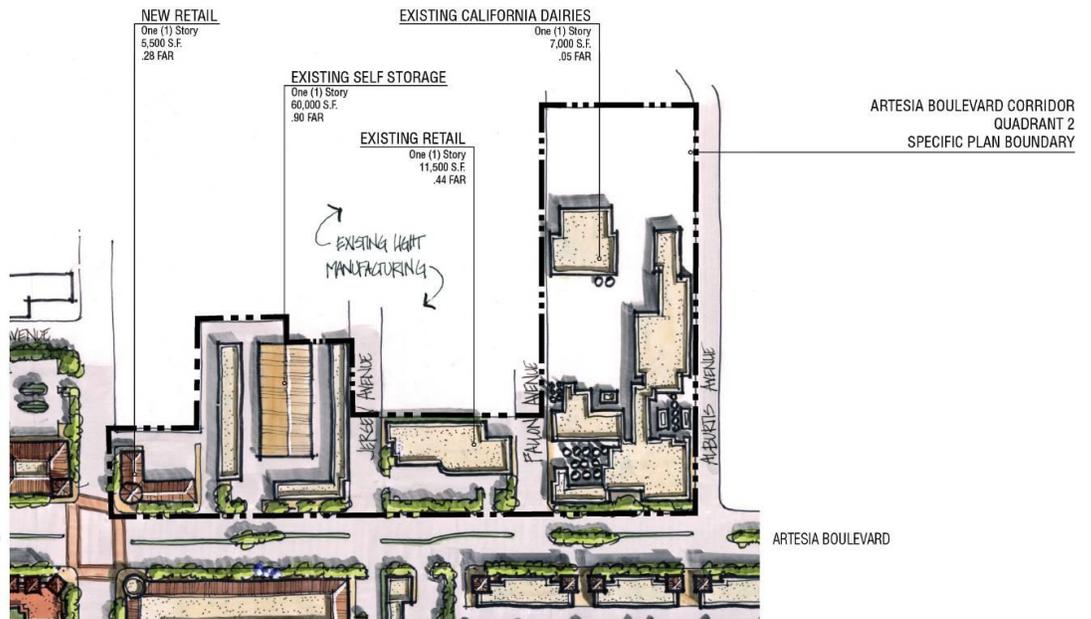
Image (bottom left): A newly constructed multitenant retail center with a variety of restaurants and small tenant stores.

Image (bottom right): A scrap metal yard located at the intersection of Artesia Boulevard and Roseton Avenue.

Quadrant 2a: Multiple Business Use Vision

For Quadrant 2a the City's primary goal is to establish a retail, commercial, and industrial center. This mix of business uses is intended to allow for flexibility while maintaining compatibility with the existing commercial and industrial uses located to the north and east. To facilitate the incorporation of commercial, retail, and industrial businesses in Quadrant 2a, no residential uses shall be permitted within this quadrant. A conceptual development scenario illustrating potential uses and site planning for Quadrant 2a is provided below.

Conceptual Development Scenario - Quadrant 2a



Quadrant 2a:
Concepts include the potential for new retail along the southwest corner of Artesia Boulevard and Roseton Avenue.

2.3.3 Quadrant 2b

Quadrant 2b is located north of Artesia Boulevard between Fallon Avenue and Alburdis Avenue, approximately 500 feet west of Pioneer Boulevard. Quadrant 2b is one parcel approximately 3.29 acres in size and consists of a mixed-use development generally comprised of two components – a commercial-oriented activities component and a residential component – connected by pedestrian walkways and private driveways.



Quadrant 2b – Proposed Conditions

Image (top): View of Quadrant 2b with conceptual commercial, live/work and residential.

Image (bottom left): Conceptual view of Quadrant 2b from Artesia Boulevard.

Image (bottom right): Detail image of conceptual live/work and residential from Artesia Boulevard.

Quadrant 2b: Multiple Business Use Vision

Quadrant 2b will replace the former California Dairies facility and transform this property into a mixed-use development creating a vision for positive synergies of compatible land uses.

This quadrant will include commercial uses along the Artesia Boulevard frontage with carriage townhomes in connection with commercial uses transitioning to live/work units, which consist of on-site parking with multiple product types as described in Section 2.5.1. High-density residential (up to 30 du/ac) will comprise the remaining portions of the property creating a balance in land use.

2.3.4 Quadrant 3

Quadrant 3 is located south of Artesia Boulevard, between Gridley Road and Roseton Avenue. Quadrant 3 is approximately seven acres in size and includes eight unique landowners. Existing uses include two single-family residential units, a variety of professional and medical offices, the East West Ice Palace, and a non-conforming RV storage lot. There is also an approximately two-acre vacant site located on two adjoining parcels along the southwest corner of the Roseton Avenue and Artesia Boulevard intersection. As the largest vacant site within the Specific Plan area, this former Armstrong Nursery offers a prime opportunity for redevelopment and revitalization of the Artesia Blvd. corridor.



Quadrant 3 – Existing Conditions

Image (top left): The former Armstrong Nursery site, located towards the southwest corner of Artesia Boulevard and Roseton Avenue, is a prime opportunity for future redevelopment.

Image (bottom left): A vacant retail site along Artesia Boulevard.

Image (right): The East West Ice Palace along Artesia Boulevard is a highly successful business that is intended to serve as a catalyst for the future redevelopment of this quadrant.

Quadrant 3: Mixed-Use Vision Scenario A

Quadrant 3 is envisioned to build upon the success of the East West Ice Palace and capitalize upon the redevelopment potential of the former Armstrong Nursery site. Future development should complement and enhance the existing East West Ice Palace by providing opportunities to develop complementary businesses including hotels/motels, training facilities, small fitness studios, entertainment facilities, sporting goods stores, specialty retail. If feasible there may also be an opportunity to expand the existing East West Ice Palace facility. Mixed-use development, including commercial, retail, and high density residential (up to 30 dwelling units per acre), is also permitted within this quadrant. Retail uses can be integrated into mixed-use development projects or operate independently as stand-alone developments. Two conceptual development scenarios depicting potential uses and site planning for Quadrant 3 are provided below.

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Conceptual Development Scenario A - Quadrant 3



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Quadrant 3, Scenario A:
Concept includes a new health club, vertical mixed-use, and a shared parking structure to complement and enhance the existing East West Ice Palace.

Quadrant 3: Mixed-Use Vision Scenario B

A key goal for the Artesia Boulevard corridor is to enhance and leverage both the successful existing uses and vacant underutilized properties. By building upon the success of the East West Ice Palace and encouraging complementary uses in the creation of a “Sports Village”, Quadrant 3 could serve as a catalyst for the revitalization of the entire corridor.

Like Quadrant 1, Quadrant 3 serves gateway into the City of Artesia. With its prominent location along the southeast corner of the intersection of Artesia Boulevard and Gridley Road, Quadrant 3 is crucial to welcome residents and visitors into the City and necessary to establish a distinct identity for the corridor.

Conceptual Development Scenario B - Quadrant 3



Quadrant 3, Scenario B: Concept envisions an expansion of the existing East West Ice Palace and the development of a new hotel and shared parking structure.

2.3.4 Quadrant 4

Quadrant 4 is located south of Artesia Boulevard, east of Roseton Avenue and approximately 300 feet west of Pioneer Boulevard. Quadrant 4 includes approximately five acres and nine unique landowners. Existing uses range from residential to light industrial, with auto related uses comprising the majority of this quadrant. Additional uses in this quadrant include a day-care center, offices, a Korean restaurant, a Mexican restaurant, as well as neighborhood-serving commercial uses.

There are several significant opportunity sites within Quadrant 4. At the southeast corner of Roseton Avenue and Artesia Boulevard there are two parcels totaling approximately 0.6 acres. The northern parcel that fronts Artesia Boulevard features a small vacant building and a lawnmower repair business that is still in operation. The southern parcel is vacant with no built structures.

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Quadrant 4 – Existing Conditions

Image (top left): Albertos Mexican restaurant, located at the southeast corner of the Specific Plan area.

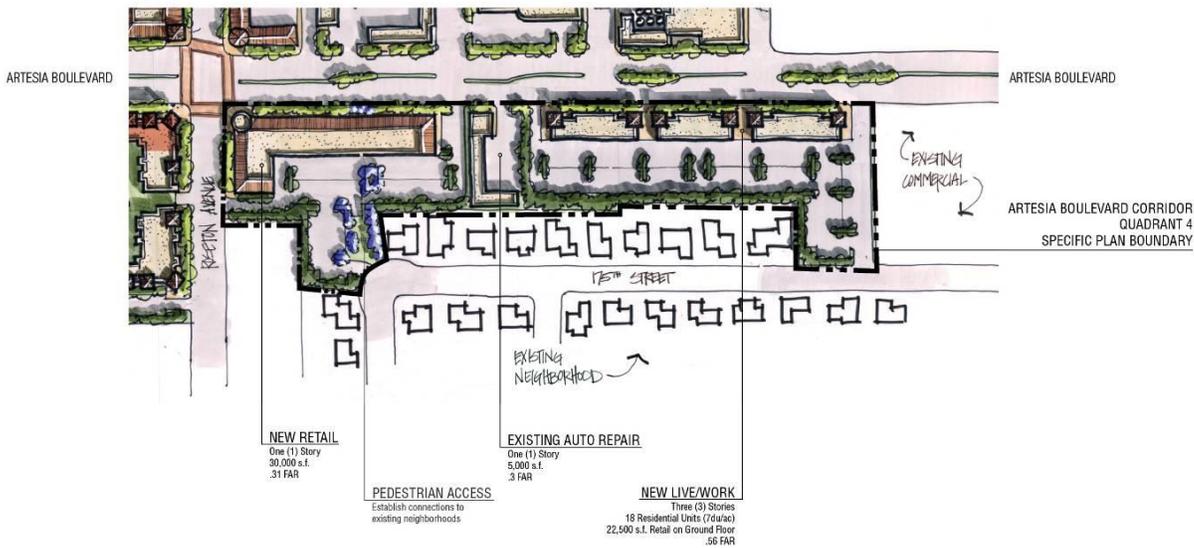
Image (top right): A vacant former retail site, located along Artesia Boulevard that is prime for future redevelopment.

Image (bottom left): Jasper's Auto Service, located along Artesia Boulevard, is one of many auto related businesses within Quadrant 4.

Quadrant 4: Mixed-Use Vision Scenario A

Implementation of this Specific Plan will transform this predominately auto related quadrant into a mixed-use block. Commercial, retail, and residential uses including live/work units shall be permitted within this quadrant whereas auto related are not neither the highest and best use, nor compatible with surrounding uses and should be phased out. New uses can be integrated into mixed-use development projects or operate independently as standalone developments. Two conceptual development scenarios for Quadrant 4 are provided below.

Conceptual Development Scenario A - Quadrant 4



Quadrant 4, Scenario A: Concept includes new retail and live/work development opportunities.

Quadrant 4: Mixed-Use Vision Scenario B

Quadrant 4 is predominately surrounded by single family residential units, and thus not harmonious with auto related uses. In order to establish a healthy and diverse business corridor that is compatible with the existing surrounding uses, auto related uses are encouraged to relocate to other areas in the City and surrounding communities which feature more intense commercial and light industrial uses. This will help to create a positive synergy among compatible uses and avoid issues relating to noise, traffic, and aesthetics that can arise.

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Conceptual Development Scenario B - Quadrant 4

Quadrant 4, Scenario B: Concept includes new vertical mixed-use and new retail development opportunities.



2.4 PERMITTED USES

Exhibit 2-1 shows the location and extent of the four quadrants that compose the Artesia Boulevard Corridor Specific Plan area. Permitted uses for each quadrant are identified in Table 2-2. Following an application submittal, the Community Development Director or designee shall make the determination as to whether the proposed use is permitted, conditionally permitted, prohibited, or allowed as a temporary or accessory use to a permitted use.

- A Permitted Use (P) is one that can be established as the primary use of a building without discretionary approval.
- A Conditionally Permitted Use (C) requires discretionary approval in the form of a Conditional Use Permit approved by the Planning Commission following review and a determination that the nature of the proposed use, at the location proposed, is subject to conditions of use and occupancy that may be set, and can be conducted without detriment to nearby properties and uses.
- A Prohibited Use (NP) refers to a use or activity that is not permitted.
- A Temporary Use (T) refers to a use of limited duration that may be permitted as a primary or accessory use of a property. A temporary use shall require approval by the Community Development Director or designee prior to issuance of a temporary use permit and/or special event permit. A temporary use permit and/or special event permit application shall be submitted at least fifteen (15) days prior to the opening date of the temporary use and/or event.
- An Accessory Use (A) refers to a use customarily incidental and subordinate to the primary use of the land or building and located on the same lot with the primary use or building. If an exterior modification and/or new construction is anticipated, an accessory use shall require approval by the Community Development Director or designee prior to issuance of a building permit.
- Any use not specifically listed in the table shall be interpreted as not permitted in the Specific Plan area unless otherwise approved by the Community Development Director.

Table 2-2 Permitted Uses by Quadrant

Permitted Uses Key:	Permitted Uses by Quadrant				
	Quadrant 1	Quadrant 2a	Quadrant 2b	Quadrant 3	Quadrant 4
C –Conditionally Permitted					
P – Permitted Use					
NP – Use Not Permitted					
T – Temporary Use					
A – Accessory Use					
EATING AND DRINKING ESTABLISHMENTS					
Catering Services	C	C	C	C	C
Full-Service Restaurants	P	P	P	P	P
Alcoholic Beverage Sales, On-site					
License Type 41 and Type 47	P	P	P	P	P
All other license types	C	C	C	C	C
Outdoor Patio Seating or Dining	P	P	P	P	P
Take-out Restaurants	P	P	P	P	P
EDUCATIONAL USES					
Colleges and Continuing Education Facilities	C	C	NP	C	C
Cultural Institutions	P	P	NP	P	P
Tutoring Facilities/ Educational Activity Centers	P	P	P	P	P
ENTERTAINMENT USES					
Bar/Night Club	NP	C	NP	NP	NP
Commercial Recreation Facilities	C	NP	NP	P	C
Conference Facilities	NP	NP	NP	C	NP
Fitness Studios	C	NP	P	P	C
FINANCIAL AND PROFESSIONAL OFFICE USES					
Financial Services/ Banks/ Credit Unions	P	P	P	P	P
Laboratories	NP	P	NP	NP	NP
Office, Business and Professional	P	P	P	P	P
Office, Medical and Dental	P	P	P	NP	P
Research and Development	NP	P	NP	NP	NP
PUBLIC/INSTITUTIONAL USES					
Open Space	P	P	P	P	P
Parks and Recreational Facilities	P	P	P	P	P
Public Utilities	NP	P	NP	NP	NP
Transit Centers	NP	P	NP	NP	NP
RESIDENTIAL USES					
Apartments	P	NP	P	P	P
Condominiums	P	NP	P	P	P
Courtyard Housing	P	NP	P	P	P
Daycare Homes (Large, 7 to 12 children)	C	NP	NP	C	C
Daycare Homes (Small, 6 or fewer children)	P	NP	P	P	P

Permitted Uses Key:	Permitted Uses by Quadrant				
	Quadrant 1	Quadrant 2a	Quadrant 2b	Quadrant 3	Quadrant 4
C –Conditionally Permitted P – Permitted Use NP – Use Not Permitted T – Temporary Use A – Accessory Use					
RESIDENTIAL USES CONT.					
Apartments	P	NP	P	P	P
Condominiums	P	NP	P	P	P
Courtyard Housing	P	NP	P	P	P
Daycare Homes (Large, 7 to 12 children)	C	NP	NP	C	C
Daycare Homes (Small, 6 or fewer children)	P	NP	P	P	P
Duplex Dwelling Units	P	NP	NP	P	P
Live/Work Units	P	NP	P	P	P
Residential Care Facilities (Small, 6 or less)	P	NP	P	P	P
Residential Care Facilities (Large, 7 to 12)	C	NP	NP	C	C
Townhomes	P	NP	P	P	P
Home Occupations ¹	P	NP	P	P	P
RETAIL COMMERCIAL USES					
Alcoholic Beverage Sales, off-premises	C	C	C	C	C
Animal Sales/Feed and Supplies/Pet Stores	C	P	C	C	C
Antique and Collectible Stores	P	NP	P	P	P
Art Galleries	P	NP	P	P	P
Bookstores (New and used)	P	P	P	P	P
Drug Stores/Pharmacies	P	P	P	P	P
Florist Shops	P	P	P	P	P
General Retail/ Specialized Retail (New)	P	P	P	P	P
General Retail/ Specialized Retail (Used)	P	P	P	P	P
Market/Grocery Stores (Less than 5,000 sq. ft.)	P	P	NP	P	P
Market/Grocery Stores (More than 5,000 sq. ft.)	P	NP	NP	P	P
Hardware/Home Improvement Stores	P	P	NP	P	P
Jewelry Stores	P	P	P	P	P
Nurseries and Garden Supply Stores	NP	P	NP	NP	NP
SERVICE COMMERCIAL USES					
Animal Boarding Facilities/Doggie Daycare	C	C	NP	C	C
Animal Grooming	P	P	C	P	P
Cyber Cafes	P	P	P	P	P
Day Care Centers (Adult and Child)	C	NP	NP	C	C
Dry Cleaning and Laundry Services	P	P	P	P	P
General Commercial Services	P	P	P	P	P
Hotels	NP	NP	C	C	NP
Mail and Shipping Services/Post Box rentals	P	P	P	P	P

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Permitted Uses Key:	Permitted Uses by Quadrant				
	Quadrant 1	Quadrant 2a	Quadrant 2b	Quadrant 3	Quadrant 4
C –Conditionally Permitted					
P – Permitted Use					
NP – Use Not Permitted					
T – Temporary Use					
A – Accessory Use					
Personal Improvement Services	P	P	P	P	P
Personal Services	P	P	P	P	P
Printing and Photocopy Services	P	P	P	P	P
Tailor Services/Shoe Repair Shops	P	P	P	P	P
Tanning Salon	P	P	P	P	P
Travel Agencies	P	P	P	P	P
Veterinary Offices ²	C	C	C	C	C
VEHICLE RENTAL AND SALE USES					
Vehicle, Equipment Rentals ¹ (Office and interior display only, no outdoor storage, unless approved at off-site location)	NP	P	C	NP	NP
Vehicle Sales, General ¹	NP	C	C	NP	NP
Vehicle Sales ¹	NP	C	C	NP	NP
TEMPORARY USES					
Farmers' Markets	T	T	T	T	T
ACCESSORY USES					
Newsstands	NP	NP	A	A	A

Notes: ¹ This applies to all uses on vehicles rental.

² Defined as office only with no kennel or keeping of animals on-site or overnight.

³ Live entertainment incidentals to an allowed use includes, but is not limited to, singers, guitarists, violinists, harpists, etc., in a dining or courtyard setting, subject to approval by the Community Development Director or designee.

Other uses that are not identified above or within the code are strictly prohibited.

Uses determined by the Community Development Director or designee to be similar to the uses listed above should be permitted with CUP.

2.5 USES WITH SPECIAL REGULATIONS

2.5.1 Live/Work Units

Live/work units are a modern version of the traditional downtown living arrangement in which shopkeepers operated their businesses on the lower levels of a building while living in apartments above. As the cost of commuting increases, both monetarily and environmentally, more residents may consider a live/work unit a viable option allowing them to work and live in the same location. Live/work units vary from traditional home occupations, in which someone works out of their house or apartment, in that a live/work unit has a portion of the unit allocated for living and a separate portion in which to operate a business such as an office, gallery or studio that is accessible to the public like a commercial use. A typical example of a live/work unit includes an office or studio space on the ground floor with a small living space in an upstairs or back portion of the unit.

Quadrants 1, 2b, 3, and 4 encourage live/work units to integrate commercial and residential uses and promote pedestrian activity. Live/work units must be compatible with surrounding uses and properties to avoid adverse impacts to adjacent uses. Specifically, within Quadrant 2b, two types of units are shopkeeper and live/work townhomes as defined below:

- Shopkeeper units have one owner and include commercial space with residential townhomes above. Additionally, Shopkeeper units have separate access into each use with no interconnectivity.
- Live/work townhomes have one owner and include a combined office space with residential component. There is only one entrance for access and each use is interconnected.



← **Images:** Live/work units could provide new residential units and new employment opportunities in the corridor.

2.5.1.A Uses permitted in live/work units:

- Art studios, graphic design studios, and galleries;
- Professional and administrative offices;
- Business services, such as, but not limited to accounting, bookkeeping, advertising and public relation agencies, commercial photography, word processing, web site publishing, travel agencies, and party and event planning;
- Financial services, including but not limited to credit reporting and collection services, escrow services, financial planning and investment services, mortgage brokers and similar uses, but excluding check cashing and payday loan businesses;
- Insurance agents and brokers, real estate agents and brokers, title services;
- Personal services, including individual and family counseling, group counseling, academic counseling, one-on-one tutoring or other similar services;
- Limited retail uses including but not limited to art galleries, interior design studios, specialty antiques or collectible dealers, tailor, dressmaker, specialty clothing, jewelry or millinery design studio, catering (preparation for off-site consumption only), and other similar services;
- Beauticians and barbers, limited to one chair; and
- Other uses that are determined by the Community Development Director to be similar to the uses listed above.

2.5.1.B The following uses are prohibited in live/work units

- The ground floor room cannot be converted into a bedroom or living quarters.
- Secondary workspace (designated above ground floor living quarters shall not be converted into additional workspace);
- Medical offices or practices;
- Food services for on-site consumption;
- Child day care facilities unless otherwise mandated by applicable State law;

- Adult businesses;
- Motor vehicle maintenance or repair;
- Welding and/or machining;
- Dry cleaning; and/or
- Other similar uses as determined by the Community Development Director as prohibited, other than those identified as permitted

2.5.1.C Standards for Live/Work Units

- Live/work units are intended to have a residential portion AND an office or commercial/retail portion. A unit may not be converted to be entirely residential, nor may the portion of a live/work unit devoted to residential space be increased.
- It is not intended that the residential component become the primary or dominant use of the building. Residential uses are permitted only in combination with workspace in a manner that provides an integrated working and living environment.
- Each live/work unit shall be a minimum of 1,000 square feet in size.
- Two exits shall be provided for in each live/work unit.
- Internal connection between living and working portions of the unit is required except for Carriage Townhomes above commercial and Shopkeeper units, which have separate access for each use.
- Client and customer visits are permitted.
- The residential component of each live/work unit shall meet the following standards:
 - The residential portion shall be a minimum of 400 square feet in size.
 - Separate kitchen facilities including a kitchen sink, cooking appliances and refrigerator shall be provided.
 - A separate bathroom/sanitation facilities including a toilet, lavatory, shower, and/or bathtub shall be provided.
- The non-residential component of each live/work unit shall meet the following standards:

- A separate entrance, which would be one of the two required exits for each live/work unit as defined above, is required for Shopkeeper units.
- A business permit/business license is required.
- Live/work businesses are subject to limited hours of operation from 7:00AM to 9:00PM Sunday through Thursday and until 11:00PM on Friday and Saturday nights.
- Disabled access shall be provided to the ground floor in compliance with Title 24 of the California Code of Regulations.
- Noise regulations
 - Residential units shall be constructed so that interior noise levels do not exceed forty-five (45) db(A) CNEL in any habitable room.
 - Commercial uses shall be designed and operated, and hours of operation limited where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic or late-night activity. No amplified music shall be audible to neighboring residents.
 - Common walls between residential and nonresidential uses shall be constructed to minimize the transmission of noise and vibration.

2.5.1.D Quadrant 2b – Shopkeeper Condition

- One Shopkeeper unit will be associated with an adjacent ancillary off-site property. This ancillary property (APN 7035-020-056) is zoned Heavy Manufacturing and Industrial (M-2). Currently, this property is gated and a paved surface parking lot.
- Since the property is not located within the Specific Plan boundary, standards and permitted uses for the ancillary property shall be in accordance with the property's land use and zoning designation (M-2 zoning).

2.5.2 Temporary Uses and Special Events

The Specific Plan allows for and permits opportunities for a variety of temporary uses. Some of these uses may be associated with the adjoining businesses and/or primary uses that create activity to encourage pedestrian uses. Temporary uses may include civic ceremonies, farmers markets, promotional events, seasonal events, and activities, such as sporting exhibitions, competitions, and other similar activities. Temporary uses shall require approval by the Community Development Director in accordance with Section 9-2.4001 through 9-2.4007 of the Artesia Municipal Code.

3

Design Standards and Guidelines

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Section 3

The Artesia Boulevard Corridor Specific Plan Design Standards and Guidelines provide specific standards for how buildings can be developed, including setbacks, parking requirements, as well as guidelines to enhance the architectural style of existing and future buildings. The design standards and guidelines of this Plan direct that the reuse of existing buildings and new infill development reflect the values of local residents and stakeholders. These values include:

- A safe attractive environment;
- Adaptive re-use of existing buildings;
- Redevelopment of vacant lots to their highest and best use; and
- Additional landscaping that is consistent throughout the corridor.

Furthermore, City officials expressed a desire for increased building heights and densities to accommodate and encourage mixed-use development that is compatible with surrounding residential uses.

The Design Standards and Guidelines provide the backbone for a distinct corridor identity. Through the use of custom-tailored design guidelines and development standards, the City can leverage successful existing uses while at the same time capitalize upon the opportunity to redevelop vacant and underutilized sites.

As discussed throughout this Specific Plan, the quadrant approach has been used to build upon the unique opportunities and constraints that define each of the four quadrants. Whereas the quadrant approach segregates each of the four areas based upon their unique characteristics, the Design Standards and Guidelines create a consistent and cohesive development theme to unify each of the four quadrants.

3.1 USE OF THE DESIGN STANDARDS AND GUIDELINES

The Artesia Boulevard Corridor Specific Plan design standards and guidelines shall be used by landowners, developers, tenants, and their consultants, such as architects, who propose any, alteration, addition, constructions and/or development projects within the Artesia Boulevard Corridor Specific Plan area. City staff shall use the plan to review projects for 1) compliance with the design standards, and 2) compliance with the intent of the design guidelines. Submittal requirements required for the review of individual projects are provided in Section 6, Implementation and Administration.

Individuals and entities proposing projects within the Artesian Boulevard Corridor Specific Plan area should review and understands these standards and guidelines before initiating the design and development process. To facilitate project approvals, questions regarding the design standards and guidelines, as well as other development-related questions, shall be discussed with the City Planning or designee as early in the development process as possible.

Individuals and entities proposing projects shall use these design standards and guidelines at each project stage to shape concepts and designs to realize compatible architecture and urban design that meets City of Artesia requirements and expectations. City Staff and others use these standards and guidelines to understand proposed projects in relationship to approved objectives, goals, standards, and guidelines.

Table 3-1: Design Standards Quick Reference Table

Design Standards & Guidelines	Quadrant 1	Quadrant 2a	Quadrant 2b	Quadrant 3	Quadrant 4
Maximum Floor Area Ratio	1.0 FAR	1.5 FAR	1.5 FAR	2.0 FAR	1.0 FAR
Maximum Height Limit	2 stories/ 35 ft	3 stories/ 45 ft	3 stories/ 45 ft	3 stories/ 45 ft	2 stories/ 35 ft
Maximum Density	10 du/ac	Not Permitted	30 du/ac	30 du/ac	10 du/ac
Minimum Unit Sizes	Live/Work – 400 sq. ft. One Bedroom – 600 sq. ft. Two Bedroom – 750 sq. ft. Three Bedroom – 1,000 sq. ft.				
Street Setback	5'-0" Minimum*	5'-0" Minimum*	5'-0" Minimum*	5'-0" Minimum*	5'-0" Minimum*
Interior property line not abutting residentially zoned property	0'0" Minimum	0'0" Minimum	0'0" Minimum	0'0" Minimum	0'0" Minimum
Interior property line abutting residentially zoned property	10'-0" landscaped with trees- building setback** 8'-0" landscaped with trees – parking lot setback – See Section 3.4.5				
Open Space Requirements ¹	Minimum Usable Common Open Space – 150 sq. ft./unit Minimum Private Outdoor Space – 50 sq. ft./unit				

* Where the building fronts the street along its side and/or front property lines, the first twenty (20') feet in height of a structure shall be setback a minimum of five (5') feet from the side and/or front property line.

** Where a building abuts or adjoins residentially zoned property along its side and/or rear property lines, the first twenty (20') feet in height of a structure shall be set back a minimum of ten (10') feet from the side and/or rear property line. The building shall step back a minimum of fifteen (15') feet from the adjacent side/or rear property line at a height above twenty (20') feet. The building shall step back a minimum of twenty-five (25') feet from the adjacent side/or rear property line at a height above thirty-five (35').

1. Open space requirements pertain to Quadrants 1, 2b, 3 and 4 as residential uses are not permitted in Quadrant 2a.

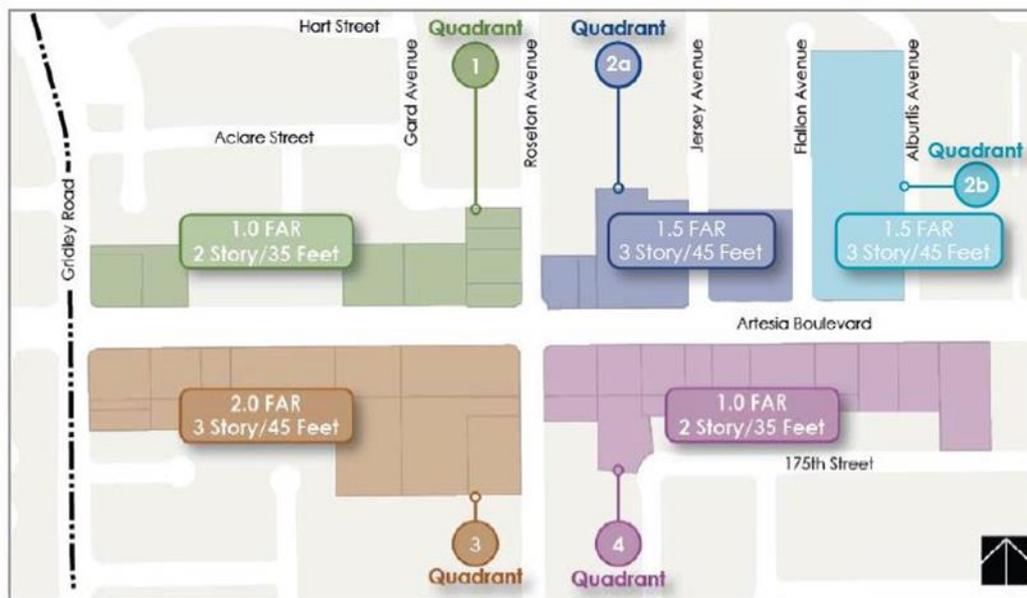
3.2 DESIGN STANDARDS AND GUIDELINES

The design development standards are typically identified in this Plan by use of the verbs, "shall", or "shall be", and are design requirements that must be addressed in a project. Guidelines are typically identified in this Plan by use of the verbs "should", or "should be" and project applicants are strongly encouraged to affirmatively incorporate these ideas in their project design.

3.2.1 Floor Area Ratios and Building Heights

Floor area ratios for each quadrant have been established as shown in Exhibit 3-1. The established floor area ratios are intended to ensure that proposed construction relates to the existing intensity of uses while at the same time allowing for new development that increases activity in each quadrant. The square footage of all buildings and additions on a parcel shall not exceed the allowed floor area ratio (FAR) for the quadrant.

Exhibit 3-1: Allowable Floor Area Ratios



3.2.2 Maximum Building Heights

Permitted number of stories for buildings and maximum building heights are also denoted in Exhibit 3-1. These limits allow for increased density while maintaining consistency and compatibility with the existing surrounding development.

3.2.3 Parking Requirements

The standards of this section apply to all land uses, buildings, and structures within the Artesia Boulevard Corridor Specific Plan area. Any enhancements, modifications, and/ or changes in use (uses that change categories) are subject to analysis of appropriate parking requirements. At the time a building or structure is enlarged or modified parking and loading spaces shall be provided for both the existing structure and uses and the modified or enlarged portions to conform to provision and standards for this section. For any use not otherwise specified, the Community Development Director shall have the authority to determine the appropriate parking requirements based upon similarities between parking generation characteristics for the proposed use with other similar uses identified in this section.

Table 3-2: Parking Requirements

Land Use	Required Parking Spaces	Per Unit Listed	Notes
EATING AND DRINKING ESTABLISHMENTS			
Catering Services	1	200 GFA*	
Full-Service Restaurants	1	175 GFA	
Take-out Restaurants	1	250 GFA	If no customer seating is provided
EDUCATIONAL USES			
Colleges and Continuing Education Facilities	0.35	Per Seat	
Tutoring/Educational Activity Centers			
Cultural Institutions	0.6	Per seat	
ENTERTAINMENT USES			
Bar/Night Club/Live Entertainment	1	60 GFA	In no event less than ten (10) parking spaces be provided for such use
Cigar Lounge			
Commercial Recreation Facilities	0.6	Per Seat	
Banquet Facilities	1	175 GFA	
Conference Facilities			
Fitness Studios			
FINANCIAL AND PROFESSIONAL OFFICE USES			
Financial Services/Banks/Credit Unions	1	300 GFA	
Laboratories		275 GFA	
Office, Business and Professional		300 GFA	
Office, Medical and Dental		275 GFA	
Research and Development		275 GFA	
PUBLIC/INSTITUTIONAL USES			
Transit Centers	1	1,000 GFA	
RESIDENTIAL USES			
All Residential Uses	2	Per Unit	
Guest Parking	.25	Per Unit	
RETAIL COMMERCIAL USES			
All Retail Commercial Use	1	300 GFA	
SERVICE COMMERCIAL USES			
All Service Commercial Uses	1	300 GFA	
VEHICLE RENTAL AND SALE USES			
Vehicle/Equipment Rentals (Office only, no outdoor storage, interior display only)			1 per 350 GFA interior sales area, plus 2 per 650 interior or storage/display area
Vehicle Sales, General			
Vehicle Sales, Office Only (Office only, no outdoor storage, interior display only)			

*GFA – Gross Floor Area

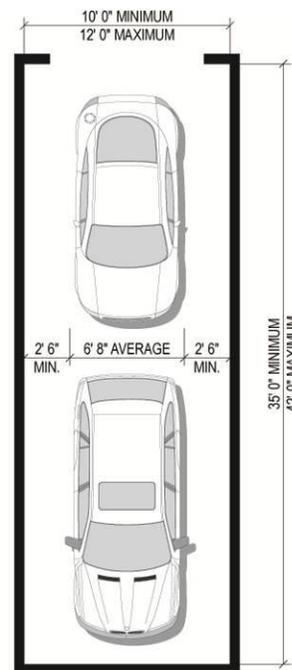
3.2.3.A Alternative Programs for Parking

A residential, commercial, office or mixed-use project may provide alternative parking programs, which reduce parking demand in return of a reduction in the number of off-street parking spaces required. The Community Development Director shall consider and review alternative parking programs, which include without limitation:

- Private carpool/vanpool operations, which guarantee preferred parking spaces to employees who participate regularly in a carpool or vanpool by providing marked spaces for carpool and/or vanpools.
- Shared parking program, given that there must be no substantial conflict during the principal or peak-period hours between the uses or structures proposing to share parking, the shared parking is within 1,500 feet of the building /uses it serves, and no more than 50% of the parking space requirements are met through shared parking.

3.2.3.B Tandem Parking

Tandem parking is allowed and may be counted toward the required parking for Live/Work and/or multifamily residential housing types. For all other types, tandem parking may only be counted towards requirements for visitor parking.



Tandem parking spaces shall be a minimum thirty five (35') feet in length by ten (10') feet in width, and a maximum of forty two (42') feet in length and twenty three (23') feet in width.

3.2.3.C Bicycle Parking

To encourage physical activity, environmentally sensitive design, and safe and convenient access to places of employment, shopping, and residential development, adequate bicycle parking must be provided according to the following requirements:

- Locate bicycle parking facilities on a hard, dust-free surface, preferably asphalt or concrete. Separate bicycle parking from automobile parking by at least five feet of open space, where parking is prohibited.
- Aisles or walkways providing access to bicycle parking facilities shall be at least five feet (5') wide.
- Employ signs to indicate the availability and location of bicycle parking.
- Commercial, office, and other non-residential development shall provide bicycle parking in accordance with the following standards in accordance with section 9-2.1154(c) of the Artesia Municipal Code.

Table 3-3: Bicycle Parking Requirements

Gross Floor Area	Number of Spaces
Less than 50,000 sq. ft.	4
50,000 sq. ft. or greater	1 space per each additional 50,000 sq. ft.

3.2.4 Parking Areas

Parking lots shall be located behind or adjacent to buildings. To encourage new development and the redevelopment of existing parcels into mixed-use development projects, the use of shared parking areas may be incorporated. Shared parking may be subject to approval by the Planning Commission to ensure consistency with the following findings:

- ① Adequate off-street parking will be provided for the proposed use;
- ② Significant environmental impacts will not be caused by the reduction; and
- ③ Traffic safety and pedestrian safety will be enhanced by the reduction.

The following requirements must be met in order to utilize shared parking:

- ① No more than 50% of a business required parking can consist of shared parking; and

- ② Only a use that primarily occurs during the day (i.e., 8am to 5pm) may share with a use that primarily occurs at night (i.e., after 5pm and/or before 8am).

3.2.5 Setback & Step-Back Requirements

Setbacks for new buildings and additions to existing buildings shall be placed in relationship to property line and setback requirements as shown in Table 3-1 below. Façade step-backs shall be included above designated heights throughout the Specific Plan area. Façade step-backs shall be measured perpendicularly from the property line along rights-of-way and shall be required as shown on Exhibit 3-2.

Table 3-4: Setback & Step-Back Standards Table

	Building Setback	Parking Lot Setback
Street Setbacks	5'-0" Minimum*	5'-0" Minimum**
Interior property line not abutting residentially zoned property	0'-0" Minimum	0'-0" Minimum
Interior property line abutting residentially zoned property	10'-0" Landscaped with trees***	8'-0" Landscaped with trees

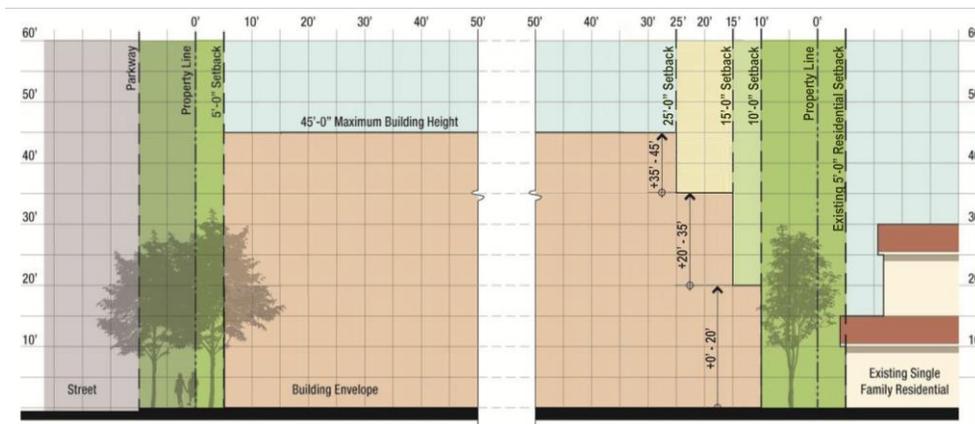
Notes:

* Where the building fronts the street along its side and/or front property lines, the first twenty (20') feet in height of a structure shall be setback a minimum of five (5') feet from the side and/or front property line.

** Setback shall be screened per design guideline requirements (Landscaping – Parking Lots).

*** Where a building abuts or adjoins residentially zoned property along its side and/or rear property lines, the first twenty (20') feet in height of a structure shall be set back a minimum of ten (10') feet from the side and/or rear property line. The building shall step back a minimum of fifteen (15') feet from the adjacent side/or rear property line at a height above twenty (20') feet. The building shall step back a minimum of twenty-five (25') feet from the adjacent side/or rear property line at a height above thirty-five (35').

Exhibit 3-2: Setback & Step-Back Requirements



3.2.6 Facades

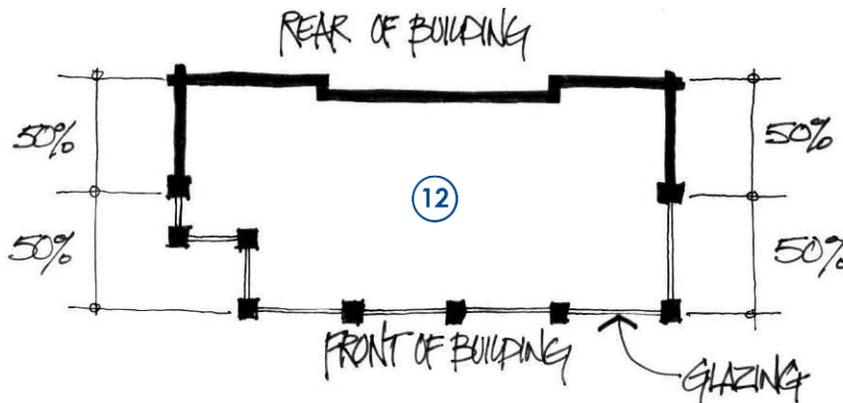
Buildings should be designed with enhanced and articulated façades on all sides. The concept of 360 ° architecture should be considered in the design of all building façades, through variation in massing, roof form, and wall planes. High-quality façades should be provided at the rear and on the sides of buildings through careful design and detailing, which should be consistent with the architectural design and/or themed style of the main/front façade.

- ① Avoid blank walls;
- ② For façades greater than 100 feet in length, incorporate wall plane projections/recess having a depth variation of at least three (3) percent of the length of the façade and extending at least twenty (20) percent of the length of the façade. No uninterrupted length of any façade should exceed 100 horizontal feet;
- ③ Provide the highest level of articulation on the front façade and façades visible from the street;
- ④ Include significant wall articulation features, such as insets, canopies, wing walls, trellis features, arcades, and colonnades;
- ⑤ Incorporate similar and complementary massing materials and details into side and rear yards;
- ⑥ Place murals, espaliers/trellises and vines on large wall expanses;

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- ⑦ Include architecturally compatible lighting and fixtures that are complimentary to the intended style/theme;
- ⑧ Design materials, colors, fenestration, scale, and massing to be consistent with the intended architectural style or theme for the project area;
- ⑨ Apply materials in a consistent manner to all façades of the project;
- ⑩ Break building façades into smaller volumes of colonnades to create a more intimate human scale;
- ⑪ Articulate building mass and form;
- ⑫ Use four (4) different colors or materials on each building; and
- ⑬ To provide interest at the corner, wrap window glazing around 50 percent of the building.



3.2.7 Enhanced Intersections

Design gateway landmarks and special pavings at the major intersections of:

- Artesia Boulevard and Gridley Road;
- Artesia Boulevard and Roseton Avenue; and
- Artesia Boulevard and Pioneer Boulevard.

Provide for pedestrian ease of access and safety. Create visually significant major intersections through the following:

- ① Increase the landmark qualities by using public monumentation;
- ② Create themes and opportunities for public signage and art;
- ③ Provide visual themes at all four corners with paving, wall forms, and landscape materials;
- ④ Encourage developments on each corner to incorporate their landscape and material designs into the intersection area;
- ⑤ Incorporate special architectural elements on buildings at key intersections, such as articulated display windows and entrances, or a taller, more prominent roof form or element;
- ⑥ Do not place parking lots at corner sites;
- ⑦ Provide clear and open pedestrian links to the corners; and
- ⑧ Develop similar themes for the ends of medians at intersections.

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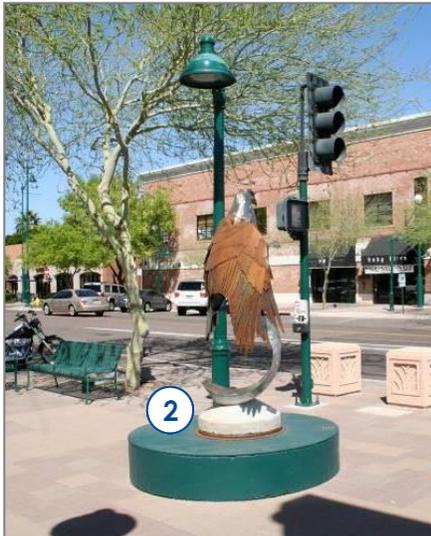


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Images: Create visually interesting and safe intersections for pedestrians, bikers and drivers.

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3.2.8 Roof Lines

Throughout the project area, high quality and visually interesting roof horizon will be encouraged, to lessen the mass of the building and to add visual appeal. A variety of roof lines and plane lines should be created, especially when building heights exceed 20 feet. To achieve this, the appearance of the rooftop should be considered as the “fifth elevation”. Finally, any unsightly structures should be removed or screened from all lines of sight and vantage points.

- ① Vary roof forms, using multi-form roofs, gable roofs, and shed roof combinations to create visual interest;
- ② Vary roof lines of large buildings to reduce apparent scale and mass;
- ③ Use three-dimensional cornice treatments, parapet wall details, overhanging eaves, etc. to enhance the architectural character of the roof;
- ④ Encourage deep roof overhangs, articulated eaves, and parapets to create pedestrian arcades and verandas;
- ⑤ For all non-residential uses, include parapets to conceal rooftop equipment, chimneys, cooling towers, and solar panels. Encourage use of “equipment wells” on rooftops to screen equipment;
- ⑥ Design roof features and parapets to complement the character of adjoining neighborhoods; and
- ⑦ Consider placing equipment in an enclosure on the ground, in lieu of rooftop.

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Images: Rooflines should be designed to be high quality and visually interesting.



3.2.9 Mixed-Use Buildings

Throughout the Specific Plan area there is an opportunity to revitalize the corridor by incorporating mixed-use developments into each quadrant. To ensure quality and well-planned development occurs, the following overarching elements should be considered in the design of mixed-use buildings.

- ① Allow both vertical and horizontal integration of uses in mixed-use development, with an emphasis on tying the uses together with appropriate pedestrian linkages;
- ② Design into the project adequate open space amenities to create a pedestrian-scaled environment;
- ③ Incorporate elements of building scale and architectural massing for reasonable transitions to adjacent developments;
- ④ Utilize consistent form for the entire mixed-use development;
- ⑤ Break up building façades with a high level of articulation, including window features, recessed elements, transparent storefronts, awnings, and entrance canopies, especially at the ground level;
- ⑥ For developments over two stories high, recess portions of the upper stories from the front façade to reduce the overall massing of the building; and
- ⑦ In general, build mixed-use and commercial buildings to property lines or other publicly accessible areas, to define the street frontage and pedestrian areas.

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Images: Mixed-use buildings should include unique architectural elements and be pedestrian-oriented.

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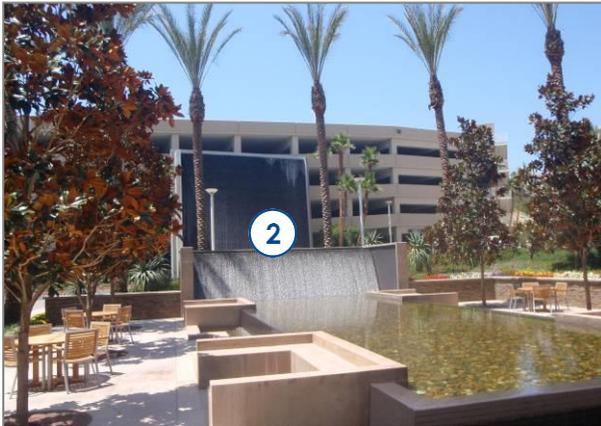


3.2.10 Parking Structures

Parking structures that are adjacent to streets or visible from streets shall be architecturally treated utilizing high-quality materials and architectural expression and shall meet the design standard and guidelines for this plan.

- ① Integrate parking structures into the surrounding buildings architecture;
- ② Screen cars and headlights;
- ③ Allow for natural ventilation;
- ④ Locate parking garages below, behind, or between buildings;
- ⑤ Include ground-level retail pads along a portion of the public façades to create a pedestrian friendly streetscape;
- ⑥ Use architectural details on parking structures to reduce the massing; and
- ⑦ Use landscaping to provide visual relief.

Section 4 Mobility Plan



Images: Parking structures should include landscaping and architectural details to create a pedestrian friendly streetscape.



3.2.11 Accessory Structures

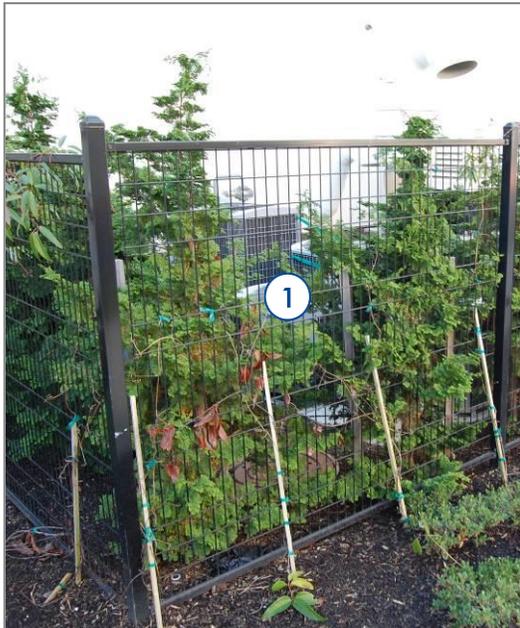
- ① Screen trash enclosure areas, outside storage, utility, water pumping stations, and other free-standing equipment by integrating them with the design and materials of the principal structure.
- ② Screen all utilities from public view by incorporating it into the overall architecture. Development must comply with all utility company requirements for access, service, and ownership;
- ③ Provide roof access from the interior of the building. Exterior roof access ladders are not appropriate;
- ④ Locate mailboxes in alcoves away from streetscape for Commercial, Industrial and Multiple Family uses;
- ⑤ Provide decorative gutters on the exterior of the building, and integrate the gutters, overflow scuppers and downspouts with the design of the building façade. Conceal downspouts within the structure, where practical;
- ⑥ Design trash enclosures with similar finishes, materials, and details of the primary building. If trash enclosures are included or incorporated into a primary structure on the property it will not count toward the total allowed gross floor area;
- ⑦ Separate trash enclosures from adjacent parking with a 6-foot-wide minimum planter;
- ⑧ Locate enclosures away from view, from primary entrance drives or streets;
- ⑨ Design enclosures with a non-combustible, overhanging trellis or roof cover; and
- ⑩ Locate unsightly and noise generating elements such as drive-thrus, loading zones, service bay doors, and trash enclosures, so they can be screened from public right-of-way and adjacent properties.

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Images: Accessory structures should match the primary buildings of a project, in color and architectural features.

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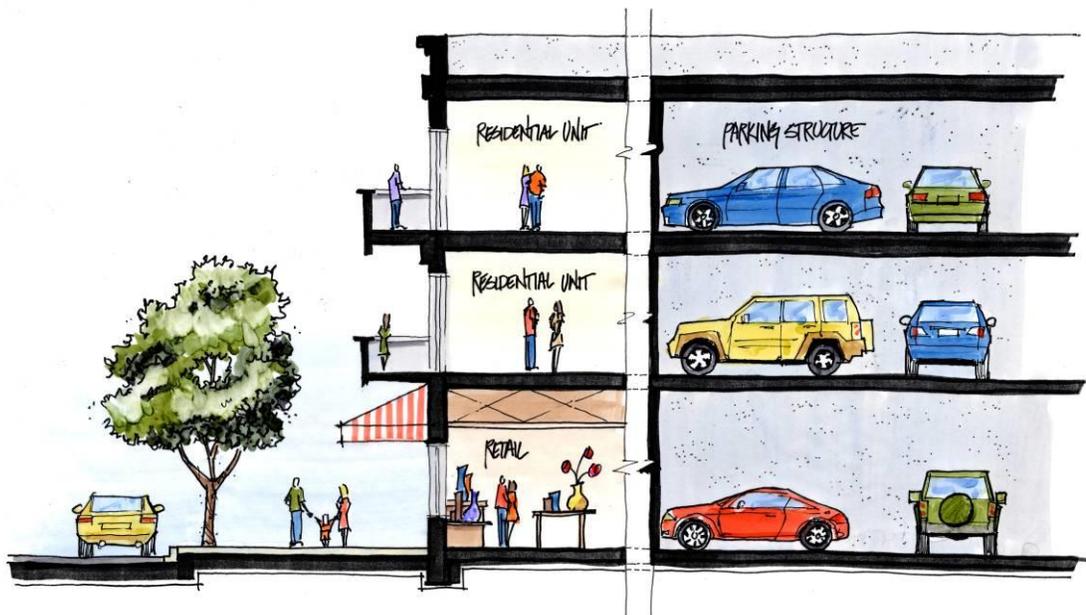


3.2.12 Mixed-Use Circulation Systems

The circulation plan for the Specific Plan area should balance the needs of pedestrian safety with vehicular access and aesthetic appeal. Adequate parking should be provided and alternatives to large parking lots should be considered including shared parking agreements and parking in the rear of a development. Site plans should adhere to the following:

- 1 Share parking for different uses, where parking demands peak during different times;
- 2 Where possible, provide clearly marked and separated driveways and parking areas for each proposed use;
- 3 Separate residential and retail or office parking areas, wherever possible except for live/work townhomes or Shopkeeper units.
- 4 Locate parking and vehicle drives away from building entrances;
- 5 Do not locate surface parking along Artesia Boulevard street frontage; and
- 6 Use commercial/office structures to shield parking lot and security lighting to avoid impacts on the surrounding residential areas.

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Images: Mixed-use circulation systems should include a balance of parking, vehicular access, and aesthetic feel.

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3.2.13 Streetscape

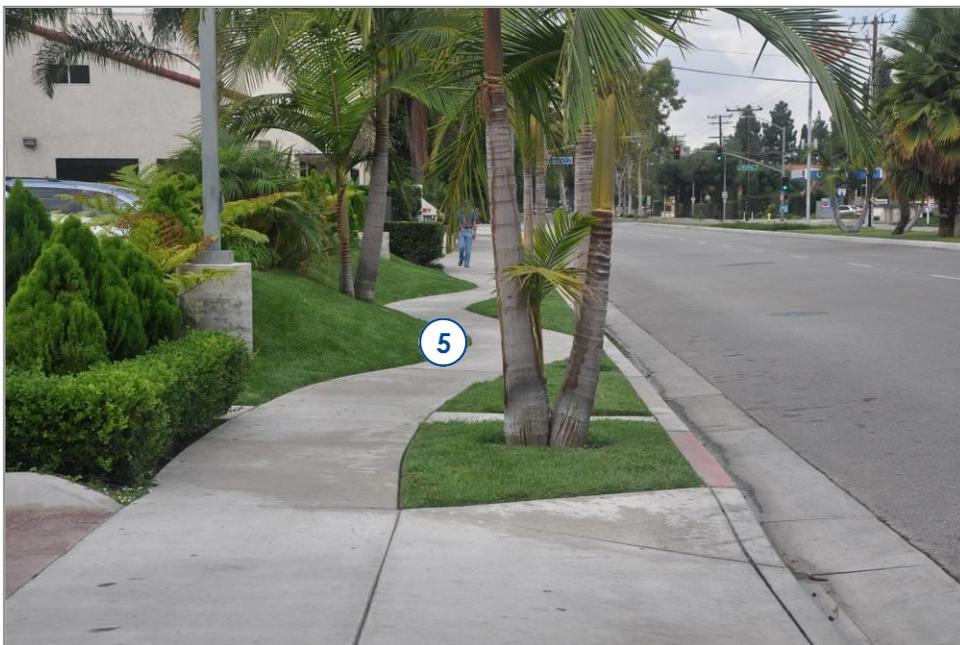
Provide a pleasant microclimate for pedestrians and increase the aesthetic appeal of developments. Carefully locate trees to provide shade to pedestrians, wherever possible.

- ① Place trees no further than 30 feet apart, particularly along walkways and streets;
- ② Cluster trees at plaza areas or other public gathering places;
- ③ Use trees, where possible, to help shade hardscape for drives, parking, and walking areas;
- ④ Use canopy trees in the parkway area to provide shade. These trees should have a 30- to 40-foot canopy potential and be sized at a minimum 24-inch box at the time of installation; and
- ⑤ When possible incorporate meandering sidewalks with landscaping at the property line fronting the street to create a cohesive sense of place and promote walkability.

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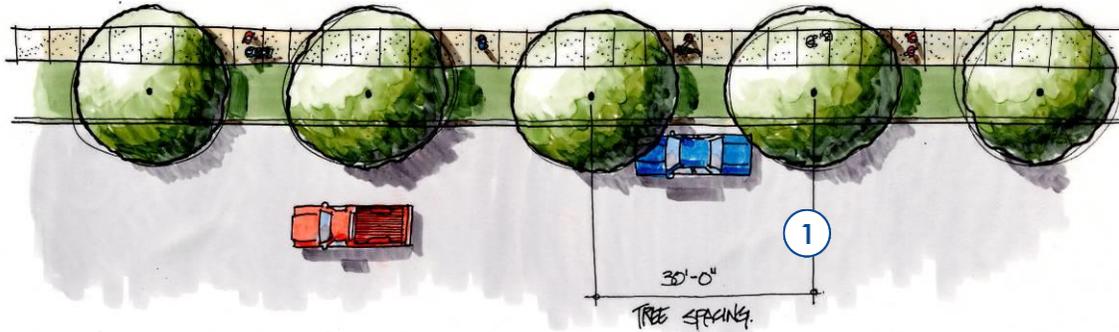
Image: Promote the development of landscaped, meandering sidewalks throughout the project area.



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Images:
Streetscapes should provide a pleasant microclimate for pedestrians and increase the aesthetic appeal of developments.



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3.2.14 Parking Lots

Use landscaping, plants, and features to enhance parking lot area and reduce heat island effect. Provide special consideration to landscape design within parking lots through the following:

- ① A minimum of a 9-foot-wide landscape finger planter at the end of each parking aisle;
- ② One tree for every 4 parking spaces (minimum tree well size of 5'x 5'), and one finger planter for every 12 parking spaces (size of 6'x 18');
- ③ Allow a minimum of 2 feet in the planted area for vehicle overhang. This area may be counted as part of the length of the parking stall, but, not as part of required planter area;
- ④ Use canopy trees in parking areas to provide shade. These trees should have a 30- to 40-foot canopy potential and be sized at a minimum 24-inch box at the time of installation;
- ⑤ Plant all corner and end row planters with 36- or 48-inch box trees;
- ⑥ Utilize enhanced landscaping and specimen trees at parking lot entrances;
- ⑦ Locate trees no closer than 10 feet to streetlights and no closer than 5 feet to utilities;
- ⑧ Plant trees every 30 feet along street edge while maintaining line-of-site at driveways and intersections per American Association of State Highway and Transportation Officials guidelines;
- ⑨ Install lineal root barriers with irrigation at each tree well; and
- ⑩ Use only native and low water use plants, as provided in the City of Artesia Master Street Tree List, when developing the landscape palette.

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Images: Drought tolerant trees, shrubs, and groundcover should be seamlessly integrated into a landscaped area.

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3.2.15 Plant Materials

Along Artesia Boulevard developments should provide landscaping that is unifying while using minimal irrigation. Projects will be evaluated to ensure the right mix of trees, shrubs, and groundcover is provided. Whenever possible, plant materials utilized throughout the project area will be consistent with the Artesia Master Street Tree List.

- ① Use an irrigation system that utilize water conserving methods and incorporates water efficient technologies, such as drip emitters, sub-grade capillary action irrigation for turf areas, evapotranspiration controllers, and moisture sensors; and
- ② Use the right mix of trees, shrubs, and groundcover, including the following:
 - Drought tolerant trees;
 - Plants similar, in form and scale, to existing vegetation in the area;
 - Accent plants at entryways, changes of direction, intersections of roads, etc.; and
 - Vegetation that displays a variety of leaf size, texture, color, and, if possible, flowers for all seasons.

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Image: Drought resistant plants and trees are encouraged.



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Images: Plant materials should include a mix of trees, shrubs, and groundcover to enhance landscaped areas.



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3.2.16 Open space/plazas

The following standards shall apply to the requirements for usable open space:

- ➔ Usable Open Space Defined.

Usable open space shall mean an open area or an indoor or outdoor recreational facility which is designed and intended to be used for outdoor living and/or recreation. Usable open space shall not include any portion of off-street parking spaces, streets, driveways, turnaround areas, and/or required front setback area.

- ➔ Usable Open Space Requirements.

① **Private Open Space** - In multi-family developments, each unit shall be provided with at least one area of private usable open space accessible directly from the living area of the unit, in the form of a fenced yard or patio, a deck or balcony. In order to count toward the open space requirement, a yard area, or uncovered deck or patio shall have a minimum area of fifty square feet and the minimum dimension of a balcony (both width and depth) shall be five feet.

② **Common Open Space** - All common open space shall be conveniently located and accessible to all dwelling units on the site. In projects containing fewer than ten units, the common open space shall have a minimum width and depth of ten feet. In projects containing ten or more units, the minimum width and depth shall be 20 feet. An area of usable common open space shall not exceed an average grade of five percent (20:1 gradient). The area may include landscaping, walks, recreational facilities, and small decorative objects such as artwork and fountains. Open space which does not meet the above requirements but provides visual relief, such as landscaped slopes, may be counted on a one to three basis (three square feet of slope equals one square foot of open space), up to one-third of the requirement, in meeting the usable common open space requirements. Water-oriented visual amenities such as lakes and streams may be counted on a one-for-one basis but shall be included in the one-third limitation for usable open space.

③ **Recreation Amenities/Facilities** – For projects containing 10 or more units, one common recreational amenity shall be provided for each twenty-five units or fraction thereof. A mix of recreational amenities shall be provided for projects exceeding 25 units. The following listed amenities satisfy the above recreational facilities requirements. Recognizing that certain facilities serve more people than others, have a wider interest or appeal, and/or occupy more area, specified items may be counted as two amenities as noted. In all cases, each square foot of land area devoted to a recreational amenity shall be credited as usable open space on a 1:1 basis.

- ➔ Clubhouse (two)

- Swimming pool (two)
- Tennis court (one per court)
- Basketball court (one per court)
- Racquetball court (one per court)
- Weightlifting facility
- Children's playground equipment
- Sauna
- Jacuzzi
- Day Care facility (two)
- Other recreational amenity/facility deemed adequate by the Community Development Director or designee.

4 **Pedestrian Paths:** There shall be a system of pedestrian pathways connecting all dwelling units or dwelling groups to common usable open space areas.



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Image: Common open space areas shall be provided based on the number of units within a project.

- Usable Open Space Guidelines. The creation of public outdoor spaces areas should enhance the quality of life and experience for the patrons and residents. Incorporate specialized and defined public outdoor spaces into overall building and project design.
- ① Arrange and orient structures on project site to create well defined and pedestrian-friendly common plaza spaces;
- ② Add strong architectural elements at the end of long colonnades or storefront areas to create a visual landmark;
- ③ Create common plaza spaces for social gathering to accommodate various social activities (dining, conversing, resting, etc.). Use fountains, water features, or public art to add visual interest to plaza areas;
- ④ Design outdoor spaces for activity and interaction. Seating should be provided with deciduous trees that offer shade from summer sun and access to winter sunlight;
- ⑤ Design raised landscape planters to allow seating but designed so as to discourage undesirable activities, such as skateboarding and other stunts;
- ⑥ Include pedestrian amenities (i.e., site furnishings, shading devices, picnic tables, etc.) that are integrated into the overall unified design;
- ⑦ Incorporate enhanced paving within plazas and outdoor spaces, consistent with the project site;
- ⑧ Provide clearly visible pedestrian connections enhanced with decorative paving, landscaping, decorative trellises, and arbor features;
- ⑨ Landscaping should be used to enhance and define the various uses of the plaza;
- ⑩ Incorporate ornamental and functional lighting along all sidewalks;
- ⑪ Prohibit placement of utility transformer boxes within yard areas adjacent to a street and/or in the public right of way; and
- ⑫ Screening shall be provided between streets and parking areas by utilizing a combination of the following:
 - Low or varied height masonry walls with sound absorbent/sound scattering wall facing materials such as stone, tile, or brick;
 - Vegetated earth berms;
 - "Green screens"; and
 - Dense planting up to 4 feet tall.

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Images: Public and private open space should be inviting and complementary to the uses in the project area.

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Images: Projects in the Specific Plan area should provide public and private common areas that are easily distinguishable.



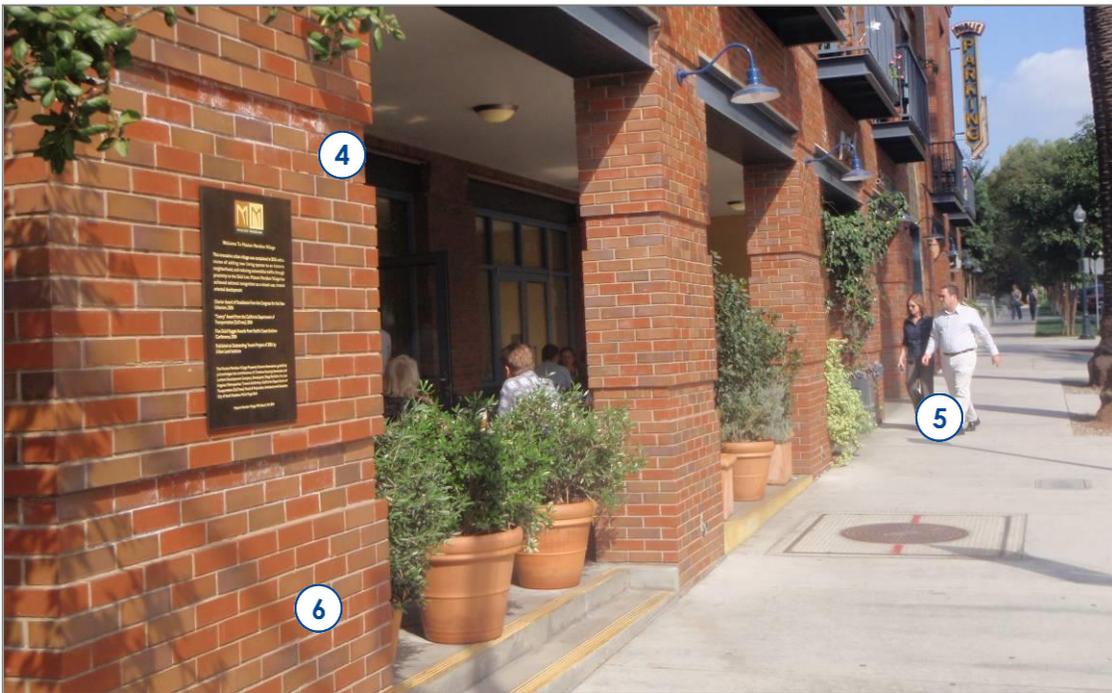
3.2.17 Separation of Public & Private Spaces

- ① Introducing residential uses into the corridor requires that public spaces are provided that are accessible to the passing public and private spaces are created that are available only to the residents of the site. Public and private common areas should be easily distinguishable.
- ② Design public and private spaces to be clearly recognizable as “public” (e.g., a plaza within view of a street or other public space) and publicly accessible and private spaces to be clearly recognizable as “private” through the use of security gates and signage;
- ③ Screen private areas from public view through the use of landscaping, walls and fences, and changes in elevation;
- ④ Provide areas for informal meetings and social interaction with other people for active and passive uses;
- ⑤ Design or locate spaces to ensure that they are usable year-round by providing areas that have awnings; wind breaks, sunshades, and/or landscaping that can provide shelter from the elements;
- ⑥ Provide an overall theme and visual connection between spaces and uses within the development;
- ⑦ Provide pedestrian linkages throughout the development and adjacent land uses;
- ⑧ Create a pleasant pedestrian environment; and
- ⑨ Energize commercial retail activity.

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Images: Projects in the Specific Plan area should provide public and private common areas that are easily distinguishable.



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3.2.18 Security

- ① Create safe dwelling places through limited access to properties, effective surveillance, and a sense of ownership and responsibility. Select and position plant materials to aid surveillance and minimize crime. Utilize Crime Prevention through Environmental Design (CPTED) techniques. Adhere to the following "Safety by Design" concepts:
- ② Orient buildings so that the windows, doors, and garages of one unit are visible from those of other units to increase surveillance opportunities;
- ③ Make open space and recreation areas visible from residential windows and doors, providing improved surveillance for those areas;
- ④ Use walkways and landscaping to provide access control, directing visitors to proper entrances and away from private areas;
- ⑤ Provide improved security and surveillance through exterior doors that are well-lit and visible to the street and neighbors;
- ⑥ Provide amenities that allow for a variety of activities that can be viewed by neighboring residents;
- ⑦ Avoid dead-end alleys;
- ⑧ Use paving treatments, plantings, and design features, such as raised planters or monuments bearing the community name, to define the boundaries of the neighborhood and establish a sense of control of the area by the residents;
- ⑨ Avoid constructing balcony railing of a solid, opaque material. Railings should be no more than 42 inches high;
- ⑩ Provide well-light hallways, and centrally locate elevators and stairs;

- 11 Provide common building entrances with locks and automatically engage when door closes;
- 12 Limit access to the building to no more than two points. No more than four units should share the same entrance;
- 13 Lift canopies of trees near buildings to 7 feet from the base of the trunk. Plant larger specimens in order to maintain visibility of doors and windows;
- 14 Ensure that shrub/groundcover height near buildings is less than 30 inches. Choose low-growing varieties;
- 15 Site spiny or thorny plants near ground floor windows to discourage unwanted access; and
- 16 Include pedestrian scale lighting, including bollards or accent lighting, along pathways and in open space areas to ensure the safety of residents.



Image: Provide amenities that allow for a variety of activities that can be viewed by neighboring residents.

City of Artesia

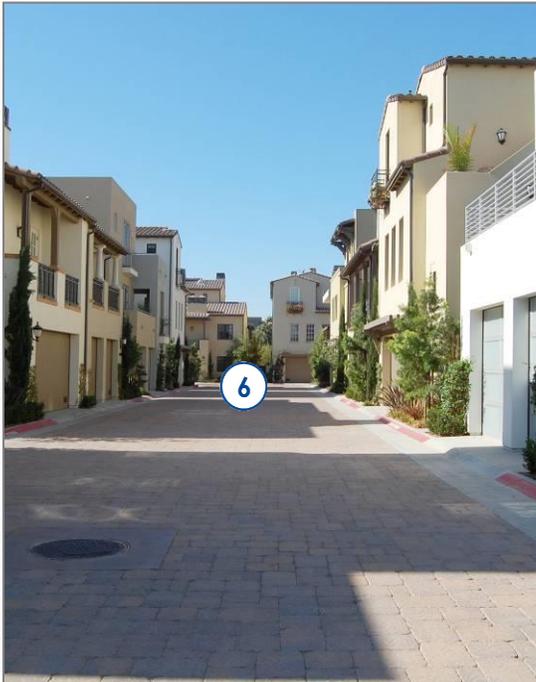
Artesia Boulevard Corridor Specific Plan



Images: Create safe dwelling places through limited access to properties, and effective surveillance.



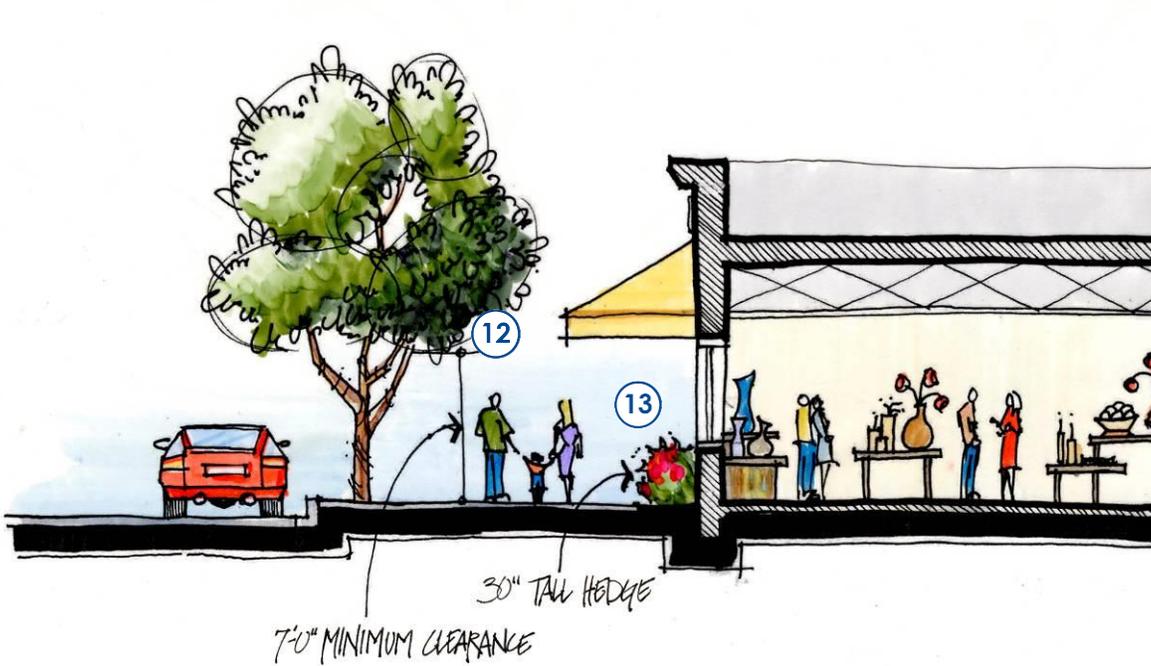
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Section 4 Mobility Plan



Images: Selecting specific plant species and choosing strategic positions along buildings can aid in crime reduction.



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3.2.19 Project Entryways & Monumentation

Project entryways should be well defined, easily identifiable, aesthetically pleasing, and designed to complement the style of the project. Project entryways should include the following:

- ① A combination of the following accent features:
 - Ornamental plantings;
 - Water features;
 - Architectural monuments;
 - Decorative walls;
 - Enhanced paving (colored, textured, and permeable);
 - Accent lighting; and
 - Ornamental signage.
- ② Overall architectural identity or character that is consistent with the development;
- ③ Driveway entries that align with existing or planned median openings and adjacent driveways;
- ④ Entries to large parking areas that include A minimum stacking distance of 40 feet between the edge of the travel lane and the first parking space;
 - A minimum sidewalk width of 4 feet on at least one side of the drive aisle;
 - Two 10-foot-wide planted parkways flanking both sides of the entry drive; and
 - Minimum 7-foot planted medians.

Section 4 Mobility Plan



Images: Project entryways should be easily identifiable, and designed to complement the style of the project.



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3.2.20 Signage

Building signage should be designed to complement the overall style of the development and should enhance the building façade and/or project area. Design signage as an integral part of the development.

- ① A single development with more than five users should provide a unifying sign theme through a sign program. All signs should be consistent with each other in the following ways:
 - Construction materials (channel letters, sign copy, supports, etc.);
 - Letter size;
 - Method of sign support;
 - Configuration of sign area; and
 - Shape of total sign and related components.
- ② Signs should coordinate with the building design, materials, color, size, and placement;
- ③ Signs that reflect the type of business through the design, shape, or graphic form are encouraged;
- ④ Signs should not cover up windows or important architectural features;
- ⑤ Flush mounted signs should be positioned within architectural features and should align with other signs in the block to maintain an existing pattern; and
- ⑥ To conserve energy, there should be a standard shutoff time for illuminated signs for businesses that do not operate at night.

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Mobility Plan



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Images: Building signage should be designed to complement the style of the development and enhance the building façade.



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3.2.21 Lighting

- ① To enhance the nighttime appearance of building façades and/or the project area the appropriate lighting design strategies should be incorporated. Lighting that enhances the building façade while creating a safe environment should be design and installed.
- ② Design or select light fixtures that are architecturally compatible with the main structure or theme of the building;
- ③ Shield spotlighting or glare from any site lighting from adjacent properties, and direct lighting at a specific object or target area;
- ④ Do not use exposed bulbs. Cut-off lighting is preferred. Avoid light pollution from the project site. Compliance with LEED lighting design criteria is strongly suggested;
- ⑤ Use low voltage lighting to conserve energy in landscaping, whenever possible;
- ⑥ Design the height of a light pole to be appropriate in scale for the building or complex and the surrounding area;
- ⑦ Use landscape lighting in accent walkways and entries and/or seating areas and specimen plants and trees;
- ⑧ Provide overnight lighting to ensure the safety of pedestrians and workers, while incorporating timers and sensors to avoid unnecessary lighting;
- ⑨ Light walkways and paseos at an intensity that ensures safe nighttime conditions;
- ⑩ Use down shielded or low-pressure sodium lighting as close to the ground as possible, in some situations, such as residential transitions to commercial uses;
- ⑪ Use metal-halide sources in pedestrian areas, streets, and parking areas, for the visual comfort of pedestrians;
- ⑫ Overlap light sources at about 7 feet to give even coverage and visual recognition of pedestrians in areas and crosswalks where pedestrian and vehicular movements coincide;
- ⑬ Include overnight security lights to ensure pedestrian safety; and
- ⑭ Highly encourage compliance with Leadership in Energy and Environmental Design (LEED) site performance standards.

Section 4 Mobility Plan



Images: Lighting should provide a safe environment and enhance building façades.

3.2.22 Exterior Doors & Windows

Create a unique building identity, and enhance the experience of the users through improved aesthetics of the building entry, doors, and windows. Design entries, doors, and windows to enhance overall building architecture and experience of users.

- ① Use well-designed storefronts, including windows, doors, wall composition, colors, and materials to create a sense of entry at a pedestrian scale;
- ② Distinctly design upper floor and secondary entries, yet complement the main building entry;
- ③ Incorporate one or more of the following in entrance design:
 - Placement of art or decorative detailing at the entry;
 - A projecting element above the entrance;
 - A change in material or detailing;
 - Implementation of architectural elements such as flanked columns or decorative fixtures;
 - Recessed doors, archways, or cased openings;
 - A portico or formal porch projecting from or set into the surface; and
 - Changes in the roof line, a tower, or a break in the surface to the subject wall.
- ④ Locate windows at a pedestrian scale at the street level;
- ⑤ Locate windows to maximize day lighting and views;
- ⑥ Design storefront windows and doors within a single façade to have the same style and height, and in scale with the building elevation; and
- ⑦ Design windows and doors as accent elements with details such as shutters, moldings, and divided lights.

Section 4 Mobility Plan



Images: Unique and artistic building entry, doors, and windows should be used to create a distinct building identity.



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3.2.23 Sustainability

3.2.23.A Energy Conservation

- ① Conserve energy resources through the use of green construction methods and technologies. Encourage the design and construction of buildings that utilize green building practices.
- ② Encourage the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption;
- ③ Reduce the heat island effect by providing shade structures and trees that produce large canopies. In addition, choose roof and paving materials that possess a high level of solar reflectivity (cool roofs);
- ④ Achieve enhanced energy efficiency by creating the optimum conditions for the use of passive and active solar strategies;
- ⑤ Use recycled and other environmentally-friendly building materials, wherever possible; and
- ⑥ Minimize light trespass from site, reduce sky-glow to increase night sky access, improve nighttime visibility through glare reduction, and reduce development impact on the nocturnal environment.

Section 4 Mobility Plan



Images: The design and construction of buildings can capitalize upon green building practices.



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3.2.23.B Water Quality

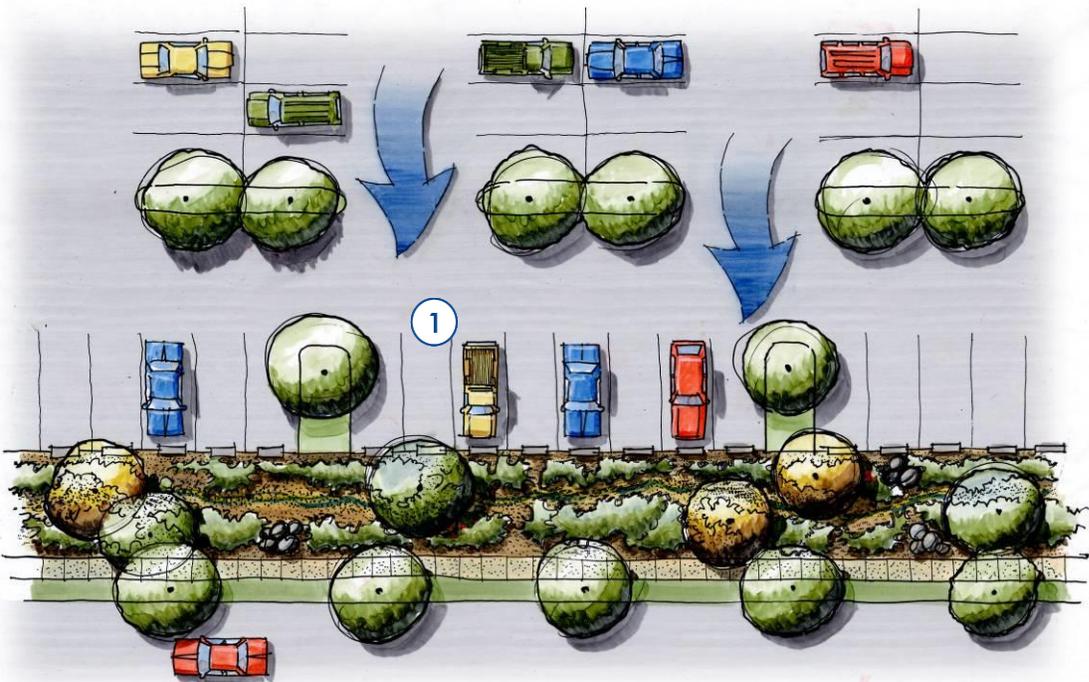
Conserve water resources and preserve drainage patterns, thereby reducing engineering and irrigation costs. Design for water-harvesting to direct all excess runoff onto vegetated areas. Use smart landscaping and streetscape design for water management, including the reduction of potential urban runoff and the enhancement of water quality.

- ① Rainwater catchment systems should be used, whenever possible, to minimize runoff;
- ② Grey water should be used to augment irrigation;
- ③ Make "saucers" (tree well/basin) around newly planted trees and shrubs;
- ④ Incorporate the use of vegetated swales and similar methodology into the natural drainage patterns/flow lines to convey runoff towards basins or other collection areas;
- ⑤ Incorporate the use of pervious paving materials, open pave blocks and intermittent paving to reduce the amount of runoff, and retain for irrigation;
- ⑥ Whenever possible, use captured runoff to augment irrigation systems;
- ⑦ Utilize native and drought tolerant plants to reduce water demand;
- ⑧ Use filter strips along streets and parking lots to reduce urban runoff;
- ⑨ Integrate permeable pavement and perforated curbs throughout the project area to allow stormwater to enter planter areas and ultimately help with filtration and runoff;
- ⑩ Use best management practices (BMPs) for water quality management in subdivision and site development plans; and
- ⑪ Incorporate on-site features, such as porous pavement, bio-retention, and wet ponds for capturing and directing stormwater runoff.

Section 4 Mobility Plan



Images: Projects should aim to conserve water resources and preserve drainage patterns,



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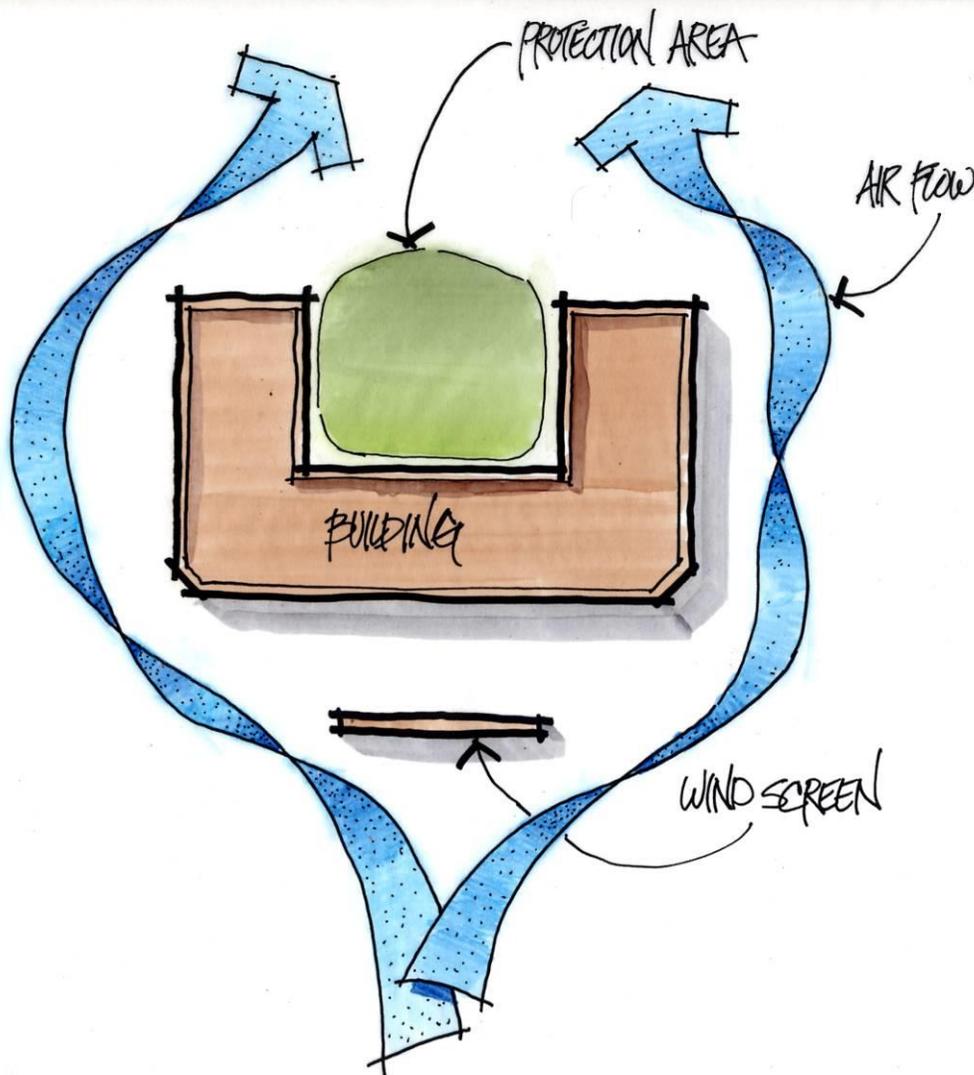
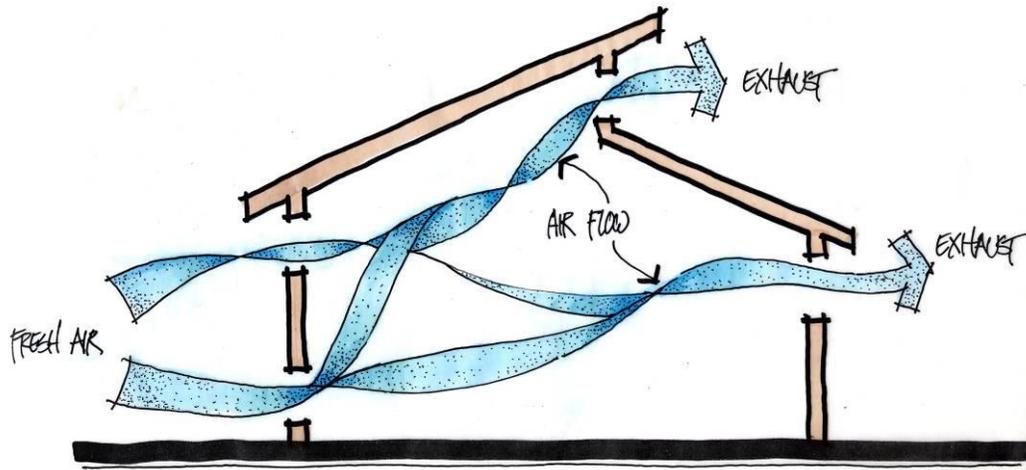


3.2.23.C Wind Orientation & Access Concepts

Take full advantage of the wind to cool buildings in the summer months, generate alternative energy and orient buildings to protect common areas from strong winds, where feasible. Orient buildings to allow for air flow through buildings while protecting from strong winds.

- ① Orient buildings to maximize wind protection, especially at entrances;
- ② Windows and openings should be placed to maximize crosswinds in an effort to reduce energy consumption; and
- ③ Encourage the use of vertical access wind turbines (VAWTs) including integration of new buildings or other similar approved methods for wind-generated power.

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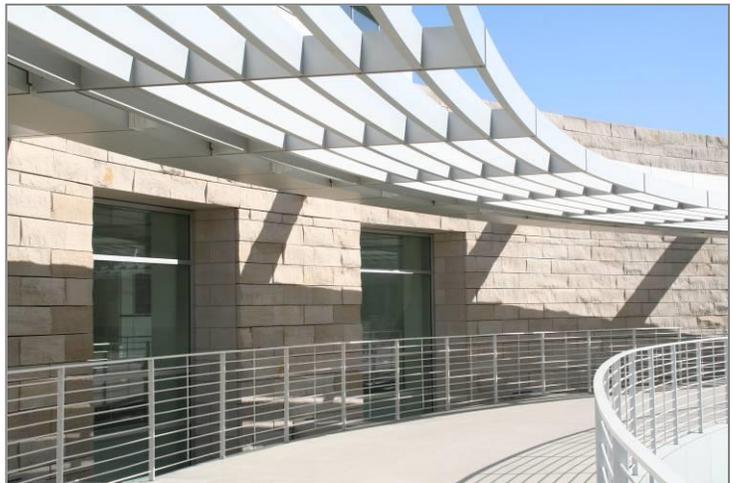
Images: Wind can be used to cool buildings and how buildings should be oriented to protect common areas from strong winds.

3.2.23.D Solar Access & Orientation Concepts

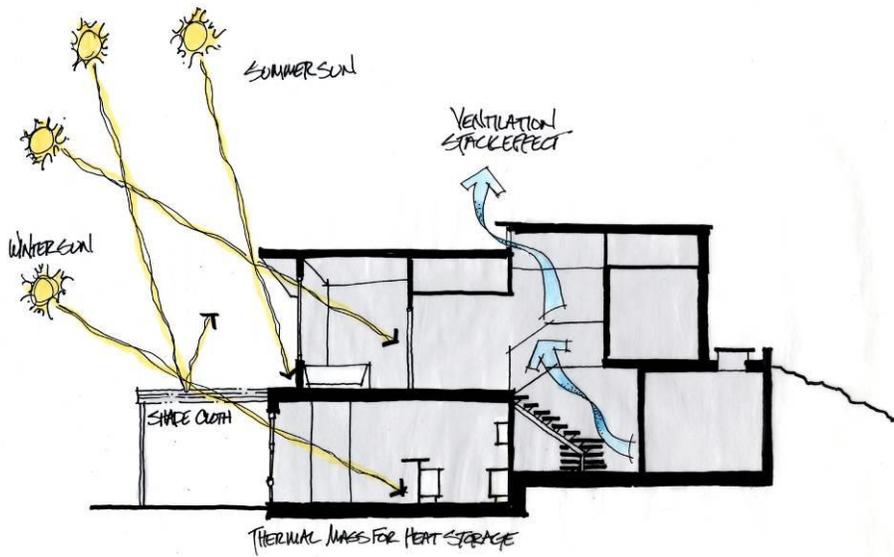
Take full advantage of solar heating and solar energy production through the strategic orientation of buildings in the project area.

- ① Orient buildings to take advantage of solar gain, thus allowing the absorption of the sun's heat during colder months, while minimizing the sun's heat during warmer months;
- ② Adjust height orientation and setbacks to avoid sun obstruction;
- ③ Incorporate solar panels into the design of all structures;
- ④ Encourage long overhangs to screen summer sun and allow for solar gain in the winter;
- ⑤ Orient buildings on an east-west axis to minimize western exposure; and
- ⑥ Incorporate thermal mass to return the sun's warmth during cooler months.

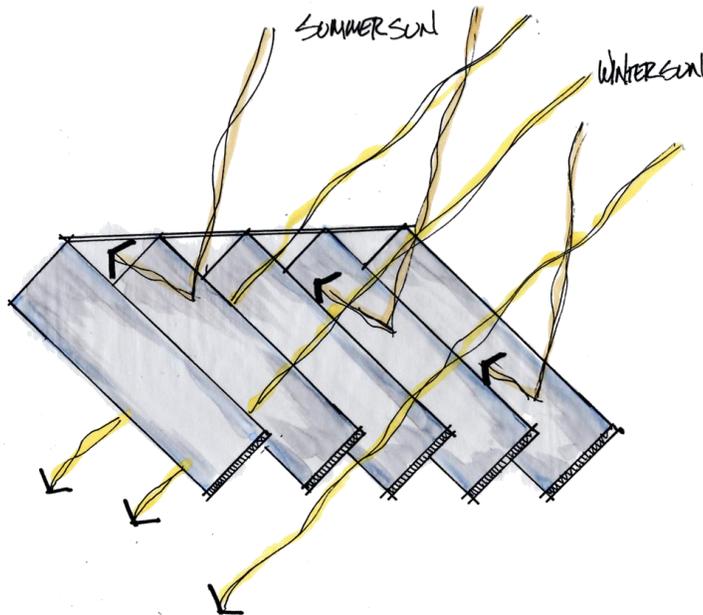
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Images: New buildings should be oriented to take advantage of solar heating and energy production.



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Artesia Boulevard Corridor Specific Plan



Mobility Plan

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Artesia Boulevard Corridor Specific Plan



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Artesia Boulevard Corridor Specific Plan

Section 4

This section describes the established street network in the Specific Plan area, recommends the improvement strategies for the transportation network to support the types and densities of new development allowed along the corridor, and introduces design standards for recommended street improvements and enhancements to the existing street system. Transportation facilities examined include roadways, intersections, driveway access, pedestrian walkways, and potential bicycle connections. The summary and results provided in this section are based on the conditions during the 2012 Specific Plan analysis. This information is provided solely for reference purposes. Limited changes/updates have been included below for Quadrant 2b.

4.1 EXISTING MOBILITY CONDITIONS

4.1.1 Established Street Network

Artesia Boulevard

Artesia Boulevard is a four-lane divided east-west arterial roadway providing regional access to and through the project area. Artesia Boulevard is classified as a Primary Highway (Major) on the City's General Plan Circulation Element. Artesia Boulevard passes under the San Gabriel River Freeway (I-605) approximately one-half mile west of Gridley Road, and has a full interchange with the Artesia Freeway (SR-91) approximately one mile east of Pioneer Boulevard. The posted speed limit along Artesia Boulevard through the Specific Plan area is 40 miles per hour.

Through the project area, Artesia Boulevard provides two travel lanes in each direction with a raised landscaped median. Between Gridley Road and Roseton Avenue, the median is continuous except for a break to provide left-turn ingress and egress for the East West Ice Palace. Between Roseton Avenue and Pioneer Boulevard, the median has breaks with left-turn pockets at each of the minor cross streets on the north side of Artesia Boulevard, except for Corby Avenue.

The streetscape in front of some newer development includes a landscaped planter strip with a meandering sidewalk. These can be found in front of East West Ice Palace, the new commercial center between Jersey Avenue and Flallon Avenue, and the cement factory, just to the east of the Specific Plan area.

Within the study corridor vicinity, Artesia Boulevard has three signalized intersections: at Gridley Road, Roseton Avenue, and Pioneer Boulevard. Dedicated left-turn lanes are provided at all three intersections. Protected left-turn phasing is provided on all approaches at the intersection of Artesia Boulevard and Pioneer Boulevard, while left-turn movements are permissive at the other two signalized intersections.

Artesia Boulevard has four unsignalized street intersections within the study corridor: Jersey Avenue, Fallon Avenue, Albutis Avenue, and Corby Avenue. At these intersections, traffic movements on the minor streets are stop-controlled, while traffic on Artesia Boulevard is uncontrolled. Median breaks and left-turn pockets on Artesia Boulevard are provided at each of these side streets, except Corby Avenue.

Roseton Avenue

Roseton Avenue is a north-south local street cutting through the center of the project area. Within the project area, Roseton Avenue is approximately 36 feet wide without any lane markings. Roseton Avenue provides direct access for residential and commercial uses on both sides of Artesia Boulevard. The posted speed limit is 25 miles per hour.

On-street parking is allowed on both sides of the street, although parking is prohibited on Thursdays for street sweeping. All parcels that have frontage on Roseton Avenue also have at least one driveway on Roseton Avenue. The Burbank Elementary School is located on Roseton Avenue approximately 500 feet south of Artesia Boulevard. Roseton Avenue extends approximately ¼ mile on the north side of Artesia Boulevard before ending in a cul-de-sac.

Gridley Road

Gridley Road is a north-south arterial which forms the western boundary of the project area. It is classified as a Secondary Highway in the City's General Plan Circulation Element. From Artesia Boulevard to 183rd Street, Gridley Road provides two lanes in each direction, separated by a painted median. South of 183rd Street, a raised landscaped median separates directional movements. North of the project area, Gridley Road narrows to one lane in each direction as it passes over the Artesia Freeway. Gridley Road extends a few miles north and south of Artesia Boulevard, providing access to residential and commercial uses. The posted speed limit on Gridley Road is 40 miles per hour. On-street parking is generally prohibited on Gridley Road immediately north and south of Artesia Boulevard.

4.1.2 Traffic Volumes

A daily traffic count collected in 2007 on Artesia Boulevard between Gridley Road and Pioneer Boulevard was provided by the City. At the time of the count, this segment of roadway carried 17,743 trips per day. Morning traffic peaked at 7:15 AM with 714 vehicles in the eastbound direction, and 854 vehicles in the westbound direction. In the afternoon, traffic peaked at 4:45 PM, with 885 trips in the eastbound direction, and 817 trips in the westbound direction. Based on a daily roadway capacity of 30,000 average daily trips (ADT) for Primary Highway (Major), Artesia Boulevard is currently operating at Level of Service (LOS) A.

Peak hour turning movement counts at the three signalized study intersections in the vicinity of the Specific Plan were collected in March 2011. Existing lane configurations at the study intersections are shown on Exhibit 4-1. Peak hour turning movement volumes are shown on Exhibit 4-2. Existing peak hour operating conditions at the study intersections are summarized on Table 4-1. Each of the study intersections is currently operating at Level of Service "C" or better in both peak hours.

Exhibit 4-1: Existing Lane Geometry



Table 4-1: Summary of Intersection Operations

Int. #	Intersection	Control	AM Peak		PM Peak	
			ICU	LOS	ICU	LOS
1	Artesia Blvd at Gridley Rd	S	0.595	A	0.589	A
2	Artesia Blvd at Roseton Ave	S	0.468	A	0.395	A
3	Artesia Blvd at Pioneer Blvd	S	0.690	B	0.711	C

S = Signalized intersection

Bold and shaded values indicate intersections operating at LOS E or LOS F.

Exhibit 4-2: Existing Peak Hour Traffic Volumes



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4.1.3 Access to Specific Plan Properties

There are multiple driveways providing access to individual parcels on both sides of Artesia Boulevard within the study corridor – 20 curb cuts on the north side of the street, and 23 on the south side. As shown on Exhibit 4-3, most parcels with frontage on Artesia Boulevard have at least one driveway directly onto Artesia Boulevard; some have two or more. In Quadrants 1, 2a, 3 and 4, there is no cross access between adjacent parcels along Artesia Boulevard; therefore, each parcel of land has its own exclusive access to Artesia Boulevard. Based on redevelopment of Quadrant 2b, direct public vehicular access to the property will be provided via the following nine driveways. Specifically, access will be from the following roadways:

- Alburdis Avenue: four driveways (i.e., three private alleys and one private street)
- Fallon Avenue: five driveways (i.e., four private alleys and one parking lot access driveway)

Most of the driveways on Artesia Boulevard for the individual parcels are restricted to right-in/right-out only movements because of the raised median. The exceptions to this are the Ice Palace, for which a median break and left-turn pocket are provided; and the parcels located on the south side of Artesia Boulevard across from the side street median breaks at Jersey Avenue and Fallon Avenue. Most, but not all parcels that are located on a street corner also have one or more driveways on the side street.

Exhibit 4-3: Study Area Parcel Access Points



4.1.4 Parking

On-street parking is generally allowed on both sides of Artesia Boulevard throughout the study area, except for red-curb areas near some driveways and intersections where a parked vehicle could restrict sight distance. The on-street parking is not marked with parallel parking stalls, and the parking is not metered. Wide curb lanes on both sides of the street allow enough room for vehicles to park outside of the travel-way. Where on-street parking is allowed, there are generally no restrictions, with the exception of the following:

- Parking is prohibited for street sweeping from 5:00 to 8:00 AM on Thursdays on the north side of the street, and from 5:00 to 7:30 AM on Mondays on the south side.
- One-hour on-street parking is designated by green curbs at a few locations in front of some retail businesses on the south side of the street between Roseton Avenue and Pioneer Boulevard.

- Two-hour on-street parking restrictions are posted on the north side of Artesia Boulevard between Jersey Avenue and Fallon Avenue.
- Between Fallon Avenue and Corby Avenue, Artesia Boulevard is posted with "Commercial Vehicles 90 Minute Parking Route" signage.
- Perpendicular on-site parking along local streets including Alburdis Avenue, Fallon Avenue, Jersey Avenue, and Roseton Avenue shall maintain a line of sight and pavement markings with parking radius. The demarcations will be hatched to not impair requirements for community service vehicle.

Most of the parcels along Artesia Boulevard provide adequate on-site parking for their businesses; therefore, street parking is generally not heavily used throughout the corridor. One exception to this is the street parking near the East West Ice Palace. On event days, the Ice Palace parking lot, which provides 55 to 60 parking spaces, does not always accommodate the facility's parking demand, and on-street parking on both sides of Artesia Boulevard is used for the overflow parking. Parking demand has been observed to extend to Roseton Avenue and beyond on both sides of the street on some event days. When this is the case, people who park on the north side of the street either make their way to the signalized intersection to either side of the Ice Palace (Gridley Road or Roseton Avenue) or cross Artesia Avenue mid-block. No mid-block crosswalk is provided for pedestrians who park on the north side of the street, and no crossing guard or other form of crossing assistance is provided.

Some parcels within the Specific Plan area appear to have more on-site parking than would be required for the amount of development on the parcel at some times of the day. Examples of this include the parcel with the data processing business on the north side of Artesia Boulevard between Gridley Road and Roseton Avenue; and the Alberto's Mexican Restaurant parcel, on the south side of Artesia Boulevard at the eastern end of the Specific Plan area. In addition, some parcels within the Specific Plan area are currently not occupied and the site is unused. In each case, there may be an opportunity for shared parking through a reciprocal agreement to accommodate some of the Ice Palace overflow parking.

4.1.5 Pedestrian Facilities

Sidewalks are provided along both sides of Artesia Boulevard within the Specific Plan area. For most of its length, Artesia Boulevard provides an 8-foot-wide sidewalk with utility poles and some street furniture. Along the frontage of some recently developed parcels, such as the East West Ice Palace, the commercial center between Jersey Avenue and Fallon Avenue, and the cement factory (just outside the Specific Plan area), a planter strip and a meandering sidewalk is provided.

In the project vicinity, Artesia Boulevard provides striped pedestrian crosswalks with pedestrian push buttons and phasing at all three signalized intersections, on all four approaches. Pedestrian access to the properties along Artesia Boulevard

from the public street is generally unencumbered. A clear path of travel to the public entrance for each building is maintained for each property (with the exception of those currently vacant properties which have security fencing across the property frontage).

4.1.6 Transit Service

Existing transit service and transit facilities in the project vicinity are shown on Exhibit 4-4. Transit service within the Specific Plan area itself is limited to Norwalk Transit, Route 8. Route 8 begins at the Whittier Historic Depot and travels south to the Norwalk/Santa Fe Metrolink Station, then proceeds south on Valley View Avenue and west on Artesia Boulevard through the study corridor, and finally ends at the Cerritos Mall. Headways (time between bus arrivals) at each stop is approximately one hour throughout the day. Route 8 does not provide weekend service.

Exhibit 4-4: Existing Transit Routes



Bus stops facilities for Norwalk Transit within the Specific Plan area consist of the following:

- ➡ On the south side of Artesia Boulevard (for eastbound travelling buses):
 - ➡ A bench and trash can are located just east of Gridley Road, in front of the Jerry's Liquor Market center.

- A bus stop sign only is located just west of Pioneer Boulevard, in front of the Hamni Bank building (outside the study area).
- On the north side of Artesia Boulevard (for westbound travelling buses):
 - A bus stop sign only is located west of Roseton Avenue, in front of the Avis Rent-a-car parking lot.

In addition, Norwalk Transit Route 2 travels along Pioneer Boulevard, with bus stops on either side of Artesia Boulevard. Other transit services in the project vicinity but not through the Specific Plan area itself include several lines of the Cerritos Transit (Cerritos on Wheels – COW), and Line 62 of the Los Angeles Metro Local Service, which travels along Pioneer Boulevard and has bus stops on either side of Artesia Boulevard.

4.1.7 Bicycle Network

The City of Artesia currently does not have designated bikeways. Bicyclists on Artesia Boulevard must share the curb lane with any parked cars, and either ride up onto the sidewalk or into the travel-way to maneuver around a parked vehicle. There are currently no plans to provide bike lanes on Artesia Boulevard.

4.1.8 Truck Routes

The City of Artesia has designated three roadways as truck routes: Artesia Boulevard, Pioneer Boulevard, and South Street. Existing truck routes in the vicinity of the project area are shown on Exhibit 4-5. The entire length of the Artesia Boulevard study corridor is designated as a truck route. The designation of a truck route is intended to direct truck movements to these designated routes, and to minimize the amount of noise and other impacts caused by trucks to sensitive land uses such as residential neighborhoods by confining truck traffic to major arterials.

The former California Dairies, Inc. business (Quadrant 2b) generated a substantial amount of heavy truck traffic. Truck trips for these businesses are generally concentrated on Artesia Boulevard between Fallon Avenue and Pioneer Boulevard, and on Fallon Avenue, Albutis Avenue, and Corby Avenue. The trucks primarily arrive and depart to the east. Because of the raised median in Artesia Boulevard, left turns are made to and from the side streets. Because trucks cause more wear and tear on the public street than passenger vehicles, and because of the concentration of heavy trucks associated with these two businesses, the City of Artesia has resurfaced Artesia Boulevard from Fallon Avenue to Pioneer Boulevard with concrete, rather than asphalt, for more durability. Based on redevelopment of Quadrant 2b, heavy truck traffic from this location will no longer be generated.

Exhibit 4-5: Existing Truck Routes



Future traffic conditions with and without the project were analyzed to address the impacts of the Artesia Boulevard Specific Plan development. Background traffic growth was added to existing traffic volumes to represent short-term future conditions. Project traffic was then added to evaluate the Specific Plan project impact on future traffic conditions.

4.2.1 A Future without Project Traffic Conditions

A conservative traffic growth rate of one percent per year was applied to the existing peak hour traffic volumes at each of the study intersections to account for general background growth outside the Specific Plan area. Future without project peak hour traffic volumes are shown on Exhibit 4-6.

The study intersections were reanalyzed with the ambient traffic growth assumed, and the results are summarized on Table 4-2. With the addition of background traffic, the intersection of Artesia Boulevard and Pioneer Boulevard would worsen to LOS E during the evening peak hour.

Exhibit 4-6: Future without Project Peak Hour Traffic Volumes



Table 4-2: Summary of Intersection Operation Future without Project Conditions

Int. #	Intersection	Control	AM Peak		PM Peak	
			ICU	LOS	ICU	LOS
1	Artesia Blvd at Gridley Rd	S	0.672	B	0.665	B
2	Artesia Blvd at Roseton Ave	S	0.527	A	0.444	A
3	Artesia Blvd at Pioneer Blvd	S	0.753	C	0.905	E

S = Signalized intersection

Bold and shaded values indicate intersections operating at LOS E or LOS F.

4.2.2 Project Traffic

In order to determine the potential traffic impacts that would be associated with the Specific Plan vision, trip generation estimates for the Specific Plan land use components were developed. The following paragraphs describe trip generation, trip distribution, and trip assignment for the project.

4.2.3 Project Trip Generation

Trip generation estimates were developed for each of the four quadrants of the Specific Plan. For the analysis of future traffic conditions, each parcel of interest in the project area was identified in terms of its existing land use and its potential future land use, including the land use type (i.e., commercial, residential, industrial etc.) and the existing and future development potential of those land uses.

The number of trips that would be generated by the net new development was calculated as the difference between the future potential development trips and existing development trips. A summary of the trip generation by quadrant is provided on Table 4-3. Some of the proposed development areas are relatively small with low trip generation and some would generate a more significant number of trips, based on the development potential in that quadrant.

The total net new trips that would be generated by the Specific Plan land uses is estimated to be 12,877 daily trips, with 504 trips in the morning peak hour, and 767 trips in the evening peak hour.

Table 4-3: Specific Plan Project Trip Generation by Quadrant

Quadrant	Trip Generation Estimates						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1	1,187	16	13	29	35	36	71
2a	423	6	3	9	12	13	25
2b*	2,585	121	104	225	73	64	137
3	6,439	96	92	188	207	195	402
4	2,243	33	20	53	64	68	132
Total	12,877	272	232	504	391	376	767

* The analysis provided for Quadrant 2b is specific to the Artesia Place Project proposed under Specific Plan Amendment No. 2. The remainder of the table takes into the account the approved 2012 Specific Plan.

4.2.4 Trip Distribution

Trip distribution assumptions for the proposed development were developed based on the Regional Statistical Area (RSA) trip distribution information provided in the Los Angeles County CMP, and on existing traffic patterns and available transportation infrastructure serving the area. Trip distribution and assignment of project trips were accomplished using the Traffix software, which allows the assignment of traffic along a variety of paths for each origin and destination pair. The resulting project-related peak hour turning movements are shown on Exhibit 4-7.

Exhibit 4-7: Project-Related Peak Hour Traffic Volumes



4.2.5 Project-Related Traffic Impacts

The traffic-related impact associated with the Specific Plan land uses on the study intersections was assessed by adding the project-related traffic to the Future without Project traffic volumes. A summary of the results of the analysis, which was conducted as part of the 2012 Specific Plan approval, is provided below.

Future with Project peak hour traffic volumes are shown on Exhibit 4-8. The results of the analysis are summarized on Table 4-3. Also shown on this table is the project impact at each intersection.

Review of this table indicates that with the addition of the Specific Plan project traffic, the intersection of Artesia Boulevard and Pioneer Boulevard would continue to operate at LOS E in the evening peak hour. The project-related traffic would cause an increase in the volume to capacity (v/c) ratio of 0.035. The Specific Plan project would not cause any additional intersection to operate at a deficient Level of Service.

Exhibit 4-8: Future with Project Peak Hour Traffic Volumes

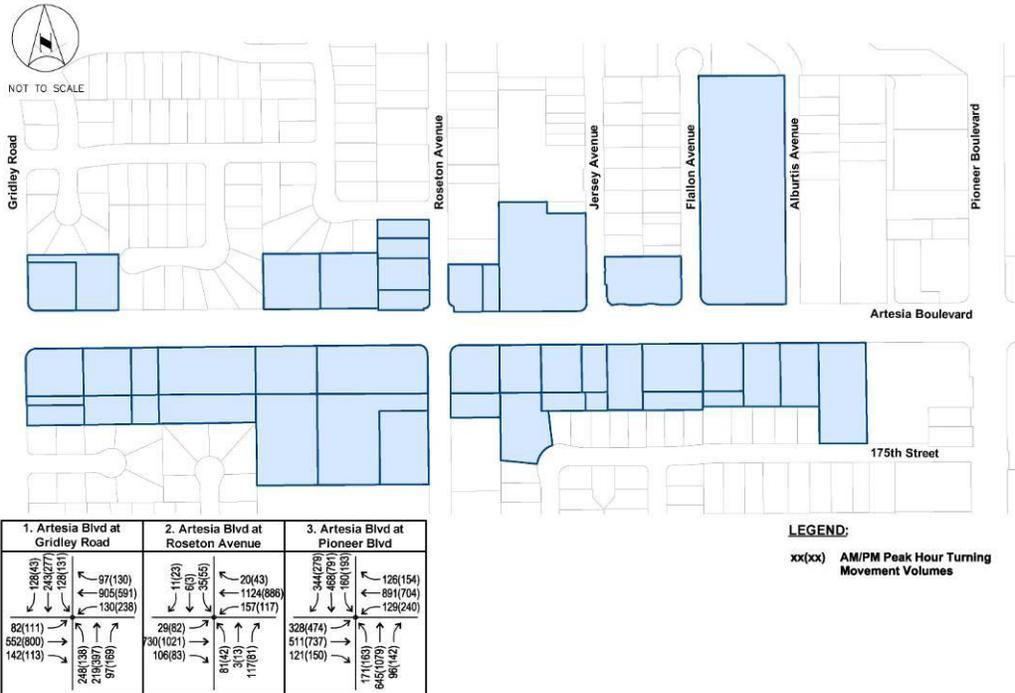


Table 4-4: Summary of Intersection Operation
Future with Project

Int. #	Intersection	Control	AM Peak		PM Peak	
			ICU	LOS	ICU	LOS
1	Artesia Blvd at Gridley Rd	S	0.672	B	0.665	B
2	Artesia Blvd at Roseton Ave	S	0.527	A	0.444	A
3	Artesia Blvd at Pioneer Blvd	S	0.753	C	0.905	E
3	Artesia Boulevard at Pioneer Boulevard - with mitigation: Convert northbound right-turn lane to a through/right lane	S	0.792	C	0.852	D

S = Signalized intersection

Bold and shaded values indicate intersections operating at LOS E or LOS F.

4.3 PROJECT MITIGATION

In order to achieve an acceptable peak hour Level of Service for the evening peak hour at the intersection of Artesia Boulevard and Pioneer Boulevard, the following improvement is recommended:

- Convert the existing northbound right-turn lane on Pioneer Boulevard to a through/right-turn lane.

Sufficient width exists on the northbound exit leg of the intersection (the north leg) to receive a third lane of through traffic. This improvement can be accomplished with signing and striping modifications on Pioneer Boulevard. The resulting Level of Service with this improvement is shown on Table 4.

4.3.1 Los Angeles County Congestion Management Program Compliance

The Congestion Management Program (CMP) of the County of Los Angeles became effective statewide in 1992 as a result of Proposition 111. The Los Angeles County CMP is implemented by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP requires that the traffic impact of individual development projects of potential regional significance be analyzed. The CMP system is made up of a system of arterial roadways, freeways, and monitoring intersections in Los Angeles County. The CMP requires that all arterial monitoring intersections where the proposed project is expected to add 50 or more peak hour trips be analyzed.

The San Gabriel River Freeway (I-605), and the Artesia Freeway (SR-91) are designated CMP routes in the vicinity of the City of Artesia. There are no CMP monitoring intersections in the City of Artesia. The closest CMP monitoring intersections in adjacent cities are:

- South Street and Lakewood Boulevard, in the City of Lakewood (3 miles to the west of the Specific Plan area);
- Artesia Boulevard and Lakewood Boulevard, in the City of Bellflower (3-1/2 miles to the southwest of the Specific Plan area);

The Specific Plan would not add 50 peak hour trips to these intersections, and no further analysis is required. The CMP also requires that all CMP freeway-monitoring locations where the proposed project adds 150 or more peak hour trips in either direction to be analyzed. Since the Specific Plan project would not add 150 peak hour trips to a freeway mainline, no additional CMP freeway analysis was required.

4.4 SPECIFIC PLAN MOBILITY RECOMMENDATIONS

4.4.1 Roadways

Artesia Boulevard is a four-lane divided Primary roadway that is currently built to its General Plan standards throughout the Specific Plan area. The roadway has been improved with a raised and landscaped median. The median not only beautifies the corridor, it also provides a physical barrier between opposing flows of traffic, and reduces side friction by limiting left turns to and from driveways and minor side streets. For aesthetic and traffic flow reasons, the presence of a raised, landscaped median on Artesia Boulevard should be maintained throughout the Specific Plan area.

4.4.2 Access to Specific Plan Properties

As pointed out in the Existing Conditions section, the Artesia Boulevard corridor through the Specific Plan area has numerous driveways providing separate and exclusive access to individual parcels –19 curb cuts on the north side of the street and 23 on the south side (see Exhibit 4-3). These numerous and close-spaced driveways create side friction between through traffic and vehicles turning in and out of the driveways. They also impact the development potential on each parcel, and create confusion and added conflicts for drivers on the corridor, especially when the driveways for separate parcels are closely spaced.

Wherever possible, as parcels along the corridor redevelop, driveway access should be consolidated to reduce the number of curb cuts. This can be accomplished through:

- The consolidation of two or more parcels to create a larger parcel with an appropriate (fewer) number of access points; or,
- If parcels cannot be consolidated, require or encourage cross-access agreements between adjacent parcels, and/or modify the access to provide one shared driveway at the boundary between two parcels.
- Access to corner parcels should be from the side street to the extent possible.

4.4.3 Parking

Although on-street parking is generally allowed (with some time-of-day and usage restrictions) on both sides of the Artesia Boulevard throughout the study area, it is not heavily used on a typical daily basis. One exception, as noted earlier, is the street parking near the East West Ice Palace on event days. On these days, at peak times, the street parking on both sides of the street is heavily used, and people who park on the north side of the street often cross mid-block without the benefit of a crosswalk or crossing guard, creating a safety concern.

As the corridor redevelops, the opportunity for shared parking assistance for the Ice Palace may present itself, particularly with businesses that may have available parking at the times when the Ice Palace event parking is at its peak (evenings and weekends). The City should look for opportunities for shared

parking arrangements through a reciprocal agreement to accommodate some of the Ice Palace overflow parking. For safety purposes, the City should consider signage and/or some type of physical barrier to pedestrians in the center median, to keep people from crossing Artesia Boulevard mid-block to get to street parking on the north side of the street.

New mixed-use developments should also be encouraged to enter into shared parking agreements with complementary uses (office and retail, residential and office, etc.) to maximize developable area and avoid constructing more parking than necessary to serve the development.

4.4.4 Pedestrian Facilities

The sidewalk system throughout the Corridor is generally in good physical condition, with some areas of the Corridor featuring improved, attractively landscaped parkways and decorative, meandering walkways. As properties redevelop, this improved sidewalk standard should be continued along the frontage of any new parcel development. Wherever possible, pedestrian access between parcels should be encouraged, to reduce the need to drive from one parcel to the next in order to patronize more than one business. A clear line of travel for pedestrians should be maintained from the public right-of-way / sidewalk and from bus stops to the business entrances.

4.4.5 Transit

There are minimal transit amenities on the Corridor – one bus stop location with a bus bench and trash receptacle, and two bus stops with a sign only. Bus stop facilities with a shelter, bench, trash receptacle, and signage provide the opportunity to create a consistent or themed look throughout the Corridor. If improved bus stop facilities are to be provided in the future, care should be taken to select a consistent look, and to install the same facilities in each location along the Corridor.

Bus turn-outs on Artesia Boulevard are not necessary, because the outside curb lanes are wide enough on both sides of the street to allow a bus to pull to the curb and not block through traffic. The curb along each bus stop location should continue to be painted with red curb (no parking) markings.

5

Infrastructure Plan

City of Artesia

Artesia Boulevard Corridor Specific Plan



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Artesia Boulevard Corridor Specific Plan

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Section 5

Adequate infrastructure and utility systems are essential components of this Specific Plan. Identified infrastructure systems will ensure that the project area supports anticipated development with essential utilities and services as efficiently as possible. All facilities will be developed to the standards of the service provider and as required by applicable government standards. This section defines the major components of water, sewage, storm water drainage, solid waste disposal, energy, and other essential facilities planned within or adjacent to the Specific Plan area.

5.1 WATER

The Golden State Water Company's (GSWC) "Artesia System" provides potable water services to the Specific Plan area as well as most residents in the City of Artesia. The Artesia System also serves residents in the City of Hawaiian Gardens as well as small portions of the cities of Cerritos, Lakewood, and Long Beach.

In order to better serve their customers, GSWC's Artesia System is further divided into two service areas, including: the Artesia System North Side and the Artesia System South Side. The Artesia System North Side is responsible for serving a majority of the City of Artesia, including the Specific Plan area.

The GSWC's Artesia System relies upon a complex water system network that delivers water from local groundwater as well as recycled and imported water from the Central Basin Municipal Water District (CBMWD). Approximately 67% of the available supply for the Artesia system is groundwater whereas, imported water sources account for approximately 31% of the available water supplies. The remaining 2% is provided by recycled water. Each of these water sources are briefly described below.

5.1.1 Groundwater

The GSWC Artesia System is supplied by six active groundwater wells located in the Central Basin Pressure Area. These wells have a total capacity of 5,570-acre feet per year (AF/Y). Two of the six wells are located at the "Roseton Plant", which is just south of the Specific Plan area along Roseton Avenue. These wells have a design capacity of 1,800 gallons per minute.

5.1.2 Imported Water

Imported water is supplied by the CBMWD. The CBMWD is a public agency that purchases imported water from the Metropolitan Water District of Southern California (MWD). MWD is the largest water wholesaler for domestic and municipal uses in Southern California. The MWD is a consortium of 26 member

agencies including CBMWD. The MWD service area encompasses the service areas of its 26 member agencies, approximately 5,200 square miles, and includes

portions of Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties.

As one of 26 member agencies, CBMWD purchases water from the MWD to supplement its local groundwater supplies. The water CBMWD purchases from MWD is imported to 24 cities, municipal water companies including the GSWC.

The GSWC Artesia System has two connection lines to CBMWD, which are located in the City of Cerritos. Each of these lines provides a current capacity flow of 1,500 gallons per minute to the GSWC Artesia System. As previously mentioned, imported water sources account for approximately 31% of the GSWC's Artesia System available water supply.

5.1.3 Recycled Water

The GSWC currently receives recycled water from the CBMWD. Treated water is sent to CBMWD's Central Basin Recycled Water project for distribution to customers. Recycled water is used for non-potable applications including irrigation and commercial/industrial applications. Although the City of Artesia currently does not use recycled water, the City has recently adopted Water Conservation and Water Efficient Landscape ordinances. These ordinances have been designed to establish a structure for planning, designing, installing, and managing water efficient landscaping in new construction to help meet the State's limited water supply.

5.1.4 Existing Water System

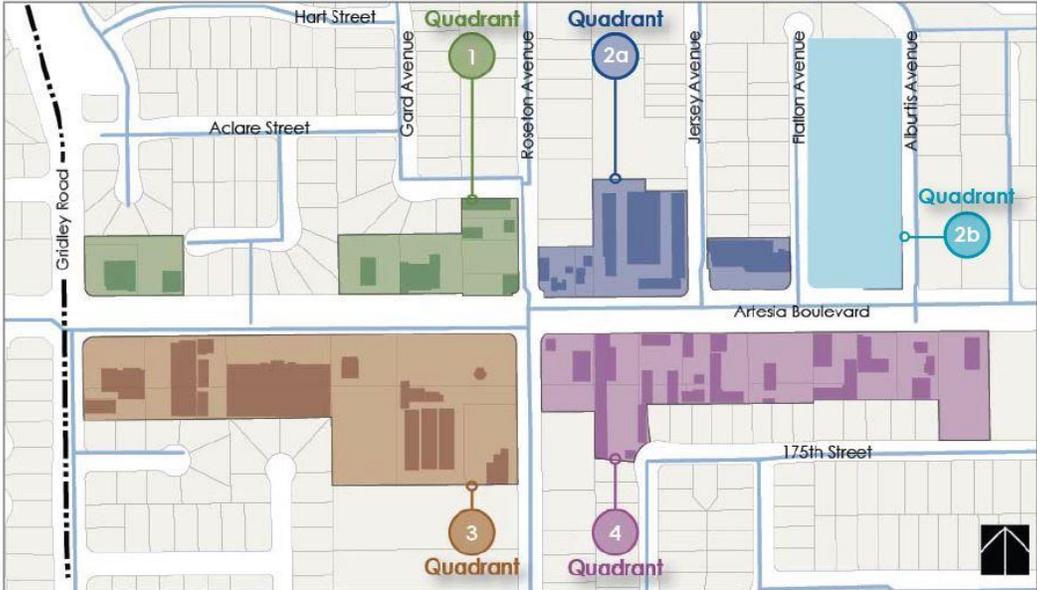
GSWC's Artesia System consists of large ductile iron and asbestos concrete transmission lines running along most of the City's major roadways, including Artesia Boulevard in the Specific Plan area. These transmission mains move large volumes of water throughout the City to distribution mains that range from four to twelve (4-12") inches in size. The distribution mains are primarily responsible for delivering water to GSWC's customers and fire services. Transmission lines throughout the entire Specific Plan area are primarily composed of ductile iron, cast iron, and asbestos concrete. Table 5-1 provides information about the size of existing transmission lines found under each major roadway in the Specific Plan area. At the time that this Specific Plan was prepared, there were no future improvements planned for the transmission lines within the Specific Plan area.

Table 5-1: Water Pipe Sizes by Roadway

Street	Existing Transmission Lines
Gridley Road	No existing transmission lines
Roseton Avenue	One 6" cast iron pipe, One 8" asbestos concrete transmission lines
Jersey Avenue	One 4" asbestos concrete transmission line
Flallon Avenue	One 12" ductile iron transmission line
Alburtis Avenue	One 8" asbestos concrete, One 4" asbestos concrete transmission lines
Corby Avenue	One 8" ductile iron, One 4" asbestos concrete transmission lines
Artesia Boulevard	One 10" asbestos concrete, One 16" ductile iron transmission lines
175th Street	One 4" cast iron and one 6" cast iron transmission lines

The existing water lines are shown in Exhibit 5-1, Infrastructure Plan (Water).

Exhibit 5-1: Infrastructure Plan (Water)



Legend
 Artesia City Boundary
 Specific Plan Area
 Water Line

5.2 SANITARY SEWERS

The Artesia Boulevard Corridor Specific Plan is located within District Nos. 2 and 19 of the Sanitation Districts of Los Angeles County (Districts). The majority of the Specific Plan area or approximately 16.25 acres is located within District No. 2. Approximately 4.75 acres lies within District No. 19 including the southern portion of Quadrant 3 and the southwest corner of Quadrant 4.

The Districts provide sewer services on a regional scale and consist of 24 independent special districts serving approximately 5.7 million people in Los Angeles County. In order to maximize efficiency while reducing costs, each of the 24 Districts work cooperatively under a Joint Administration Agreement.

The Districts own, operate, and maintain the large trunk sewer lines that provide the backbone of the regional wastewater conveyance system. Public sewer mains exist under all major roadways within the Specific Plan area. Table 5-2 provides information on the size of the existing sewer lines found in each major roadway.

Table 5-2: Sanitary Sewer Pipe Sizes by Roadway

Street	Existing Sewer Lines
Gridley Road	8" Pipes
Roseton Avenue	8" Pipes
Jersey Avenue	8" Pipes
Flallon Avenue	8" Pipes
Alburtis Avenue	8" Pipes
Corby Avenue	8" Pipes
Artesia Boulevard	8", 10", and 12" Pipes

Wastewater generated within the Specific Plan area is treated at the Joint Water Pollution Control Plant located in the City of Carson, the Los Coyotes Water Reclamation Plant located in the City of Cerritos, and the Long Beach Water Reclamation Plant located in the City of Long Beach. Each of these treatment plants are currently operating below their ultimate capacities and are further described in Table 5-3 below.

Table 5-3: Wastewater Treatment Plant Design Capacities

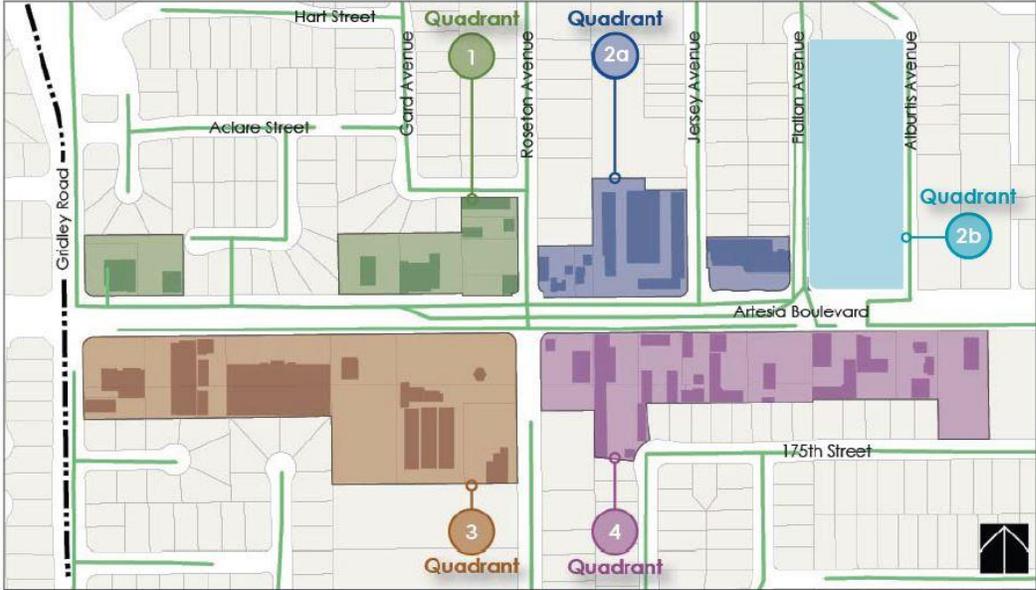
Treatment Plant	Location	Design Capacity	Average Flow
Joint Water Pollution Control Plant	City of Carson	400.0	279.7
Los Coyotes Water Reclamation Plant	City of Cerritos	37.5	21.7
Long Beach Water Reclamation Plant	City of Long Beach	25.0	19.1

It is important to recognize the Sanitation Districts of Los Angeles County is anticipated to begin construction on the Joint Outfall A, Unit 1A, Gridley Road Interceptor Sewer (JOAGRIS) in the summer of 2011. Upon completion, the wastewater tributary to the Districts' Gridley Road Pumping Plant Influent Sewer

will be diverted to the JOAGRIS. Wastewater collected from the JOAGRIS will then be treated at the Long Beach Water Reclamation Plant, which as discussed in Table 5-3, has a design capacity of 25 million gallons per day (mgd) and currently processes an average flow 19.1 mgd.

Any future industrial development may require a permit from the Districts for Industrial Wastewater Discharge. Existing sewer lines are shown below in Exhibit 5-2, Infrastructure Plan (Sanitary Sewers).

Exhibit 5-2: Infrastructure Plan (Sanitary Sewers)



- Legend**
- Artesia City Boundary
 - Specific Plan Area
 - Sewer Line

5.3 STORM WATER DRAINAGE

The Artesia Boulevard Corridor Specific Plan is located in a highly urbanized area with paved roads and other impervious surfaces. All runoff generated within the Specific Plan area is conveyed through storm drains primarily owned and operated by the Los Angeles County Department of Public Works (formally the Los Angeles County Flood Control District).

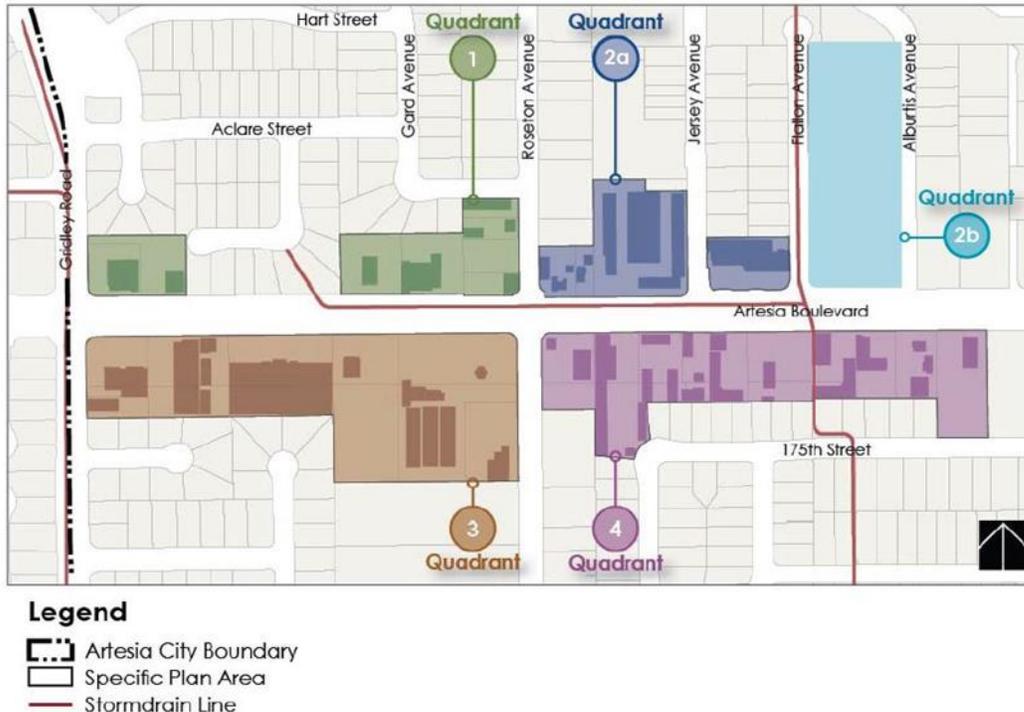
The Los Angeles County Department of Public Works provides the backbone of flood control facilities for the entire Los Angeles basin as well as the San Fernando, San Gabriel, and Santa Clarita Valleys. There are three large County maintained storm drains that serve the Specific Plan area, ranging in size from 18 to 75 inches.

There is a 24-inch line that runs along Artesia Boulevard extending from Roseton Avenue west approximately 500 feet. This storm drain continues for an additional 200 feet northwest to Caine Drive. There is also a storm drain line that begins just south of the intersection of Gridley Road and Highway 91 and extends south to the intersection of Gridley Road and 183rd Street. This line varies in diameter from 18 to 24 inches. There is an additional storm drain line that extends through the Specific Plan area in a north-south direction along Fallon Avenue. This line varies in size and features a 63-inch diameter north of Artesia Boulevard and a 75-inch diameter south of Artesia Boulevard. Each of the existing storm drain lines are further described in Table 5-4 below. Exhibit 5-3, Infrastructure Plan (Storm Water Drainage) shows the existing storm water system that serves the Specific Plan area.

Table 5-4: Storm Drainage Pipe Sizes by Roadway

Street	Location	Storm Name Description
Artesia Boulevard	Extends from Roseton Avenue along Artesia Boulevard northwest to Caine Drive	18" and 24" Storm Drains
Gridley Road	Beginning south of the Gridley Road & Highway 91 intersection, extending south to 183 rd Street	18" and 24" Storm Drains
Fallon Avenue	Extends north to south along Fallon Avenue	63" and 75" Storm Drains

Exhibit 5-3: Infrastructure Plan (Storm Water Drainage)



5.4 SOLID WASTE

The City of Artesia contracts with private waste haulers for the collection of all refuse. Currently the City has a franchise agreement with Consolidated Disposal Service (CDS). CDS provides weekly collection of refuse, recyclables, and green waste from their respective carts or dumpsters as well as unlimited collection of bulky items and electronic waste, upon request, at no additional charge.

Waste collected within the City is brought to the Puente Hills Landfill (PHLF), which is owned and operated by the County Sanitation Districts of Los Angeles County (Districts). The PHLF is located at 13130 Crossroads Parkway South in unincorporated Los Angeles County adjacent to the City of Whittier. The landfill is south of the intersection of the Pomona (60) and San Gabriel (605) freeways, approximately 15 miles northeast of the Specific Plan area. The PHLF operates under a Conditional Use Permit (CUP), which authorizes the disposal of a maximum of 13,200 tons per day. Disposal operations will continue under the CUP until November 1, 2013, at which time waste will no longer be accepted.

In addition to the PHLF, there are two solid waste management facilities available to the City of Artesia including:

- Commerce Refuse-to-Energy Facility (CREF)
- Puente Hills Materials Recovery Facility (PHMRF)

Both the CREF and PHMRF are owned and operated by the Districts. The CREF is located at 5926 Sheila Street in the City of Commerce, approximately 11 miles northwest of the Specific Plan area. CREF is permitted to accept up to 1,000 tons per day, not to exceed 2,800 tons of solid waste per week.

The PHMRF is located at 2808 Workman Mill Road in the City of Whittier, approximately 14 miles northeast of the Specific Plan area. The PHMRF is permitted to accept 4,400 tons per day, not to exceed 24,000 tons of solid waste per week.

Residents of Artesia use curbside recyclable and green waste containers to increase the diversion of solid waste from landfills. In 2002, the City of Artesia had a diversion rate of 27%. Based on preliminary data, the City's diversion rates for reporting years 2005 and 2006 were 28 and 23 percent, respectively.

In accordance with the California Integrated Waste Management Act of 1989 (AB 939) all California cities and counties are mandated to implement waste management programs aimed at a 25% diversion rate by 1995 and a 50 percent diversion rate by 2000. Based on the aforementioned preliminary data, the City is not currently achieving AB 939's diversion requirements.

Any future development within the Specific Plan area is responsible for complying with City recycling programs and ordinances related to achieving the adopted diversion rates. This includes but is not limited to the City's adopted Source Reduction and Recycling Element (SRRE) and Household Hazardous Waste Element (HHWE).

5.5 UTILITIES

This section includes specific information on the utilities and services provided to the Specific Plan area. Utilities described include electricity, natural gas, telephone, and cable services.

5.5.1 Electricity

Southern California Edison Company (SCE) currently provides electrical services to all businesses, residences, and institutions within the City of Artesia. SCE maintains and operates the transmission and distribution infrastructure located throughout the City necessary to serve future development projects associated with the implementation of this Specific Plan. SCE has stated that it has facilities in the

area and that electricity service to the Specific Plan area could be provided from existing facilities within the City.

5.5.2 Natural Gas

Southern California Gas Company (SCGC) provides natural gas to the Specific Plan area. SCGC serves approximately 20.3 million customers through 5.7 million meters. The SCGC service area is 20,000 square miles and includes over 530 cities in Central and Southern California. Locally SCGC distributes natural gas through an extensive network of approximately 41,500 miles of underground gas mains. SCGC has indicated that sufficient capacity exists within the existing infrastructure to accommodate the project. Additional points of connection will be established when necessary.

5.5.3 Telephone

Telephone service is offered regionally by telecommunications companies such as Verizon, AT&T, or Comcast. Telephone infrastructure and services will be installed as needed along with other utilities.

5.5.4 Cable

Local cable franchises, including Time Warner Cable and Comcast Cable, provide cable television services to the Specific Plan area.

5.6 PUBLIC SERVICES

This section includes specific information regarding the public services provided to the Specific Plan area. Public services provided include police protection, fire and paramedic services, public transportation, schools, libraries, and open space.

5.6.1 Police Protection

Police protection services are provided to the Specific Plan area and the City of Artesia as a whole, by the County of Los Angeles Sheriff's Department. The Lakewood Sheriff's Station located at 5130 N. Clark Avenue in the City of Lakewood, is primarily responsible for providing law enforcement services to the Specific Plan area. Located approximately four miles northeast of the Specific Plan area, the Lakewood Station provides law enforcement services to over 270,000 residents in the contract cities of Artesia, Bellflower, Hawaiian Gardens, Lakewood, and Paramount.

One crime car and one traffic car patrol the City of Artesia 24-hours a day. Each of the patrol car shifts overlap to ensure that someone is always in the City. One sergeant, two Special Assignment Deputies, and a no-call grant traffic car are assigned to the City 40 hours per week.

The Los Angeles County Sheriff's Department has a general response threshold of 60 minutes for a routine call, 20 minutes for a priority call, and 10 minutes for an emergency call. Due to Artesia's small size, response times have historically been less than one-half of the threshold times. The County does not utilize a specific formula or standard to deploy or assign law enforcement personnel to a city based on population. Each city's needs are evaluated on an individual basis. Factors considered include area size, population, past crime patterns or problems, and specific city priorities.

5.6.2 Fire Protection and Paramedic Services

Fire protection services to the City of Artesia are provided under contract with the County of Los Angeles Fire Department (LACFD). The LACFD is composed of 168 fire stations that are divided among 22 battalions. The LACFD is responsible for providing fire protection services to all unincorporated county land including 59 contract cities as well as the Angeles and Los Padres National Forests.

Battalion 9 and 21 are primarily responsible for serving the serving the City of Artesia. Battalion 9 also provides services to the cities of Signal Hill, Paramount, Lakewood, Hawaiian Gardens, Cerritos, and Bellflower while Battalion 21 provides services to the cities of Whittier, Norwalk, and La Habra. Station #30, located at 19030 Pioneer Boulevard in the City of Cerritos, located approximately two miles south of the Specific Plan area is the primarily response station. In addition to Station #30, the next closest station that may respond is Station #115. Each of these stations is further described in Table 5-5 below.

Table 5-5: Existing Fire Protection Services

Station	Staffing	Equipment
Fire Station #30 (Battalion 9 Headquarters) 19030 Pioneer Blvd. City of Cerritos	27 fire fighters 2 chief officers 2 secretaries 1 community service rep. 6 fire prevention personnel	Quint: 1 fire engine/ladder 1 truck apparatus 1 engine company 1 paramedic squad 1 battalion chief command vehicle
Fire Station #15 11317 Alondra Blvd. City of Norwalk		1 engine company 1 mobile air unit

The LACFD has established department wide target emergency response times in urban areas such as the City of Artesia. For 1st responding fire and Emergency Medical Services (EMS), the LACFD has a five minute or less response time. For the advanced life support (paramedic) unit, the Los Angeles County Fire Department has an eight minute or less response time.

5.6.2.A Emergency Medical Services

The LACFD provides paramedic services to the City of Artesia. All uniformed LACFD personnel are trained to a minimum Emergency Medical Technician 1 standard (EMT-1), providing basic evaluation, life support and first aid, and employment of an Emergency Medical Technician defibrillator. Paramedic squad personnel are also trained to provide advanced lifesaving support including drug therapy.

LACFD's emergency ambulance services are provided through a contract with CARE Ambulance. As the 911 emergency ambulance service provider, CARE Ambulance responds alongside the LACFD paramedics to provide needed emergency transport services.

5.6.3 Schools

The ABC Unified School District provides educational services and facilities for students from kindergarten through twelfth grade. The District is governed by a seven-member Board of Education and includes 19 elementary schools, five middle schools, three comprehensive high schools, a college preparatory 7-12 school, a continuation high school, infant/children centers, extended-day care, and an adult school.

The Specific Plan area is assigned to Burbank Elementary School, which is located southeast of the intersection of Artesia Boulevard and Roseton Avenue directly adjacent to the Specific Plan area. Juarez Elementary School also serves the Specific Plan area and is located less than a mile away. Middle school students would attend Ross Middle School located at 17707 S. Elaine Avenue in the City of Artesia. Ross Middle School is located approximately one mile southeast of the Specific Plan area. Gahr High School currently serves the Specific Plan area. Gahr High School is located at 11111 Artesia Boulevard in the City of Cerritos, less than one mile to the west of the Specific Plan area.

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5.6.4 Library Services

The City of Artesia is served by the Los Angeles County Public Library system. The City of Artesia has one public library, the Artesia Library, located at 18722 S. Clarkdale Avenue in the Artesia Park across the street from City Hall. The 5,151 square foot Artesia Library offers access to approximately 56,650 books, 55 magazine and newspaper subscriptions; 3,600 audiocassettes and 3,930 videocassettes. The library offers materials in English, Spanish, Chinese, Hindi, Dutch, and Portuguese.

The Artesia Library provides basic library services to residents of the cities of Artesia and Cerritos. Services available include reference services, children's programs, a homework center, publicly available computers with Internet access, as well as a Friends of the Library rental collection.

5.6.5 Parks and Open Space

The City of Artesia is a highly urbanized area that is generally built out. All open space areas within the City have either been developed as recreational areas or are developed in areas where the previous use has expired. There are no areas of natural open space within the City's jurisdictional boundaries.

Approximately 49 acres of open space and recreational areas are available to City residents including: 17.25 acres of City owned parks and recreational facilities and 31.41 acres of ABC Unified School District joint use school sites. An additional 6.88 acres of railroad right-of-way, owned by the Los Angeles County Metropolitan Transportation Authority provides opportunities for future recreational amenities such as a linear park.

City residents also have access to two regional parks. Although these recreational amenities lie outside of the City's jurisdictional boundaries, they offer supplementation recreational opportunities including hiking trails, fishing, tennis, basketball, and volleyball courts, a gymnasium, open grass areas etc. not offered by the City. These regional parks include:

- Cerritos Regional Park – A 56-acre regional park located approximately 2.5 miles southeast of the Specific Plan area in the City of Cerritos.
- Ralph B. Clark Regional Park – A 105-acre facility located in the City of Buena Park, approximately 8 miles northeast of the Specific Plan area.

Given that the majority of land within the City of Artesia is already developed, there are limited opportunities to expand open space resources in the City. As such, the City has historically focused on providing neighborhood and community open space and recreational facilities. In consideration of both the City-owned parks and the joint-use school sites, there is approximately 49 acres of parks and recreational facilities within the City. While the City's Parks and Recreation Department does not have an established standard for City provided parkland. It is estimated that the City provides 2.8 acres of parkland per 1,000 people.

6

Implementation and Administration

City of Artesia

Artesia Boulevard Corridor Specific Plan



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Artesia Boulevard Corridor Specific Plan

Section 6

The Artesia Boulevard Corridor Specific Plan presents a coherent strategy to coordinate public and private investment to overcome an existing decline in character, property values, business district strength, and neighborhood vitality. Like any planning document, it will only have value if the plan is adopted, embraced and made fundamental to the decision-making of corridor area property owners, business owners, developers, and the council, commissions, and agencies that govern the corridor. To ensure effective implementation, the Specific Plan includes an Action Plan which identifies near and long-term actions necessary to achieve the Plan's goals and objectives.

6.1 STRATEGIES FOR ACTION

There is significant growth potential along Artesia Boulevard. As the gateway to the City, the corridor has good access to major roads and can attract substantial development interest. The corridor already has significant traffic volumes, provides good visibility/exposure, and contains several undeveloped or underutilized parcels. It is critical that the community guide the interests of developers and property owners along Artesia Boulevard to ensure the long-term economic viability of the corridor, including the integration with surrounding strong and healthy neighborhoods. The following proactive strategies can help to coordinate development, redevelopment, and infill projects along the corridor.

6.1.1 Marketing: Business Retention and Attraction

The City should engage in an active program to retain existing businesses and recruit/attract new businesses that are most appropriate to achieving the vision for Artesia Boulevard. Particularly important will be efforts to attract the identified types of desired businesses and uses as set forth in the Land Use Plan (Section 2).

A market analysis should be undertaken to identify businesses for which focused attraction/retention efforts should be made. The market analysis would evaluate socio-economic demographics and employment trends and look closely at regional retail, office, and residential real estate markets (including mixed-use). The market analysis would determine the level of retail, office, and residential development that may be supported within the Specific Plan area and thereby help the City to attract desirable uses, develop an economic development strategy, and generate more infill design strategies for Artesia Boulevard.

In addition to a market analysis, a return-on-investment (ROI) analysis may be helpful in evaluating and testing prototype developments at the various opportunity sites and/or scales of development. The ROI can illustrate project returns based on current and expected market conditions and highlight potential financial gaps that may require public investment to catalyze development.

The following is one comprehensive business attraction strategy and a series of steps that a business attraction effort can use to move forward:

6.1.1.A Organization of an Artesia Boulevard Association

The City should consider the creation of an Artesia Boulevard Corridor Business Development Committee to guide a business retention and recruitment strategy. A group of this type that is focused on Artesia Boulevard is extremely important for establishing the enthusiasm, momentum, professionalism, and organization that will be needed to implement the Specific Plan. This committee should represent diverse business interests within the corridor.

6.1.1.B Draft a Work Plan

The first step for this group is to start with an initial work plan. All initial steps should be listed and prioritized. These steps might include the following:

- Gather current data and demographics about the community (Use data in 2008-2014 Housing Element and General Plan 2030);
- Inventory the real estate in the target area, particularly the vacant or underutilized buildings; meet with the property owners of these vacant or underutilized buildings to garner their support in the process (This step was completed as part of the Artesia Boulevard Corridor Specific Plan work program);
- Create a simple sales package; and
- Develop a prospect list,

Realistic timeframes need to be assigned to every step. The right committee member(s) need to be assigned to every step (match skills to tasks). Most importantly, involve the community in the work and indicate that their assistance, ideas, and contacts will be valuable to the process. This work plan is not static; it should be reviewed, updated and modified as needed.

6.1.1.C Develop Sales Package

The “business” of business recruitment is being able to SELL Artesia Boulevard in the right way, to the right parties. To sell anything, one must know as much about their product as possible. Much data has been gathered for the corridor plan and through the comprehensive planning efforts. Revisit this as necessary and gather additional pieces as needed. Useful data includes demographics, trade area definitions, financial incentives that may be available, tourist information, parking data, planned improvements, zoning and building code conditions or restrictions, traffic counts and pedestrian counts.

As mentioned above, it is important to inventory the real estate and secure the cooperation of the building owners and the real estate brokers if the property is listed for sale or lease. This requires a look at the present businesses and why they are working, who are the “anchor” tenants, the previous failures or relocations, a current shopper profile and an estimate of potential retail demand. All of this data should be analyzed to identify any trends or niches that seem apparent, and used to support the community profile and image. Finally, this information will be the basis for developing a simple sales package that is interesting, informative and current. The package should summarize the major assets and cultivate a positive image of the community in the prospects mind. The cost of packages can vary considerably, so options and budgets should be considered. A well-designed pocket folder can be very cost effective, and hold a variety of data and community information that can be easily modified or changed. Again, resources outside of the committee can be used to create these pieces.

6.1.1.D Design an Ideal Mix of Businesses

This is perhaps the most subjective section of work. It requires evaluating the information gathered on the community, looking at available real estate opportunities, and identifying the likely business types that could succeed along Artesia Boulevard. The market assessment outlines preliminary recommendations. Ideal businesses fill a market demand, blend with and enhance existing businesses, utilize the available vacant space wisely, create a synergy and offer a uniqueness of business type, merchandise or style.

Fortify the existing niches by targeting businesses that will give shoppers a deeper range of products or experiences. It can be useful to “lease” vacancies on paper first. Create a lease plan of the target area and insert all current businesses and note the anchor tenants. Identify the vacancies and acknowledge their size and relationships to other businesses. Test ideas in the vacant spaces and see if the idea has merit.

6.1.1.E Identifying Prospective Tenants

Once appropriate target business types are identified, the question remains: How does one find them? The following ideas should be considered:

- Purchase direct mail lists for just about any category or product line;
- Utilize telephone directories and city directories (many of these are now online);
- Collect retail merchant lists from other communities;
- Look for frequent advertisers in local and regional newspapers;
- Identify if a trade association for this retail or business category and advertise in their trade publications;
- Utilize national retail tenant directories; and,
- Visit other communities.

Additionally, be sure to look in your own “backyard” and identify businesses that are currently operating out of homes, expansions of existing businesses, struggling businesses that might benefit a more appropriate niche strategy, or current store managers that want to start their own business. Again, one must inform the rest of the community. Make it known what kind of business Artesia Boulevard is looking for. These connections often pay off. It is important to be open, creative and be selective. Business recruitment requires determination and time when seeking out the right businesses for the community.

6.1.1.F Contacting Prospective Tenants

The first contact one has with a prospective tenant is important. Consider sending a well-written letter that will garner their attention. It should be personalized, not a form letter, and impress them with specific knowledge of their business. Express why Artesia Boulevard would be a perfect match for their business. Enclose just enough data to tantalize them, but not to overwhelm them. Designate someone to perform follow-up phone calls to the prospective tenants to confirm receipt of the letter and see if there is interest in a meeting. A smooth, direct sales pitch should be developed to explain the benefits of this opportunity. It is important to note available incentives and how the Redevelopment Agency is prepared and ready to assist a new business. Be patient with the contacts. Provide them with any other information they might need, but don't speculate or guess about information given to them. If they are not interested, work that rejection into a referral.

6.1.1.G Securing a Tenant

Even if a potential business is interested, there is much work to complete the deal. The most important part is to make it simple to work with the Redevelopment Agency and the community, so that the “yes” will just happen. Every step of the way, one must be prepared to handle objections, concerns, and any obstacles that might come up. If the potential business is concerned about financing their inventory or improvements, take them to see the local banker. If the potential business wants outside dining but the zoning does not allow for it, work through the process with the municipality. If they object to some of the lease terms, assist in negotiating with the landlord. It is important to provide a single contact person for every prospective business to work with. This contact person is responsible for keeping negotiations moving and follow-up on all remaining details.

6.1.1.H Retaining the Businesses You Recruit

The work is not complete once one has successfully found a new business for your community. It is important to generate a welcome for this business and make sure that they are settled in and operating according to their plans. Keep up contact with new businesses in both good times and bad. Involve new businesses in the business association and other organizations, and involve them in future business recruitment efforts. They can speak from experience how the process worked and what changes could be made to the action plan.

6.1.1.I Develop a Sales System

During the business recruitment process, there needs to be a critique of the work plan. It should be updated based on experience. The committee will want to create a repeatable sales process that will work again. Keep all contact files and sales materials updated. Reevaluate the recruitment criteria for the next opportunity and modify it as necessary. It is important not to forget to get whatever help you need from including consultants, Realtors, leasing agents, developers, bankers, Chamber of Commerce, merchandising analysts, national demographic firms, or other resources.

6.1.1.J Maximize Artesia Boulevard's Success

Once there has been success in recruiting a new business, all efforts and contributions should be recognized. Celebrate a grand opening with the new business, run a special ad announcing the new business in the local newspapers, have a feature article run about the business recruitment work and your success, speak at the community meetings about achievements. After the "dust has settled" make sure to get testimonials from the new business, their landlord, from elected officials, other businesses, etc. that can be used in the next round of recruitment.

6.1.2 Public Safety and Security

It is important that pedestrians in particular feel comfortable and safe along the corridor during both daytime and night-time. Walking along Artesia Boulevard should be an experience free of fear for one's personal safety. Part of creating this security is the thoughtful design of buildings, landscape, and lighting; and including a mixture of uses that ensures that there are always "eyes on the street." Beyond this, however, the Police Department should provide a regular and visible presence that demonstrates the City's commitment to creating a comfortable, crime-free environment. A major focus of the Police Department's program for Artesia Boulevard needs to be ensuring the safety and convenience of pedestrians. This is particularly important as it relates to limiting the impact of the automobile on pedestrians.

6.1.3 Code Enforcement

Particularly in the early phases of implementing the Plan, it is important that the quality of existing development is maintained through property inspection and code enforcement. The City should conduct systematic reviews of the Artesia Boulevard Corridor to identify violations of City codes and standards, with a particular emphasis on those standards that affect the physical appearance of Artesia Boulevard. The City should then undertake an active program that emphasizes voluntary compliance and incentives in resolving code violations.

6.1.4 Active Owners

The successful revitalization of Artesia Boulevard will require active involvement and strong leadership of the business and property owners. As mentioned in Section 6.1.1.A, the City should help facilitate the establishment of an Artesia Boulevard Association, or similar organization, comprised of business and property owner stakeholders to provide for a collective private sector participation in the implementation process. Particularly important would be efforts between the City and this group in developing a coordinated marketing and promotion program for the Artesia Boulevard corridor. The activities of this group may lead to the formation of a property-based business improvement district (BID) - a private sector tool for property owners to assist themselves in financing physical improvements and maintenance, security programs, marketing or promotional programs.

6.1.5 Lot Consolidation

The majority of the parcels in the Specific Plan area are too small to allow for redevelopment opportunities by themselves. To address this potential barrier and encourage the revitalization of vacant parcels, a lot consolidation program will be established. The purpose of the program will be to provide incentives for the consolidation of adjacent parcels within any quadrant of the Artesia Boulevard Corridor Specific Plan. The City of Artesia will encourage the consolidation of real property within the project area as a means to maximize development and redevelopment potential that is consistent with the intent of this specific plan. The primary incentive to consolidate will be a Development Intensity (FAR) Bonus. Increased floor area ratio (FAR) bonus shall be granted to properties requesting lot consolidation. The bonus incentives shall apply to the gross square footage of a single parcel following consolidation. For combined properties that are less than 1 acre a density bonus of 10% will be granted. For combined properties that total over 1 acre a 20% bonus will be granted. A secondary incentive would be a reduction in parking requirements based on the proposed use and the size of the property. Proposals for lot consolidations must be evaluated and approved by the Community Development Director.

6.1.6 State of the Corridor - Monitoring Report

The City should monitor implementation of the Specific Plan through preparation and review of an annual report on the State of the Corridor. The report can be annually presented to the City Council/Redevelopment Agency and can focus on the status of the following:

- Recruitment of businesses and developers
- Assistance to local businesses
- Code enforcement and security efforts
- Business promotion activities

Implementation and Administration

The Artesia Boulevard Corridor Specific Plan identifies opportunities and programs to support and enable redevelopment of the corridor. To implement the Artesia Boulevard Corridor Specific Plan, the City of Artesia and Artesia Redevelopment Agency should initiate the following:

Table 6-1: Summary of Implementation Recommendations

Opportunities	Recommendations
Consensus	Community management and key decision makers need to be “on the same page”, to ensure that the development process does not get bogged down. Leadership within the community, both public and private, need to be supportive of the Specific Plan and its goals. The role of Artesia Boulevard in both the community and the region must be understood.
Enhance Corridor Assets	Enhance and leverage existing corridor assets, including additional facilities related to the East West Ice Palace and the promotion of expanded sports, recreation, and fitness services and facilities.
Residential Development	Introduce residential uses into mixed-use developments in conjunction with retail and office development. The City should initiate the development of new units in the corridor, encouraging good design and quality materials.
Mixed-use	Encourage mixed-use buildings and mixed-use sites to create greater economic diversity and more “eyes on the street.”
Diversity	Encourage a diversity of businesses that complement one another throughout the corridor.
Vacant and Underutilized Parcels	Use vacant and underutilized lots to develop a wide range of mixed-use development.
Crime Prevention	Promote crime prevention through education, physical improvements and expanded/targeted resources.
Parking Alternatives	Encourage parking alternatives and shared parking within the study area.
Utilize Parking Areas	Line or wrap parking garages with retail and commercial uses which are compatible with surrounding buildings.

Opportunities	Recommendations
Pedestrian Facilities	As redevelopment occurs, improved sidewalk standards, featuring attractively landscaped parkways and decorative, meandering walkways should be continued along the frontage of any new parcel development.
Bicycle Plan	Develop and implement a city-wide bicycle facilities plan including access from the greater City of Artesia community into the corridor.
Transit Amenities	Additional transit amenities in the form of bus shelters, benches, trash receptacles and signage should be provided for the bus routes that serve the corridor.
Roadways	For aesthetics and traffic flow, the presence of a raised landscaped median on Artesia Blvd. should be maintained throughout the Specific Plan area.
Access	As parcels redevelop, driveway access should be consolidated to reduce the number of curb cuts.
A Sense of Arrival	Identify key gateways into the corridor by designing landmarks and special pavings at major intersections.
Public Art Program	A public art program can be developed that provides for outdoor artworks that are easily accessible to the general public.
Landscaping	Increase the amount and quality of the landscaping in the corridor by planting additional street trees.
Land Acquisition	Utilize land acquisition when sites critical to the implementation of the Specific Plan can be secured for future development.
BIDs	Formalize a Business Improvement District or Merchants Association to unite existing business owners and facilitate improvement of the appearance and overall health of the corridor.
Market Analysis	A market analysis should be undertaken to identify businesses for which focused business attraction/retention efforts should be made.
Return on Investment Analysis (ROI)	A return-on-investment analysis (ROI) is recommended for corridor catalyst/opportunity sites. An ROI may be helpful in evaluating and testing prototype development at different sites and/or scales of development.

Implementation and Administration

Opportunities	Recommendations
Financing	The City should identify and regularly monitor potential funding sources for implementation of improvements and programs within the corridor.
Specific Plan Enforcement	Improve design quality of the corridor through enforcement of the Specific Plan and site plan review for modification of existing structures and new construction.

6.2 FUNDING OPPORTUNITIES

California Government Code Section 65451 sets forth the basic content of specific plans and one of the requirements is to include information relating to project financing and fees. This section summarizes a variety of potential funding sources available at the time the Specific Plan was written. This list is not inclusive, but is intended to provide a starting point to target funding for specific public improvements, redevelopment, infill development, and business district revitalization projects recommended in the Artesia Boulevard Corridor Specific Plan.

The listing of potential funding opportunities is organized into three categories:

- Federal and State
- City and County
- Private Involvement

6.2.1 Federal and State Funding Sources

6.2.1.A Community Development Block Grant (CDBG)

Established in 1974, the Community Development Block Grant (CDBG) is one of the oldest programs of the U.S. Department of Housing and Community Development (HUD). The CDBG provides annual grants based on a formula. The grants can be used for downtown revitalization projects, infrastructure improvements, low-income housing, and reduction of blight.

6.2.1.B California Department of Housing and Community Development (HCD) Loans and Grants

The California Department of Housing and Community Development (HCD) administers more than 20 programs that award loans and grants for the construction, acquisition, rehabilitation, and preservation of affordable rental and ownership housing, homeless shelters and transitional housing, public facilities and

infrastructure, and the development of jobs for lower income workers. These loans and grants are available to local public agencies, nonprofits and for-profit housing developers, and service providers. In many cases, these agencies then provide funds to individual end users. These loans and grants can be used for construction, acquisition, rehabilitation, and preservation of affordable rental and owner-occupied housing.

6.2.1.C Environmental Protection Agency (EPA) Grants

The Environmental Protection Agency (EPA) offers federal grants for various purposes including State and local programs, research, demonstration projects, developments, and implementation of a wide range of environmental based programs including smart growth, water pollution, conservation, and solid waste disposal.

6.2.1.D Department of Housing and Urban Development (HUD) Grants

The U.S. Department of Housing and Community Development (HUD) awards grants to organizations and groups for a variety of purposes. Available HUD Grants include, but are not limited to:

- Sustainable Communities Challenge Grants
- TIGER II Planning Grants
- Sustainable Communities Regional Planning Grants
- Choice Neighborhood Initiative – Planning & Implementation Grants
- Capacity Building for Community Development and Affordable Housing Grants
- Fair Housing Initiative Program Grant

6.2.2 City and County Funding Sources

6.2.2.A City General Fund

The City General Fund is the main source of City financing for ongoing operating, staffing, and maintenance costs. Occasionally, cities will use the City General Fund for major capital improvements, one-time purchases or commit a certain amount to a revitalization effort over a period of several years. A City's General Fund may be used for improvements and ongoing projects or programs which have general communitywide benefits. However, in light of the recent budget crisis affecting many California cities, the City's General Fund may not be a viable financing option.

6.2.2.B Debt Financing

Statutory authority empowers public entities to issue a variety of securities/bonds to incur debt. The proceeds can be used for any public improvement for which

the City would otherwise be authorized to spend City funds, where that expenditure is greater than the amount generally available from the annual tax levy. Examples include General Obligation Bonds, Revenue Bonds, and Tax Allocation Bonds, amongst others. Use of this option will generally be limited to those improvements with a citywide benefit, where the desire is to install the improvement in advance of the City having the available cash for payment.

6.2.2.C Façade and Sign Grant Programs

It is recommended that the City establish a faced improvement grant program to encourage property owners to make improvements to older facades and signage in order to comply with corridor design standards. These programs are often funded through Redevelopment Agency Tax Increment Financing.

6.2.2.D Hotel/Motel Room Tax

Some communities utilize their room tax revenues for public improvements such as signage that encourage and promote tourism.

6.2.2.E Lender Commitment Program

As a mechanism to fund improvements, many communities have created low interest loan pools through the cooperation of local banks to fund façade and building improvements. Typically, approval of funds is tied to compliance with established design guidelines.

6.2.3 Private Involvement

6.2.3.A Specific Plan Recovery Fee

Government Code Section 65456 allows a legislative body to develop and impose a fee upon applicants seeking approvals within the project area that are consistent with the adopted Specific Plan. The fees may include or cover the cost of preparation, adoption, and administration of the Specific Plan and associated CEQA documentation. A fee of \$0.48 per square foot of development has been established that allows the City to be reimbursed for the costs of the Specific Plan scope of work. The general assumptions and detailed calculations utilized to arrive at the Specific Plan Recovery Fee are provided in Appendix C.

6.2.3.B Special Assessment Districts

Special Assessment Districts, such as those created under the Improvement Act of 1911, or the Municipal Improvement Act of 1913, and funded pursuant to the Improvement Bond Act of 1915, provide a method for long-term financing of public infrastructure and facilities. The assessment district includes the area where the real property owners will benefit from the provision of the planned facilities. A lien based upon a formula for allocating benefit among the properties within the assessment district is placed against each parcel of property within the district. The public entity establishing the benefit assessment district issues and sells the

bonds to finance the upfront costs of constructing the improvements. The bonds are then repaid over their term from assessments levied against the properties in the district in addition to the property taxes due. The assessments are collected with the property taxes on an annual basis and used to redeem the bonds that have been recorded as a lien against each property in the district.

6.2.3.C Business Improvement Districts

In California, Business Improvement Districts (BIDs) date back to 1965 with the approval of the “Parking and Business Improvement Area Law.” BIDs are a type of assessment district in which business owners within a defined area choose to be assessed a fee, which is collected on their behalf by the City, for use in promoting and improving the business area.

BIDs can provide a business area with the resources to develop marketing campaigns, enhance public improvement and beautification projects in partnership with the City, and secure additional funding. Events, programs, and improvements range from farmers’ markets to business promotions to installing street lighting and decorative banners, to washing sidewalks and removing graffiti. By pooling private resources, businesses collectively pay for activities they could not afford individually. Further, since a BID fee is a benefit assessment and not a tax, BIDs can consistently provide activities without having to rely on public funding.

6.2.3.D Property and Business Improvement Districts

Enacted by the Parking and Business and Improvement Area Law of 1989, Property and Business Improvement Districts (PBIDs) provide for an assessment on owners of commercial property within a defined geographic area. The proceeds from this assessment are used to provide services that offer a specific benefit to those properties within the district.

Similar to BIDs, PBIDs can fund marketing and economic development, security, sanitation, graffiti removal, street cleaning, and other municipal services ,yet funds may also be used for the closing, opening, widening and narrowing existing streets, the rehabilitation or removal of existing structures, and facilities or equipment.

Streets and Highways Code 36610 defines acceptable “improvements” as “the acquisition, construction, installation or maintenance of any tangible property with an estimated useful life of five years or more...” Therefore, the use of the PBID does not appear to be limited to specific types of infrastructure, although it is commonly used to finance street and lighting improvements. The formation of a PBID is initiated by a petition signed by the property and business owners who will pay more than 50 percent of the proposed assessment. It therefore requires significant public support with the benefitting area.

6.2.3.E Landscaping and Lighting Districts

The Landscaping and Lighting Act of 1972 provides for the creation of assessment districts to finance the cost of installing and/or maintaining landscaping, lighting facilities, and ornamental structures. Like a benefit assessment district, properties within the district are assessed a share of the costs to the district on the basis of the benefit provided to the real property.

6.2.3.F Impact Fees and Exactions

Impacts fees are exactions that lessen the impacts of new development resulting in population or demand on services. In lieu of payment of all or a portion of development fees, developers may dedicate land to the City for other purposes such as parks or affordable housing. Whenever a developer determines to dedicate land in lieu of payment, the value of the property to be dedicated must be determined in the same manner as the then current calculation of the average cost of, for example, parkland for the Park Development Fee. These funds may be used for dedication of land and fees in lieu of dedication, subdivision reservation for public uses, and development architectural review and fees.

6.2.3.G Commercial and Residential Rehabilitation Loan Fund

Some communities have utilized Redevelopment Agency Tax Increment Financing to funds low-interest loan programs to fund rehabilitation/redevelopment activities. Typically, there is a maximum loan amount and term amount, and business and property owners must provide private matching funds.

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6.2.3.H Adopt-a-Light Program (Tree, Bench, etc.)

As a unique method for paying for street light fixtures, or any other streetscape element, a small projected plaque sign could be affixed to the light pole with the name or logo of the local merchant/business/person/entity who purchased the fixtures. This program can also be applied to historic plaques, benches, trees, paving surfaces, and banners.

6.3 ADMINISTRATION

6.3.1 Applicability

The development standards contained herein provide specific standards for land use development within the Specific Plan area. The Specific Plan supersedes the otherwise applicable City of Artesia development standards/regulations unless stated herein to the contrary. Whenever the provisions and development standards contained herein conflict with those contained in the City of Artesia Development Code, the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the City of Artesia Development Code shall apply.

6.3.2 Administration

The Artesia Boulevard Corridor Specific Plan serves as the implementation tool for the General Plan as well as the zoning for the project site. The Specific Plan addresses general provisions, permitted uses, development standards and design guidelines.

6.3.3 Interpretation

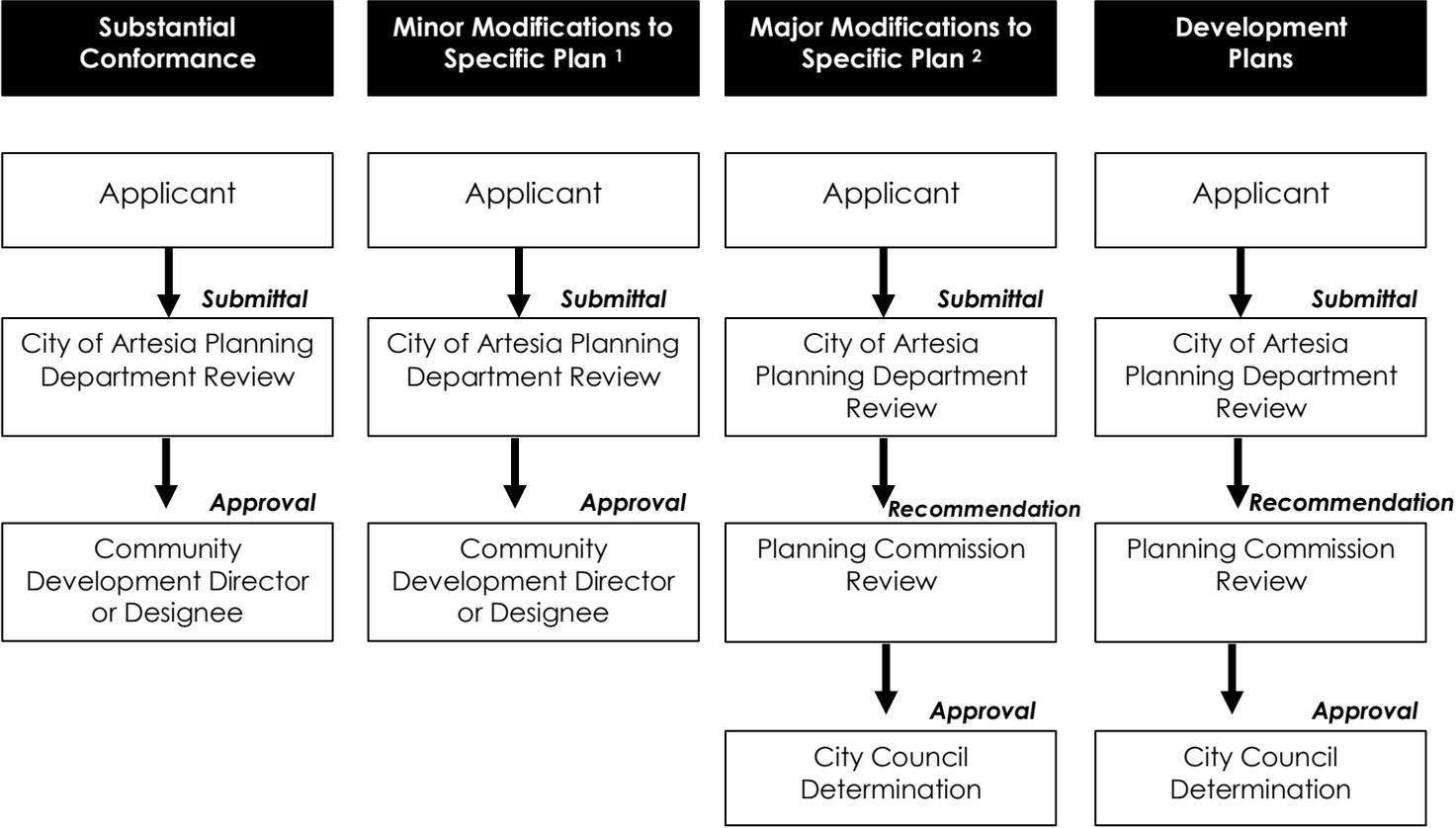
Development within the Specific Plan area is implemented through the approval of parcel and tentative and/or tract maps. The administrative process described below provides mechanisms for review and approval of development projects within the Specific Plan consistent with the Specific Plan objectives.

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan is resolved by the Community Development Director or designee in a manner consistent with the goals, policies, purposes, and intent established in this Specific Plan.

6.4 IMPLEMENTATION

All development proposals within the Specific Plan are subject to the implementation procedures established herein. See Exhibit 6-1, for the Project Review and Approval Process Chart.

Exhibit 6-1: Project Review and Approval Process Chart



Notes:
 1. See Section 6.4.2.
 2. See Section 6.4.3

6.4.1 Specific Plan Revisions

Revisions to the Specific Plan may be requested by the applicant or by the City at any time pursuant to Section 65453(a) of the Government Code. Revisions are processed pursuant to the provisions of the Government Code for Specific Plan and the City of Artesia Development Code. In the event the proposed revisions require supplemental environmental analysis, pursuant to the California Environmental Quality Act (CEQA), the applicant is responsible for preparing the necessary CEQA documentation.

6.4.2 Minor Modifications

The following constitute Minor Modifications to the Specific Plan. They are subject to review and approval by the Community Development Director or designee. They do not require amendment to the Specific Plan. In no case, shall minor modifications result in an increase in density, increase in height, reduction in setback, decrease in parking ratios, or change of use in a manner that would be inconsistent with the requirement of the Specific Plan:

- Change in utility and/ public service provider;
- Minor changes to text and maps intended to clarify Specific Plan information, provided such changes do not add density or modify the development policies or standards of the Specific Plan;
- Minor changes to landscape materials, wall materials, entry design, streetscape design and signage which are consistent with the conceptual design set forth in the design guidelines contained with the Specific Plan provided that the substitute materials and designs approved are of the same or better quality;
- Minor changes to the design guidelines including architecture, design, and color palette, provided that the design is of the same or better quality;
- Other modifications of a similar nature to those listed above as determined by the Community Development Director or designee.

6.4.3 Major Modifications

Major modifications constitute increases in density, increases in height, reduction in setback, or changes of use in a manner that is inconsistent with the intent of the Specific Plan. Major modifications require a Specific Plan amendment.

6.4.4 Appeals

All appeals pertaining to this Specific Plan shall be made to the City Council. The applicant or any other entity shall have the right to appeal the decision of the Planning Commission on any determination by filing an application on forms provided by the City of Artesia within ten (10) business days following the final date of action for which an appeal is made. Appeals shall be processed consistent with the provisions of the City of Artesia Development Code.

6.4.5 Site Development Permits

A Site Development Permit (SDP, Staff Approval) is required prior to submittal of construction plans. Adoption of the Specific Plan includes adoption of the design guidelines contained herein which provide direction for the design of the development projects within the project site. Prior to evaluation, all site plan submittals must meet the following criteria:

- Building plans shall be prepared by a California registered architect
- Site plans shall be prepared by a California registered architect or landscape architect
- Landscape plans shall be prepared by a California registered landscape architect
- All plans and elevations to be 1/4" scale and include a north arrow
- All sheets should be sized to be 24" x 36" and include:
 - Location and dimensions of the lot property lines;
 - Location and size of all existing and proposed structures including front, side, and rear setback dimensions, as well as structure dimensions;
 - Existing and proposed lot coverage;
 - Location and dimensions of the driveway and minimum turning radius area;
 - The street address and name clearly indicated;

6.5 GENERAL PLAN CONSISTENCY

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits adoption and administration of specific plans as an implementation tool for elements contained in the local general plan. Specific plans must demonstrate consistency in regulations, guidelines and programs with the goals and policies set forth in the general plan.

The Artesia Boulevard Corridor Specific Plan has been prepared in conformance with the goals and policies of the City of Artesia General Plan.

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Artesia Boulevard Corridor Specific Plan

Appendix



General Plan Consistency

City of Artesia

Artesia Boulevard Corridor Specific Plan



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Appendix A

LAND USE SUBELEMENT

Community Planning Principle LU 1: The Artesia General Plan 2030 will focus on enhancing areas that will allow the development of mixed-use. This type of development involves a greater utilization of uses that blends residential, commercial, industrial, or civic/institutional. By combining complementary uses, mixed-use developments bring energy and vitality to areas during both daytime and nighttime, and can benefit both residents and the businesses operating within them. In addition, mixed-use allows the advantage of flexibility of design to take full advantage of market shifts and land use trends.

- **Community Goal LU 1** - A well planned community with sufficient land uses and intensities to meet the needs of anticipated growth and achieve the community's vision.
- **Community Policy LU 1.2** - Encourage a wide variety of retail and commercial services in appropriate locations.
- **Community Policy LU 1.3** - Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed-use areas.
- **Community Policy LU 1.4** - Ensure mixed-use developments are integrated with surrounding uses to become part of the neighborhood by utilizing cohesive architecture, lively streetscapes, interesting urban spaces and attractive landscaping.
- **Community Policy LU 1.5** - Promote future patterns of urban development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities.
- **Consistency:** The Specific Plan implements all five Community Goals under Community Planning Principle LU 1 by encouraging a mixed-use corridor implementing the General Plan designation and zoning district requirements. The corridor through the Specific Plan is envisioned to encourage infill development including a mix of commercial and retail uses, blended with residential and office units where appropriate. The flexibility presented in the Specific Plan allows Artesia Boulevard to grow into a pedestrian- and auto-friendly corridor, as it is designated in the General Plan. The Specific Plan also takes into consideration the surrounding properties, including existing neighborhoods and other sensitive uses, and is intended to create buffers and transitional areas when necessary.

Community Planning Principle LU 2: The City of Artesia contains established residential neighborhoods, which are well maintained and buffered from the impacts of freeway traffic or extensive industrial and commercial development. Established neighborhoods in the City include areas with the City's older homes, newer residential developments, and some marginally desirable areas where maintenance has been deferred. The City desires a diverse mix of housing types, along with high standards for residential property maintenance to preserve real estate values and high quality of life.

- **Community Policy LU 2.1** - Protect residential areas from the effects of potentially incompatible uses.
- **Community Policy LU 2.2** - Encourage uniformly high standards of residential property maintenance to preserve real estate values and high quality of life.
- **Community Policy LU 2.3** - Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a neighborhood.
- **Community Policy LU 2.4** - Ensure that the distinct character of Artesia's neighborhoods are preserved and reflected in all new development and redevelopment projects.
- **Consistency:** The Specific Plan work program including community outreach program were vital to ensure that the document created encourages compatibility with existing surrounding properties, especially residential and other sensitive uses. The design guidelines and standards are generally consistent with the Artesia Municipal Code, and are intended to encourage high quality, unique development that maintains the City's identity. Additionally, the Specific Plan surrounding area currently includes several heavy industrial uses, including a Ready-Mix cement factory and a Dairy facility, which generate significant truck traffic. The Specific Plan encourages the relocation of these uses and the creation of a mix of lighter uses, such as commercial and retail businesses, which are more consistent with the surrounding neighborhoods. These uses are also intended to support the residents and encourage walking to obtain goods and services, reducing the number of vehicle trips in and out of the City.

Community Planning Principle LU 3: Existing neighborhood commercial centers and corridors serve as important employment centers in Artesia. These commercial areas have experienced some deferred maintenance and signs of property decline have been visible. The Artesia General Plan 2030 will focus on preserving and revitalizing these commercial centers and corridors.

- **Community Policy LU 3.1** - Encourage a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of the area's present and future customers.
- **Community Policy LU 3.2** - Monitor the appearance of commercial and retail service facilities to prevent areas of decline by requiring improved maintenance of rehabilitation, as necessary.
- **Community Policy LU 3.3** - Work with property owners of commercial developments that are currently in a state of deterioration to revitalize these centers.
- **Consistency:** The Specific Plan is the direct implementation of the goals and policies associated with Community Planning Principle LU 3. As Artesia Boulevard is one of only two major commercial corridors in the City it is crucial that the area be utilized to the fullest extent possible. Currently, a significant number of the properties along the Artesia Boulevard corridor are in need of revitalization. The Specific Plan identifies specific properties as opportunity sites and encourages redevelopment that is consistent with the surrounding uses while generating promoting growth and new tax revenue. The Specific Plan team worked with property and business owners along Artesia Boulevard to collect input on strategies to generate additional business. This input is provided in Section 1 of the Specific Plan.

Community Planning Principle LU 4: The City of Artesia is a built out community, with most new development occurring at infill sites. Redevelopment is occurring throughout the City and some uses are transitioning to reflect the changing needs of residents and business owners. Maximizing the uses in current commercial centers is seen as a valuable economic development tool that will enhance shopping, dining and entertainment options that can improve quality of life in Artesia.

- **Consistency:** The Specific Plan recognizes that Artesia Boulevard is a crucial commercial, revenue generating area within the City with great potential for infill redevelopment. The Specific Plan design standards and guidelines are intended to encourage flexibility to facilitate the highest and best use and development of each parcel within the Specific Plan area. As mentioned previously, the Specific Plan identifies specific properties as opportunity sites and encourages redevelopment that is consistent with the surrounding uses while generating promoting growth and new tax revenue. The Specific Plan encourages the relocation of some existing uses and the creation of a mix of lighter uses, such as commercial and retail businesses, which are more consistent with the surrounding neighborhoods. These uses are also intended to support the residents and encourage walking to obtain goods and services, reducing the number of vehicle trips in and out of the City.

CIRCULATION SUBELEMENT

Community Planning Principle CIR 1: Artesia is a built-out community where future growth will occur as infill and redevelopment of existing uses. As growth and development continues, there will be increasing demands on the circulation system that will need to be accommodated in a manner which allows the system to provide an acceptable level of service.

➤ **Community Policy CIR 1.1** - Maintain a citywide circulation system that is balanced with the future land use development anticipated in the General Plan Land Use Sub-Element.

➤ **Consistency:** The Specific Plan will identify direct project impacts and provide the necessary mitigation as required to accommodate any significant change in the land use of an approved development. Traffic counts and modeling were completed as part of the Specific Plan process to ensure that an adequate level of service could be maintained. Additionally, landscaping and roadway improvements may be required as redevelopment occurs to allow for the continuation of existing landscaping along the corridor.

Community Planning Principle CIR 2: The rights-of-way play a significant role in the aesthetics and imagery of the public realm in Artesia. The visual quality along the circulation network can be improved through a number of streetscape improvement opportunities.

➤ **Community Policy CIR 2.1** - Provide landscaped medians and greenbelts along major arterials, highways, and freeways where economically feasible.

➤ **Consistency:** Along Artesia Boulevard the City recently completed street improvements including landscaped center medians along Artesia Boulevard. The City currently requires property owners to provide landscaped sidewalks when redevelopment occurs. The Specific Plan is a continuation of these efforts and includes specific design guidelines for landscaping along property lines and in parking areas. A primary goal of the Specific Plan is to create a more pedestrian friendly corridor while maintaining safe vehicle travel.

Community Planning Principle CIR 3: Reducing vehicle miles traveled is an important goal of SCAG and the region as a whole. Reducing vehicle miles traveled will contribute to reducing greenhouse gas emissions, reducing traffic congestion and improving the quality of life in Artesia.

➤ **Community Policy CIR 3.2** - Provide adequate capacity on major arterials to encourage through traffic to stay on the major arterial street system and to discourage diversion onto the residential street system.

- **Consistency:** As part of the planning process the redevelopment of the Specific Plan area has been evaluated to identify potential traffic intrusion impacts. Within the environmental documentation, if traffic impacts are identified, then access and traffic management plans that may include strategies such as turn restrictions, diverters, entrance treatments and/or travel demand strategies will be developed. The goal of the Specific Plan is to create Artesia Boulevard as an auto and pedestrian-friendly corridor that is safe and easy to use, keeping traffic out of residential areas while simultaneously encouraging residents to visit local businesses.

Community Planning Principle CIR 4: Alternative modes of transportation including bicycling, walking and use of public transit play important roles in reducing the strain on the existing circulation system and increase the options community members have to move in and around the City.

- **Community Policy CIR 4.1** - Promote a balance of residential, commercial, institutional and recreational uses with adjacencies that reduce vehicle miles traveled.

- **Community Policy CIR 4.2** - Encourage practices which reduce dependency on single-occupant vehicle trips.

- **Consistency:** The Specific Plan will allow and encourage mixed-use developments that combine residential and/or commercial or recreational uses, which should be more convenient for residents and reduce trip generation within the City. Introducing residential uses and encouraging higher density projects will establish Artesia Boulevard as a walkable area, reducing the need to use a car. Additionally, the Specific Plan area will be an infill development project that is intended to create employment opportunities and encourage the use of existing transportation routes.

Community Planning Principle CIR 5: Circulation and mobility do not stop at the city boundaries. Artesia is surrounded on all sides by urbanized community and traffic does not recognize city boundaries. Regional and inter-jurisdictional partnerships are necessary to address circulation and mobility issues.

- **Community Policy CIR 5.2** - Encourage bicycling as an alternative mode of transportation in the City.

- **Community Policy CIR 5.3** - Provide for safe pedestrian access throughout the City.

- **Consistency:** The Specific Plan is intended to assist in the identification and implementation of improvements that remove barriers to pedestrians and bicycles in the City. A primary goal of the Specific Plan is to make the corridor including the transitional areas in and out of the City safer and more appealing to pedestrians and bikers. This can be achieved through the implementation of the design standards and through programs presented in Section 6, Implementation.

COMMUNITY FACILITIES AND INFRASTRUCTURE SUBELEMENT

Community Planning Principle CFI 1 - The City of Artesia should ensure that facilities and infrastructure meet the community's current and projected needs. All residents should have access to high-quality services and facilities. New growth should accommodate increased needs without placing a greater burden on existing developments.

- **Community Policy CFI 1.3** - Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.
- **Consistency:** The Specific Plan Section 4, Infrastructure, and the required environmental documents analyze the existing infrastructure and public services available to the project area. At the time the Specific Plan was prepared, adequate infrastructure and public services were available to support new development within the Specific Plan area. New projects will not create a greater burden and in some instances are a reduction in the required infrastructure and services as the Specific Plan encourages low intensity uses than what currently exists. When necessary, projects that are proposed within the Specific Plan area, will provide all required improvements prior to or concurrently with development.

Community Planning Principle CFI 3 - The City of Artesia can support green and sustainable standards and practices through outreach activities that promote water and energy conservation; and other possible improvements that support long-term sustainability and environmental protection.

- **Community Policy CFI 3.1** - Promote green and sustainable practices and approaches in planning, design, construction, renovation and maintenance of public facilities.
- **Consistency:** The Specific Plan Design Standards provide specific guidelines for sustainability and water conservation. Guidelines are provided for wind and solar energy implementation as well as water quality. A primary goal of the Specific Plan is to encourage sustainable development that will lead to long-term sustainability and environmental protection.

AIR QUALITY AND CLIMATE CHANGE SUBELEMENT

Community Planning Principle AQ 2 - Artesia plays a role in helping the South Coast Air Basin attain the goal of meeting Federal and State air quality standards. Local decisions and actions affect air quality throughout the region.

- **Community Policy AQ 2.1** - Encourage and, where feasible, mandate the implementation of best practices towards reducing greenhouse gas emissions.
- **Community Policy AQ 2.2** - Promote a balance of residential, commercial, institutional, and recreational uses with adjacencies that reduce vehicle miles traveled.
- **Consistency:** The Specific Plan encourages a mix of complementary uses, including residential, commercial, institutional, and recreational uses, in close proximity to one another. As revitalization occurs and new projects are introduced the corridor should come to include neighborhood services and goods within walking distance of residential units. Encouraging a mix of uses, will help reduce the overall number of vehicle trips necessary within the City. Reducing the number of vehicle miles traveled will in turn help to reduce greenhouse gas emissions.

Community Planning Principle AQ 3 - Changes in lifestyle and behavior patterns, as well as management practices, can contribute to climate change mitigation and have a positive role in reducing GHG emissions.

- **Consistency:** The Specific Plan implements this principle by creating a mixed-use area that includes a variety of commercial, residential, dining, and employment opportunities in a compact area. The majority of the businesses along the corridor are surrounded by existing residential units and the Specific Plan establishes guidelines to improve the walkability of the area. As shown in Section 4, Mobility Plan, the Specific Plan will focus on ways to incorporate bicycle lanes into the existing right-of-way and improve bus routes along the Boulevard.

OPEN SPACE AND CONSERVATION SUBELEMENT

Community Planning Principle OS 1 - Artesia is a built-out community with limited available vacant land for additional open space and recreational resources. Future opportunities for increased open space and recreational areas include pocket parks, urban plazas and repurposing of underutilized spaces.

- ➔ **Community Policy OS 1.1** - Ensure no net loss of open space acreage occurs.
- ➔ **Community Policy OS 1.2** - Promote development of parks in areas of the community currently lacking access to nearby recreational facilities.
- ➔ **Consistency:** No public open space will be affected, as there is no open space along Artesia Boulevard. As indicated in the General Plan, the Artesia Boulevard corridor would be best utilized as a regional commercial corridor with a mix of businesses and complementary uses. Additionally, the Specific Plan encourages the addition of open space, parks, and recreational facilities, and allows for dining and entertainment uses whenever feasible. As identified in the General Plan, the Specific Plan is intended to establish Downtown as a destination for entertainment and dining opportunities in the region.

Community Planning Principle OS 3 - Within the City of Artesia, there are virtually no areas with large amounts of undisturbed native plant material. The most significant plant resources within the City are ornamental trees. Artesia strives to increase opportunities for community access and exposure to natural environments in an urbanized area through tree planting, community gardens and landscaped buffers.

- ➔ **Community Policy OS 3.1** - Promote visually appealing landscaped corridors and landscape buffers to introduce plant materials into urbanized areas.
- ➔ **Consistency:** Whenever possible, development will preserve existing trees on both public and private property. The Specific Plan is intended to provide a pleasant microclimate for pedestrians and increase the aesthetic appeal of developments. The Specific Plan requires that a minimum of one 24-inch box tree with a minimum mature canopy of 30 to 40 feet shall be planted no further than 30 feet apart, particularly along walkways and streets. Additionally, the Design Standards require that trees be clustered at plaza areas or other public gathering places, and used to help shade hardscape for drives, parking, and walking areas.

NOISE SUBELEMENT

Community Planning Principle N 1 - Potential noise impacts are closely related to land use planning decisions. Because future development in the City will be in the form of infill and redevelopment, the likelihood of noise impacts based on differing uses will increase. Land use planning decisions should consider both noise sources and receptors.

Community Planning Principle N 2 - Transportation sources are the primary sources of noise in Artesia. Noise impacts resulting from transportation sources are difficult to mitigate at the source. Therefore, sound attenuation measures are important to minimize exposure to noise.

Community Planning Principle N 3 - Commercial and industrial uses, construction activity and other non-transportation related sources of noise can negatively impact the noise environment. Identifying and mitigating these potential noise sources will reduce negative impacts.

Community Planning Principle N 4 - Residential uses and sensitive receptors such as schools, churches, and parks are most likely to be affected by intrusive noise. Special consideration should be given when planning for or implementing changes with the potential to increase noise around these uses.

- Community Policy N 1.2 - Consider noise impacts associated with the development of non-residential uses in the vicinity of residential uses.
- Community Policy N 2.2 - Reduce noise impacts from transportation corridors under the City's jurisdiction.
- **Consistency:** The Land Use Plan, specifically the Permitted Uses Table by Quadrant ensures that the appropriate uses, taking into consideration the amount of noise generated by the use, are located within the appropriate section of the corridor. As residential uses are introduced into the Specific Plan area the Planning Department is responsible for ensuring that the location of uses within each quadrant is appropriate. The Specific Plan also addresses many of the existing inconsistencies in the land uses along Artesia Boulevard. For example, there are currently industrial businesses located next to residential units. The Specific Plan aims to implement the General Plan by relocating several of the heavier industrial and auto-related uses, creating opportunities for the development of a commercial-retail corridor which better complements the surrounding residential uses. Generally, any noise impacts resulting from the Specific Plan would be less significant as the Specific Plan proposes than the impacts of the General Plan

CULTURAL AND HISTORIC RESOURCES SUBELEMENT

Community Planning Principle CHR 2: The City's diverse population creates a confluence of different ethnic groups and cultures. This characteristic serves as an important distinction from surrounding jurisdictions, and can be used to promote and enhance the City's tourism industry.

- **Community Policy CHR 2.1** - Foster public appreciation for Artesia's cultural and historic resources.
- **Consistency:** As identified in Section 1, development along Artesia Boulevard is intended to complement and enhance existing uses in other areas of the City, such as the unique commercial district located along Pioneer Boulevard. The Specific Plan should lead to the creation of a unique area that will draw residents to the area enhancing the City's tourism industry.

ECONOMIC DEVELOPMENT SUBELEMENT

Community Planning Principle ED 1: A strong economy creates the wealth that allows the residents of Artesia to support the public facilities, services and quality of life they demand. Local governments can promote economic development by establishing a favorable environment for business attraction and retention, private investment, economic entrepreneurship, and the creation of well-paying jobs.

- **Community Policy ED 1.1** - Maximize market potential to enhance and retain retail opportunities.
- **Community Policy ED 1.2** - Attract new businesses while supporting and assisting those already located in the City.
- **Consistency:** The Specific Plan identifies specific properties along the corridor that are appropriate for redevelopment which will result in the introduction of new business and the creation of new employment opportunities. The permitted uses table in Section 2, identifies which uses are permitted in each of the four quadrants to ensure that a complementary mix is created in each section of the corridor. Creating a balanced mix of uses within each of the four quadrants will allow for a range of employment opportunities, generate new tax revenue and will encourage residents to patronize the corridor to complete multiple errands in one stop.

SUSTAINABILITY SUBELEMENT

Community Planning Principle SUS 3 - The built environment shapes our behaviors. To change our behaviors to be more sustainable, the built environment needs to change.

- **Community Policy SUS 3.2** - Strongly encourage the use of green building techniques in new construction and major renovations throughout the City.
- **Community Policy SUS 3.3-** Achieve and maintain a mix of affordable, livable and green housing types throughout the City for people of all socio-economic, cultural, and household groups (including seniors, families, singles and disabled).
- **Community Policy SUS 3.4** - Promote neighborhood identity and conservation of individual neighborhood character. Retain Artesia's history and heritage.
- **Consistency:** The Specific Plan utilizes development standards and design guidelines to maintain and enhance the existing character of the corridor. Within Section 3, the Specific Plan identifies specific standards to encourage green building and sustainability practices within the project area. This includes standards for water conservation and quality, solar and wind energy implementation, and building orientation and materials. In general, the Specific Plan requires redevelopment projects to utilize quality architectural materials and encourages consistency with the style of adjacent buildings and neighborhoods when possible.

Community Planning Principle SUS 4 - Trees, parks, and open space clean the water and air, as well as improve public health and well-being.

- **Community Policy SUS 4.1** - Increase tree canopy and provide natural landscape elements throughout the City.

Community Planning Principle SUS 5 - Our single occupancy vehicle commute along the vast roads and freeways that separate our jobs from housing is polluting our atmosphere. Reducing vehicle trips and increasing public transportation ridership is better for the environment.

- **Community Policy SUS 5.1** - Decrease vehicle miles traveled by increasing per vehicle ridership and decreasing the number of trips by autos and trucks.
- **Consistency:** The Specific Plan creates a diverse area with a variety of commercial, residential, dining, and employment opportunities within

21 square acres. The majority of the businesses along the corridor are surrounded by residential units, and the Specific Plan establishes guidelines to improve the walkability of the area. By introducing new residential uses near employment opportunities and creating new shopping, dining and recreational areas in walking distance of existing neighborhoods, the Specific Plan will reduce the number of vehicle trips to the corridor by local residents. In addition to promoting walkability, the Specific Plan also encourages better use of the existing public transportation network.

Community Planning Principle SUS 6: Smart development factors such as density, mix of uses, access to recreation facilities and even population and income diversity can be directly related to improved health and fitness of the population.

Community Planning Principle SUS 7: Changes in lifestyle and behavior patterns, as well as management practices, can contribute to climate change mitigation and have a positive role in reducing greenhouse gas emissions.

- Community Policy SUS 7.1 - Encourage and, where feasible, mandate the implementation of best practices towards reducing greenhouse gas emissions.
- **Consistency:** The Specific Plan establishes a mix of uses within a compact, walkable area encouraging residents and employees to leave their cars parked and walk to their destinations along Artesia Boulevard. Encouraging residents to walk to work or park once to complete multiple errands will reduce vehicle trips and in turn greenhouse gas emissions. In walking more residents are likely to increase their overall health.

Community Planning Principle SUS 9: Green jobs will be plentiful in the future and by welcoming these jobs, a sustainable future is secure for both the City and environment.

- **Community Policy SUS 9.1** - Maintain a strong, diversified economy.
- **Community Policy SUS 9.2** - Promote sustainable practices by Artesia businesses, and encourage businesses that provide green jobs to locate in Artesia.
- **Consistency:** The Specific Plan identifies specific properties that are appropriate for redevelopment and the introduction of new employment opportunities. The Specific Plan also limits uses in each quadrant to ensure that employment opportunities are diverse and sustainable. Within Section 3 of the Specific Plan is intended to enhance the existing character of new development along the corridor and surrounding residential neighborhoods. Quality architectural materials and the implementation of green building and sustainability practices is encouraged whenever feasible.

Appendix

B

Definitions

City of Artesia

Artesia Boulevard Corridor Specific Plan



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Artesia Boulevard Corridor Specific Plan

Appendix B

Definitions - A

Accessory Building: A detached subordinate building, the use of which is customarily incident to that of the main building or to the principal use of the land, and which building is located on the same lot or parcel of land with the main building or the principal use of the land.

Accessory Use: A use customarily, incidental to, related, and clearly subordinate to a principal use which accessory use does not adversely affect other properties in the area.

Alcoholic Beverage Sales, Off-Site: An establishment which sells alcohol for consumption off-site.

Alcoholic Beverage Sales, On-site: An establishment that includes the sale and on-site consumption of alcoholic beverages. The premises may contain a counter upon and over which alcoholic beverages, such as beer, wine, and distilled spirits are served.

Animal Boarding Facilities/Doggie Daycare: Includes any business or space maintained for the purpose of boarding or training dogs or cats over the age of four months for a fee or for sale. Daycare facilities may not keep animals overnight and are intended for day use only.

Animal Grooming: An establishment providing personal care of small domestic animals such as dogs, cats, parrots, canaries and other song and decorative birds, hamsters and similar animals, but specifically excluding dangerous animals or dangerous or poisonous or constricting reptiles.

Animal Sales/Feed and Supplies/Pet Store: A retail store that specializes in the sale of domesticated animals and feed and supplies for such animals.

Antique/Collectible Store: A retail store that specializes in the sale of antiques and/or collectible goods that are at least forty (40) years old.

Apartment: A building, or a portion of a building, designed or used for occupancy by four (4) or more families living independently of each other and containing four (4) or more dwelling units.

Art Gallery: An art gallery is a space dedicated to the display and sale of original artwork.

Automobile Parking Space: An off-street permanently maintained space readily accessible to a street or alley and so located and arranged to permit parking for a passenger automobile of average size.

Definitions - B

Banquet Facility: A room, hall, building(s), tent, or other enclosure, or portion thereof, enclosed on two (2) or more sides to accommodate special events, banquets, weddings, and other cultural events, where the capacity for public gathering or assembly does not exceed 500 people. For greater than 500 people, see conference facility.

Bar/Night Club: Refers to an establishment that primarily sells or dispenses alcohol by the drink, and where the preparation and sale of food is incidental to the business. A bar operates under a license issued by the Alcoholic Beverage Control Department of the State of California. Typical businesses include sports bars, taverns, pubs, nightclubs, and wine bars.

Bookstore: A retail store that specializes in the sale of new and/or used books.

Buildable Area: That portion of a lot which may be occupied by buildings or structures, but not including front, side, or rear yards or street setback areas, or the portion of such lot where other regulations prohibit the occupation of buildings or structures.

Building: Any structure in which is conducted the principal use of the lot or parcel of land upon which such building is situated. Any dwelling in a residential or agricultural zone shall be deemed to be the main building upon the lot or parcel of land upon which such building is situated.

Building Frontage: The length of that portion of a building most nearly parallel to a street.

Building Height: The vertical distance from the grade to the highest point of the coping of a flat roof, or the deck line of a mansard roof, or to the average height of the highest gable of a pitch or hip roof.

Build-to Line: A build-to Line is a line parallel to the front property line and marks the location from which the principle vertical plane of the front building elevation must be erected. Build-to lines are intended to create a continuous building façade along a street.

Business Office: See "Office Business and Professional."

Definitions - C

Carriage Town: A residential unit designed and intended to function as a living space in connection with commercial development as part of vertical mixed-use development. The residential and commercial uses have different ownerships with no direct access or interconnectivity between them.

Catering Service: A business that prepares and delivers food for consumption off the premises, for events like banquets or luncheons. A catering establishment may contain kitchen facilities and may also provide dining supplies such as place settings, tablecloths, and beverage dispensers.

CEQA: The California Environmental Quality Act, Public Resources Code Section 21000 et seq. and the California Environmental Quality Act Guidelines, as may be subsequently amended by the State.

Cigar Lounge: A cigar lounge is an establishment where patrons are able to purchase and smoke cigars in a regulated and ventilated area.

Colleges and Continuing Education Facility: An institution of higher learning offering curriculum to advance students towards a degree. This use may include, for example, community colleges, private or publicly funded colleges, universities, or schools offering specialized business, professional, and vocational courses.

Commercial Recreation Facility: Establishments for the purposes of sports education, training, and recreation, including establishments with indoor use of basketball courts, tennis courts, batting cages, golf, soccer, or other similar activities and excluding facilities where the principal use is the general non-sport oriented, physical fitness or training of its members, such as gymnasiums, health clubs and spas.

Commission: The Planning Commission of the City of Artesia.

Conditional Use: Uses that may be permitted, subject to approval of a Conditional Use Permit. Generally, conditional uses are those uses that have the potential for particularly sensitive, objectionable operating characteristics, or appearances, which may be out of character in a particular zone; which may make those uses suitable or unsuitable for a particular site or location.

Condominium (Residential): An estate in real property consisting of an undivided interest in common in a portion of a parcel of real property, together with a separate interest in space in a residential building on such real property, such as an apartment, office, or store. A condominium may include, in addition, a separate interest in other portions of such real property.

Conference Facility: A room, hall, building(s), tent, or other enclosure, or portion thereof, enclosed on two (2) or more sides to accommodate meeting halls, convention centers, special events, theatre performances, banquets, and cultural events.

Council: The City Council of the City of Artesia.

Court or Courtyard: An open, unoccupied space with no roof or cover, other than a required front, side, or rear yard, on the same lot with a building or buildings and which is bounded on two (2) or more sides by such building or buildings.

Courtyard Housing: A distinct medium density multi-family housing typology centered around a shared outdoor open space or garden and surrounded by apartment units or townhomes typically only accessed by courtyard from the street.

Cultural Institution: An institution displaying or preserving objects of interest in one (1) or more of the arts or sciences. This classification generally includes libraries, museums and art galleries where displayed objects are not intended for sale.

Cyber Café: An establishment that provides five (5) or more computers or other electronic devices to the public for access to the internet or a local area network (LAN), to email, or to other computer software programs. Cyber cafés shall be synonymous with PC cafés, internet cafés, and cyber centers.

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Definitions - D

Day Care Center, Adult: An adult day care center is a non-residential facility specializing in providing activities for elderly and/or handicapped individuals. Typically centers operate 10-12 hours per day and provide meals, social/recreational outings, and general supervision. Adult daycare centers may also focus on providing care only for persons with Alzheimer's and related dementias or their services may be available for any disabled adult.

Day Care Center, Child: Any child day care facility, other than a family day care home, and includes infant centers, preschools, extended day care facilities, and school age childcare centers.

Daycare Home, Large: Includes facilities that provide day care to seven (7) to fourteen (14) children, inclusive, including children who reside at the home for periods of less than 24 hours per day, while the parent or guardians are away.

Daycare Home, Small: Includes facilities that provide family day care to six (6) or fewer children, including children who reside at the home, while the parent or guardians are away.

Density: Residential dwelling units per net acre.

Drive-Through Restaurant: See "Restaurant".

Drug Store/Pharmacy: An establishment where the primary business is the filling of medical prescriptions and the sale of drugs, medical devices and supplies, and nonprescription medicines, but where non-medical products may also be sold.

Dry Cleaning and Laundry Services: An establishment that caters to the cleaning service needs of the general public, including dry cleaning drop off locations and laundromats. Large-scale and commercial dry cleaning and laundry service facilities are excluded.

Duplex Dwelling Unit: A structure that contains two (2) units that share common walls or floor/ceilings. The land under the building or units is not divided into separate lots. The units may have separate or joint entrances, and typically have common parking and open space areas.

Dwelling, Multifamily: A building that contains three (3) or more dwelling units that share common walls or floor/ceilings. The land under the building or units is not divided into separate lots. The units may have separate or joint entrances, and typically have common parking and open space areas.

Dwelling Unit: One (1) or more rooms arranged or used as living quarters by one (1) family and containing one (1) kitchen.

Definitions - E

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on private property of individuals to be able to install and maintain utility facilities.

Elevation (Building): A drawing showing the elements of the exterior of a building as a direct projection to a vertical plane.

Environmental Impact Report (EIR): A report that describes and analyzes the environmental effects of a proposed project pursuant to the California Environmental Quality Act (CEQA).

Definitions - F

Façade: The major width of any exterior elevation of a building, extending from the grade to the top of the parapet wall or eaves, that is parallel to a street property line.

Façade Fascia: That portion of a separate exterior elevation of a building extending from above the door or window line to the top of the parapet wall or eave and the entire width of the building elevation parallel to the street property line.

Family: Family shall mean a person or persons, related by blood, marriage, or adoption, living together as a single housekeeping unit in a bachelor apartment or dwelling unit. Family shall also include a group of not more than five (5) persons, including roomers but excluding servants, unrelated by blood, marriage, or adoption, living together as a single housekeeping unit in a dwelling unit.

Farmers' Market: An open air (outdoor) market that is certified by the Los Angeles County Agricultural Commissioner where certified producers offer for sale only those agricultural products they grow themselves, and operated in accordance with regulations established by the California Department of Food and Agriculture, which includes the display of a valid health permit.

Financial Services/Banks/Credit Union: A commercial land use involved with the exchange of money and services related to the financial system such as banks or credit unions. Financial services do not include check cashing services or pay day loan facilities.

Fitness Studio: A space or business that is oriented to providing fitness classes or personal training to small groups of twenty (20) or fewer students. This use may include small dance studios, one-on-one personal training, yoga or Pilates studios, and other similar uses.

Floor Area: See "Gross Floor Area".

Floor-Area Ratio (FAR): The numerical value obtained through dividing the above ground floor area of a building by the total area of the lot or parcel of land on which such building is located.

Florist Shop: A retail store that specializes in the design, arrangement, and sale of flowers.

Full-Service Restaurant: See "Restaurant".

Definitions - G

Gable, Roof: The generally triangular section of wall at the end of a pitched roof, occupying the space between the two (2) slopes of the roof.

Garage, Private: A fully enclosed detached accessory building or portion of a main building, enclosed on all four (4) sides and designed and used for the shelter or storage of automobiles, which provides the required off-street automobile storage space for the occupants of the premises.

Garage, Public: A building other than a private garage that is used for the shelter or storage of many automobiles in a large structure, which provides off-street automobile storage space for businesses in the surrounding area.

General Plan: The General Plan of the City of Artesia adopted by the City Council.

General Commercial Services: An establishment providing general services to the public, including computer repair shops, carpet/rug/drapery cleaners, locksmith shops, plumbing shops, and similar services that are commercial in nature.

General Retail and Specialized Retail (New): An establishment, including a department store, variety store, discount store, or general store, etc., engaged in retail sales of new merchandise, including dry goods, apparel and accessories, small wares, sporting goods and equipment, bicycles and mopeds, musical instruments, arts and accessories, office supplies, books, stationery, jewelry, hobby materials, toys and games, cameras and photographic supplies, gifts, novelties and souvenirs, luggage and leather goods, fabrics and sewing supplies, florists and houseplant stores, artists supplies, tobacco shops, video rental, orthopedic supplies, party supply and rentals, religious goods, handcrafted items (stores for which may include space for crafting operations when such area is subordinate to retail sales), and other miscellaneous retail shopping goods.

General Retail and Specialized Retail (Used): An establishment, including a department store, variety store, discount store, or general store, etc., engaged in retail sales of used merchandise that is not considered to be antique, including dry goods, apparel and accessories, small wares, sporting goods and equipment, bicycles and mopeds, musical instruments, arts and accessories, office supplies, books, stationery, jewelry, hobby materials, toys and games, cameras and photographic supplies, gifts, novelties and souvenirs, luggage and leather goods, fabrics and sewing supplies, florists and houseplant stores, artists supplies, tobacco shops, video rental, orthopedic supplies, party supply and rentals, religious goods, handcrafted items (stores for which may include space for crafting operations when such area is subordinate to retail sales), and other miscellaneous retail shopping goods.

Grade: The average level of the finished ground surface surrounding a building, measured at the center of all walls of the building.

Grade, Finished: The completed paved or graded elevation of a lot.

Grocery Store (Less than 5,000 sq ft): An establishment, less than 5,000 square feet in size, primarily engaged in selling food for home preparation and consumption, and may include butcher shops with no slaughtering.

Grocery Store (Greater than 5,000 sq ft): An establishment, greater than 5,000 square feet in size, primarily engaged in selling food for home preparation and consumption, and may include butcher shops with no slaughtering. Markets, grocery stores and supermarket food stores that have a gross floor area of at least five thousand (5,000) square feet may have the following incidental uses, subject to these restrictions:

- a) A bank provided the bank does not occupy more than two (2%) percent of the gross floor area. For purposes of this section, an automated teller

machine (ATM) by itself and not in conjunction with other banking services, shall not constitute a bank. However, if other banking services are provided so as to qualify as a bank under this section, the floor area used in connection with the ATM shall be counted toward the total amount of floor area that may be devoted to the bank.

- b) Incidental cooking and preparation of baked goods, ready-to-eat food products, and hot foods, provided that such use or uses and any related seating area does not exceed the lesser of the following two (2) restrictions: (i) two thousand (2,000) square feet; or (ii) four (4%) percent of the gross floor area of the market, grocery store or supermarket.
- c) The total amount of floor area of a market, grocery store or supermarket that may be devoted to incidental uses as permitted in this section shall not exceed ten (10%) percent of the gross floor area of the market, grocery store or supermarket.

Gross Floor Area: The total horizontal area of all the floors of a building measured from the exterior surface of the outside walls, including all floors below the ground level. For purposes of calculating required off-street parking, floor area shall exclude vents, elevator and equipment shafts, interior open-air courts, exterior stairways and stairways outside of the enclosed building, utility rooms and janitorial closets not exceeding fifty (50) square feet for each such room per building, trash enclosure or refuse areas, and unenclosed open-air common hallways or walkways.

Definitions - H

Hardscape: Hardscape refers to non-planted areas that are usually treated with a surfacing material such as concrete, asphaltic concrete, pavers, etc.

Hardware store/Home Improvement: An establishment engaged in providing retail sale, rental, service, or repair and installation of home improvement products including building materials, paint and wallpaper, carpeting and floor covering, mattresses, decorating supplies, heating, air conditioning, electrical, plumbing, mechanical equipment, roofing, yard and garden supplies, home appliances, and similar home improvement products.

Hedge: A series of plants, shrubs, or other landscape materials so placed to form a physical barrier or enclosure.

Height, Building: See "Building Height."

Home Occupation: Any occupation conducted in the main building on a lot by a member of a family residing therein as an incidental use in connection with the primary residential use. Uses conducted in the home are subject to conditions per Section 9-2.2902.1 of the Artesia Municipal Code.

Hotel: Any building, or portion of any building, with access provided through a common entrance, lobby, or hallway to six (6) or more guest rooms having no cooking facilities, and which rooms are designed, intended to be used, or are used, rented, or hired out as temporary or overnight accommodations for guests.

Definitions – I

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Definitions – J

Jewelry Store: A retail store that specializes in the design, sale, and/or repair jewelry.

Definitions – L

Laboratories: Establishments providing medical or dental laboratory services or establishments providing photographic, analytical, or testing services.

Landscaping: The planting and maintenance of some combination of trees, shrubs, vines, ground covers, flowers, or lawns. In addition, the combination or design may include natural features, such as rock and stone, and structural features, including, but not limited to, fountains, reflecting pools, art works, screens, walls, fences, and benches.

Landscaping, Drought-Tolerant: Landscaping characterized by the use of vegetation that is drought tolerant or requires low water use.

Landscape-Recreation Area: A usable area developed with a combination of landscaping and recreation facilities. Recreation facilities may consist of swimming pools, recreation rooms, game areas, benches, walks, putting greens, and other active and passive interior or exterior recreation facilities and may include private balconies. Landscape-recreation areas shall be in addition to the required side yard on corner lots abutting a street and the front yards required by this Specific Plan.

Laundry or Dry-Cleaning Services: See “Dry Cleaning and Laundry Services.”

Live Entertainment: Any exhibition, demonstration, or display upon, or by, any person, or any sound, word, speech, song or other utterance, or any dance, posture, act or other movement, or any music or other sound manually produced from any instrument or article, by any person, in the presence of any audience, which agreeably occupies the mind, or pleasantly attracts, diverts, or holds the attention, or is for the amusement, of any person in such audience. Live

entertainment will primarily include, but is not limited to dancing, solo or group performances, singing, and DJ services.

Live/Work Unit: A commercial unit designed and intended to function as a work and living space for the person(s) (business operators or their employees and their households) who reside there and where the residential use is secondary or accessory to the primary use as a place of work. A live/work unit has adequate working space available for and is regularly used by the person(s) residing in the live/work unit and one (1) or more rooms with cooking and sanitation facilities in conformance with building code and disabled access (A.D.A. and State of California Title 24) requirements. Live/Work Townhome is defined as Live/Work Unit herein.

Loading Space, Off-Street: An off-street space on the same lot with a use or building, for the temporary parking of a vehicle, while loading or unloading merchandise or materials.

Lot Coverage: The percentage of the lot area covered by a structure or building, including all accessory buildings.

Lot: Any piece or parcel of land bounded, defined, or shown upon a plat or deed recorded in the office of the County Recorder of Los Angeles County, which conforms to the boundaries of such lot as shown upon such recorded map, plat, or deed; provided, however, that in the event any building or structure covers more area than a lot as herein defined, the term "lot" shall include all such pieces or parcels of land upon which said building or structure is wholly or partly located together with the yards, courts, and other unoccupied spaces legally required for the building or structure.

Lot Line: The boundary line of a lot.

Low-Income Household: Households with an annual income that does not exceed the Federal Department of Housing and Urban Development's annual determination for lower-income households based on area median income, adjusted for household size. Low-income typically refers to households earning fifty percent or less of the determined area median income.

Definitions – M

Mail and Shipping Services: An establishment primarily engaged in private postal services including shipping and mailing, mailbox rental, courier, delivery, and messenger services, and the sale of office, mailing, and moving supplies.

Market: See "Grocery Store"

Marquee: A permanent roofed structure attached to, and supported by, a building and which projects over setback areas or public rights-of-way.

Massage Establishment: An establishment offering massage, acupressure, alcohol rub, fomentation, electric or magnetic treatment, or similar treatment or manipulation of the human body, unless such treatment or manipulation is administered by a medical practitioner, chiropractor, acupuncturist, physical therapist, or similar professional person licensed by the state as part of a medical clinic. This definition excludes a gymnasium/health and fitness center, school, barber/beauty shop, or similar establishment where massage or similar manipulation of the human body is offered by an individual as an incidental or accessory service and does not occupy more than 25 percent of the area of the establishment.

Medical Office: "See Office, Medical"

Mixed-use Building: A structure containing both residential and commercial uses (which may include retail, restaurants, offices, services, and similar uses deemed compatible with residential uses). The commercial use or uses are typically located on the ground floor of the structure with the residential dwellings predominantly located on the second or higher floors.

Mixed-use Development: A project with both residential and nonresidential uses located on the same lot or site.

Moderate-Income Household: Households with an annual income that does not exceed the United States Department of Housing and Urban Development's annual determination for moderate-income households based on area median income, adjusted for household size. Moderate-income typically refers to households earning eighty percent or less of the determined area median income.

Multi-Tenant Complex: Any combination of two (2) or more separately owned and operated businesses established on a single or commonly owned contiguous parcel of land, or that share common driveways for ingress/egress, or share five (5) or more off-street parking spaces.

Definitions – N

Newsstand: An establishment where newspapers and magazines are displayed and sold outdoors.

Non-conforming Building: A building or portion thereof which was lawfully erected or altered and maintained but which, because of the application of this article to it, no longer conforms to the regulations set forth in this article applicable to the district in which such building is located.

Non-conforming Structure: Any structure or improvement which was lawfully established and in compliance with all applicable laws prior to the adoption of the Artesia Municipal Code or any amendment thereto, but which, by reason of such adoption or amendment, no longer complies with all of the applicable

regulations and standards of the zone in which the structure or improvement is located.

Non-conforming Use: Any use of land or property which was lawfully established and in compliance with all applicable laws prior to the adoption of the Artesia Municipal Code or any amendment thereto, but which, by reason of such adoption or amendment, no longer complies with all of the applicable regulations and standards of the zone in which the use is located.

Non-Residential: Any use which does not include a dwelling unit as the primary use, including, but not limited to, commercial, industrial, educational, institutional, public, recreational, and agricultural uses.

Non-restricted Unit: With regard to density bonus development, all dwelling units within a residential development excluding the target affordable units.

Nursery and Garden Supply Store: A retail store that specializes in the sale of trees, flowers, plants, seeds, and other garden equipment.

Definitions – O

Occupancy, Change of: A discontinuance of an existing use and the substitution of a use of a different kind or class.

Office, Business and Professional: Offices, firms, other or organizations providing professional, executive, management, or administrative services, such as accounting, architectural, engineering, real estate, insurance, investment, legal, psychological, and medical/dental laboratories incidental to an office use. This use excludes banks, savings and loan associations and other similar financial institutions, and dental and medical offices.

Office, Medical and Dental: Offices and clinics used for the practice of medicine, chiropractic, dentistry, optometry, podiatry, and various forms of physical therapy. This use excludes the overnight care of a patient.

Open Space: Land areas that are not occupied by buildings, structures, parking areas, driveways, streets, or alleys. Open space may include land areas occupied by buildings or structures specifically designed for recreation purposes such as swimming pools and recreation buildings.

Open Space, Common: Open space reserved primarily for the enjoyment and recreational use of all residents of a residential development, such as a Planned Unit Development, condominium, or mixed-use development, and owned and maintained by all residents, generally through a homeowner's association.

Open Space, Private: Open space located adjacent to, and directly accessible from the living room, family room, kitchen or dining room of an individual dwelling

unit that is designed, maintained, and reserved exclusively for the use of the residents of said unit.

Open Space, Usable: An open area or recreational facility that is designed and intended to be used for outdoor living and/or recreation.

Outdoor Patio Seating or Dining: An outdoor seating area attached or adjacent to a restaurant or similar uses that may or may not encroach into the public right of way.

Definitions – P

Parapet: A low protective wall along the edge of a raised structure such as a roof or balcony.

Parcel of Land: Parcel of land shall mean the same as lot.

Parks and Recreation Facilities: Noncommercial parks, playgrounds, recreation facilities, and open spaces.

Parking Assessment District: An assessment district formed pursuant to the California State Parking District Law of 1943.

Parking Lot and Parking Structures/Garage: An area or structure, closed or unenclosed, for the parking of motor vehicles plus those additional areas providing site ingress and egress to and from said area.

Parking, Shared: A public or private parking lot and/or parking structure/garage used jointly by two or more uses.

Parking Space, Compact: A reduced parking space, 8 feet wide and 15 feet long when perpendicular to a driveway or aisle, compared with the traditional 8.5 feet wide by 18 feet long.

Patio, Enclosed: A level, paved or decked area directly abutting a principal building that is enclosed on all sides, whose principal use shall be for outdoor entertaining or recreation. A patio is not used as a habitable room or as a parking space for vehicles.

Patio, Open: A level, paved or decked area directly abutting a principal building open on one or more sides, which may be covered or uncovered, whose principal use shall be for outdoor entertaining or recreation. A patio is not used as a habitable room or as a parking space for vehicles.

Paving: A solid concrete, tile, or brick surface, which serves as a covering for pedestrian/vehicular roadway.

Pedestrian-Oriented or Pedestrian-Friendly: Development that is designed with a primary emphasis on the street sidewalk and facilitating pedestrian access to the site and building rather than from auto access and parking areas. Buildings in such developments are generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows and display areas along the street façades of building and outdoor areas (such as plazas) that are oriented to pedestrians. Although buildings and parking areas may be provided, they are not emphasized in the design of buildings.

Pedestrian-Scaled: Designed to be accessible to pedestrians, as opposed to automobiles.

Permeable Paving: A paving material that permits water penetration to a soil depth of eighteen (18") inches or more, including non-porous surface material poured or lain in sections not exceeding one square foot in area and collectively comprising less than two-thirds of the total surface area of the lot and loosely laid materials such as crushed stone or gravel.

Permit: A document issued by the City pursuant to the provisions of this Specific Plan authorizing specific activities, uses, or structures together with the conditions upon which such permit is issued, and the plans, specifications, reports, and approved modifications pertaining thereto.

Permitted: A use or structure that is allowed without the requirement for approval of a discretionary permit. However, some permitted uses and structures may require approval of nondiscretionary permits, such as Site Plan Review, Temporary Use Permits, Home Occupation Permits, Special Event Permits, Building Permits, etc.

Personal Improvement Services: Services or facilities including, but not limited to, music or photography lessons, fine arts, crafts, driving schools (excludes truck driving schools), and diet centers.

Personal Services: A commercial land use providing recurrently needed services of a personal nature. Personal services generally include barbershops, beauty and nail salons (including permanent cosmetic facial shading), day spas, seamstresses, tailors, shoe repair shops, photo processing, and photographic studios.

Plot Plan: A scaled drawing of a lot and the adjacent and surrounding areas, showing the use and location of all existing and proposed buildings, structures, and improvements.

Pocket Park: A small neighborhood park of approximately one (1) acre or less.

Preferential Parking: Parking spaces designated or assigned, through use of a sign or painted space markings, for carpool and vanpool vehicles carrying commuter passengers on a regular basis that are provided in a location more convenient to a place of employment than parking spaces provided for employees' single-occupant vehicles.

Premises: Any portion of any lot and any portion of any building or structure contained thereon.

Principal Structure: The primary structure(s) within which is conducted the principal use of the lot.

Principal Use: The primary and predominate use on any lot.

Printing and Photocopy Services: An establishment offering photocopy or printing services by letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying, and other "quick printing" services, including establishments serving the printing trade such as bookbinding, typesetting, engraving, photoengraving, and electrotyping. This use also includes establishments that publish newspapers, books, and periodicals; and establishments manufacturing business forms and binding devices.

Professional Office: See "Office Business and Professional."

Public Uses: Uses, generally open to the public, and maintained and supported by public or nonprofit agencies or organizations and which are of a recreational, civic, educational, religious, institutional, or cultural nature.

Public Utility: Any entity authorized under regulation by the Public Utilities Commission approved for the provision of public utilities. This use may include any of the following facilities: electrical substations and switching stations, natural gas regulating and distribution facilities, public water system wells, treatment plants and storage, telephone switching facilities, wastewater treatment plants, settling ponds, and disposal fields. This use may also exclude telecommunications facilities.

Definitions – Q

Quadrant - Refers to any of the Specific Plan quadrants identified in Exhibit 2-1.

Definitions – R

Research and Development: An establishment which engages in scientific research, and/or the design, development and testing of computer software, and electrical, electronic, magnetic, optical, and mechanical components in advance of product manufacturing, not associated with a manufacturing facility on the same site. This use includes chemical and biotechnology research and development.

Residential Accessory Structures: Any structure that is customarily part of a residence, and clearly incidental and secondary to a residence and that does not change the character of the residential use. Residential accessory structures

include garages, carports, storage buildings, workshops, hobby shops, greenhouses, cabanas, art or music studios, children's playhouses or playground equipment, patio covers, gazebos, arbors, pergolas, pavilions, fireplaces, fire pits, barbeques, water features, and other similar structures.

Residential Care Facility, Small: Residential facilities approved and licensed by the State of California in a single-family dwelling in which group care, supervision and/or assistance are provided for a maximum of six (6) persons under the age of eighteen (18) years or over the age of sixty (60) or for persons who have a disability as defined herein. This use excludes family day care, adult day care, foster care or any medical services, including nursing services, beyond that required by the residents of the facility for sustaining the activities of daily living. Examples of residential care facilities include, but are not limited to, facilities for the following:

- a) Developmentally or mentally disabled;
- b) Substance abuse recovery;
- c) Dependent and neglected children;
- d) Physically disabled; or
- e) Wards of the court.

Residential Care Facility, Large: Residential facilities approved and licensed by the State of California in a single-family dwelling in which group care, supervision and/or assistance are provided for seven (7) to twelve (12) persons under the age of eighteen (18) years or over the age of sixty (60) or for persons who have a disability as defined herein. This use excludes family day care, adult day care, foster care or any medical services, including nursing services, beyond that required by the residents of the facility for sustaining the activities of daily living. Examples of residential care facilities include, but are not limited to, facilities for the following:

- f) Developmentally or mentally disabled;
- g) Substance abuse recovery;
- h) Dependent and neglected children;
- i) Physically disabled; or
- j) Wards of the court.

Restaurant: An establishment where food and drink are prepared, served, and consumed by the general public primarily within the principle building. Some types of establishments included within the term "Restaurant" are bakeries, delicatessens, dessert stores, doughnut shops, juice bars, pastry shops, tea houses, cafes, cafeterias, coffee houses, coffee shops, dinner houses, pancake and waffle houses, and sandwich shops. Restaurants can be further defined into three types:

- a) Drive-In Restaurant shall mean a business establishment which serves prepared food to persons in parked or standing vehicles for consumption on the premises of the establishment.
- b) Drive-Through Restaurant shall mean a business establishment which serves prepared food to persons in vehicles for consumption on or off the premises of the establishment.
- c) Take-Out Restaurant shall mean a business establishment which serves prepared food to persons for consumption off the premises of the establishment. (Ord. 479, § 3; Ord. 478U, § 3)

Retail: See “General Retail/Specialized Retail.”

Right-of-Way: An area or strip of land, either public or private, on which a right of surface passage has been recorded. Thus, the right-of-way shall include a public right-of-way, a common lot containing a private street, or other public or private right of surface passage consistent with this definition.

Right-of-Way, Ultimate: The ultimate right-of-way is the required width of any street or highway, determined by the City Engineer, as shown on the maps on file in the office of the City Engineer, or as shown on a Master Plan of Street and Highways approved by the City Council, or as shown in the General Plan.

Roof: A structural covering over any portion of a building or structure, including projections beyond the walls or support of the building or structure, which is permanently attached.

Roof-Mounted: Wireless communication service antennas that are mounted on any structure that is not specifically constructed for supporting antennae, in any manner that does not satisfy the definition of “wall mounted.”

Definitions – S

Setback Line, Front: The line that defines the depth of the required front yard. Said setback line shall be parallel with the street line or the line established by the General Plan, and be removed there from by the perpendicular distance prescribed for the front yard in the zone.

Setback Line, Rear or Side: The line that defines the width or depth of the required rear or side yard. Said setback line shall be parallel with the property line, removed there from by the perpendicular distance prescribed for the yard in the zone. Where the side or rear yard abuts a street, the distance shall be measured as set forth in “setback line, front.”

Setback, Street Side: On a lot that abuts two or more streets at their intersection, the line that defines the width of the required side yard on the street side. Said setback line shall be parallel with the street line, removed there from by the perpendicular distance prescribed for the yard in the zone.

Screen Planting: Landscaping, at least thirty (30") inches high, designed to screen or otherwise hide from view certain elements of development, such as parking lots, utility structures, and the like.

Shopkeeper Unit: A live/work unit with one owner having square footage of commercial space below residential living space. Additionally, Shopkeeper units have separate access into each use with no interconnectivity.

Sidewalk: A right-of-way designed for the use by pedestrians and not intended for use by motor vehicles of any kind. A sidewalk may be located within or without a street right-of-way, at grade, or grade separated from vehicular traffic.

Sign: Any method of display, or part thereof, for visual communication, which shall include any announcement, declaration, demonstration, display, illustration, or insignia, which is used to advertise or promote the interests of any person, business, group, or enterprise, including accessory signs and outdoor advertising.

Sign, Area: The entire surface area of a sign including nonstructural trim, but excluding supports, uprights, or structures upon which the sign is supported.

Sign, Background Area: The entire background area of a sign upon which copy could be placed.

Sign, Banner: A nonpermanent sign composed of fabric, pliable plastic, paper, or other light material not enclosed in a rigid frame or secured or mounted so as to allow movement by the atmosphere to cause movement of the sign, including flags, streamers, and pennants.

Sign, Changeable Copy: Sign in which the copy/text may be changed or rearranged without altering the face or the surface of the sign, and which may be rearranged manually, mechanically, or electronically. The display of time and temperature information is not considered a changeable copy sign.

Sign, Construction: A temporary sign during a period of construction stating the type or purpose for which the building is proposed and may include the name, address, and telephone number of businesses directly related to the construction project.

Sign, Copy: Any word, letter, number, figure, picture, design, or other representation incorporated into a sign to convey a message and to attract attention to the subject matter.

Sign, Copy Area of: The actual area of sign copy applied to any background.

Sign, Copy Change and/or Text Change: The change of an existing message within the existing legal sign.

Sign, Directional: On-premise signs designed to guide or direct pedestrian or vehicular traffic.

Sign, Freestanding: Any sign supported wholly by uprights or braces placed in or upon the ground, including poster panels and painted bulletins.

Sign, Height: The height of a sign shall be measured from the finished grade to the top of the sign including any element thereof. The finished grade of a bermed sign with a maximum of a 2:1 slope shall be measured from the crest of the berm. For half-berms or berms with greater than 2:1 slopes, the finished grade shall mean the average of the finished grade at the center sign structure, provided where the sign is parallel to and within five feet of a sidewalk, or curb, the grade shall be measured at the sidewalk or curb level.

Sign, Holiday Decorations: The use of decorations, displays, or other materials which may not comply with the requirements of this article, but may be used for the purposes of recognizing traditional holidays, such as, but not limited to, Easter, July 4th, Halloween, Thanksgiving, and Christmas.

Sign, Illegal: Any sign installed or constructed without proper approval and/or permits as required by this article or any nonconforming sign that has exceeded its authorized amortization period.

Sign, Illuminated: A sign in which a source of light is used to make the copy readable. This definition shall include internally and externally lighted signs and reflectorized, glowing, or radiating signs.

Sign, Indirectly Illuminated: A sign illuminated with a light directed primarily toward such sign, including back lighting, and so shielded that no direct ray from the light is visible.

Sign, Interior Illuminated: A sign in which illumination is provided entirely within the perimeter of the sign structure and which cannot be seen directly from without.

Sign, Marquee: Any sign attached to a marquee.

Sign, Monument: A low-profile, free-standing sign structure mounted on a short, solid base that is affixed to the surface of the ground.

Sign, Nonconforming: A sign which was lawfully erected, altered, or maintained but which, because of the application of this article to it, no longer conforms to the use regulations set forth in this article applicable to the district in which such use is located.

Sign, On-Premises: A sign which carries only advertisements strictly incidental to a lawful use of the premises on which it is located, including signs or sign devices indicating transacted; services rendered; goods sold or produced on the premises; name of the business; and name of the person, firm, or corporation occupying the premises.

Sign, Outdoor Advertising: Any billboard or advertising structure bearing a sign, which is erected upon the ground, or any sign attached or painted on a building

that directs attention to a business commodity, industry, or other activity which is sold, offered, or conducted elsewhere than on the premises. Such signs shall include signs mounted on wheeled vehicles when used as a directional sign expressly for directing automobile, pedestrian, and other forms of traffic to a specific business location. Such signs shall also include any sign of which more than twenty (20) percent is devoted to the advertising of a commodity or service that is not the exclusive commodity or service being sold or rendered on the premises or part of the name of the business concern involved.

Sign, Projecting: A sign mounted on a building wall in which the sign fascia is not parallel to the building façade or façade fascia, such as blade signs.

Sign, Primary: One wall sign mounted on the front façade or front fascia of a business, to identify its name or service rendered.

Sign, Roof: Any sign erected upon or over the roof of any building or which is partially or totally supported by the roof or roof structure of the building. Signs attached to a mansard roof shall be considered a wall and shall not extend beyond the exterior lines of the roof or exceed other wall sign standards.

Sign, Statuary: A statue or other three-dimensional structure imitating or representing a person, animal, or object which is sculptured, molded, or cast in any solid or plastic substance, material, or fabric and used for commercial or industrial purposes.

Sign, Support: Any structure, containing no copy, excepting street addresses, which supports or is capable of supporting any sign as defined in this article. A sign support may be a single pole or may be an integral part of the design of a building.

Sign, Temporary: Any handbill or sign that is not designed, constructed, rated, or intended for permanent display on the property. In the case of property in any commercial or industrial zone, it shall also mean any handbill or sign, other than a temporary banner authorized by the Artesia Municipal Code, that displays a message unrelated to the commercial or industrial activity conducted on the site.

Sign, Wall: A sign affixed in any manner to the wall of a building or structure which projects not more than eighteen (18") inches from the building wall and which does not extend beyond the façade of the building on which it is located. Wall signs shall include signs attached to a mansard roof.

Sign, Window: A sign that is applied or attached to the exterior or interior of a window or located in such a manner within a building that its purpose is to be viewed from the exterior of the building through the window. Vertical and/or horizontal separations less than six (6") inches in width shall be viewed as a window without separation. Separations greater than six (6") inches in width shall be considered separate windows.

Site: A contiguous area of land, including a lot or lots or a portion thereof, upon which a project is developed or proposed for development.

Site Plan Review: An administrative process conducted in accordance with Section 8-2.05 of the Artesia Municipal Code.

Special Event: A temporary outdoor use that extends beyond the normal uses and standards allowed by this article. Special events may include, but are not limited to art shows, sidewalk sales, pumpkin and Christmas tree sales, haunted houses, carnivals, special auto sales, grand openings, festivals, home exhibitions, and church bazaars.

Specific Plan: A plan, adopted by City Ordinance, which shows the future physical development to be implemented within a specifically defined and circumscribed area of the City. The Specific Plan describes the types of land uses to be developed on each parcel; a plan for infrastructure in and adjacent to the Specific Plan area; and written standards, regulations, and policies for such items as architectural design, open spaces, preservation of existing structures, and other relevant factors.

Story: That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above.

Street: A public or private right-of-way, other than a parkway, major or secondary highway, freeway, or alley, whose function is to carry vehicular traffic and/or provide vehicular access to abutting property.

Street Frontage: The length of a lot facing a street that affords direct public access to the lot.

Street Furniture: Those features associated with a street that are intended to enhance the street's physical character and intended for use by pedestrians (the general public), such as benches, trash receptacles, lights, and newspaper racks.

Street Line: The boundary line between a street and abutting lot (see "Lot Line, Front").

Street Setback Line: A line parallel to a street line extending the full width or length of a lot with a minimum required horizontal distance from the street centerline or right-of-way line.

Streetscape: The linear environment along a right-of-way created by the placement and design of buildings, trees, open spaces, street furniture, and infrastructure.

Street Right-of-Way Line: The existing or proposed future ultimate width of a public or private right-of-way as determined by the City Engineer. Street right-of-way line shall mean street line.

Structure: Anything constructed or erected which requires a fixed location on the ground or is attached to something having a fixed location on the ground.

Structural Alteration: Any change in the supporting members of a building such as bearing walls, columns, beams, girders, floor joists, roof joists, or foundations.

Subdivision: The process of dividing land and/or structures for parcelized sales. This process involves either parcel or tract maps.

Definitions – T

Tailor Shops, Shoe Repair Shops: An establishment which engages in the repair of clothing, linens, and shoes, but does not manufacture items.

Take-Out Restaurant: See "Restaurant".

Tanning Salon: An establishment that provides clients with access to spray tanning and the use of tanning beds.

Temporary Event: An event held either indoors or outdoors for no longer than four consecutive days, which may include music festivals, stage or theatrical shows, sports events, fairs, carnivals, rodeos, automobile shows, sales or races; off-road vehicle sales, shows or races; animal sales, shows or races; heavy equipment auctions, and tent revival meetings.

Temporary Parking: The temporary parking of a licensed motor vehicle for a period of time not exceeding twelve (12) hours in any twenty-four (24) hour period.

Temporary Structure: Any structure that is readily movable and is not attached to a permanent foundation, and is used or intended to be used for a period not to exceed sixty (60) days. Such structure shall be subject to all applicable property development standards for the zone in which it is located.

Temporary Use: A use which is associated with a holiday or special event, or which is accessory to a permitted use and transitory in nature.

Tenant: The lessee of residential or other facility space at an applicable development project.

Townhouse: An arrangement of single-family dwellings, joined by common walls on not more than two (2) sides, with the uppermost story being a portion of the same dwelling located directly beneath at the grade of the first-floor level, and having exclusive individual ownership and occupant rights of each dwelling unit, including, but not limited to, the land area directly beneath such dwelling.

Traffic Calming: Measures that reduce motorist speed, decrease motor vehicle volumes, reduce cut-through traffic, enhance the street environment, and/or

increase safety for pedestrians and non-motorized vehicles. Mostly includes physical features, but may also include educational programs, traffic enforcement, and traffic operation changes.

Transit Center: A passenger station and/or terminal for vehicular and rail mass transit systems. Also, terminal facilities providing maintenance and service for the vehicles operated in the transit system and may include buses, taxis, railway, subway, etc.

Transportation Demand Management (TDM): The incentive for alteration of travel behavior, usually on the part of commuters, through programs, services, and policies, TDM includes alternatives to single-occupant vehicles such as carpooling and vanpooling, and changes in work schedules that move trips out of the peak period or eliminate them altogether (as in the case of telecommuting or compressed work weeks).

Travel Agency: A retail business that sells travel related products and services to customers, on behalf of suppliers, such as airlines, car rentals, cruise lines, hotels, railways, sightseeing tours and package holidays that combine several products.

Trip Reduction: Reducing the number of vehicle trips primarily by single-occupant vehicles.

Tutoring Facilities/Educational-Activity Center: A business or facility that is oriented to provide tutoring assistance, workspace or extra-curricular activities to small groups of twenty (20) or fewer students. This use may also include testing centers or preparation courses, or similar types of classes.

Definitions – U

Use: The construction, establishment, maintenance, alteration, moving onto, enlargement, operation, and occupancy.

Use Classifications: Categories of land uses.

Utilities: A water, gas, electricity, or sewer facility and accompanying office and maintenance yard.

Definitions – V

Veterinary Office: An establishment providing for the medical treatment of common household pets with no provisions made for boarding, outside runs or kennels; except that overnight care incidental to medical treatment and short-term boarding is permitted.

Vehicle/Equipment Rentals: A business that rents cars, trucks and other types of equipment that is operated entirely indoors with no outdoor storage. The primary

allowed use is for offices, including a reception area. The interior display of vehicles is allowed.

Vehicle Sales, General: A business that specializes in the sale of new and/or used cars and trucks. All businesses must adhere to the requirements of the State of California Department of Motor Vehicles.

Vehicle Sales, Office Only: An office only use engaged in the sale of new and/or used vehicles. No outdoor storage or display of vehicles is allowed, although vehicles may be stored or displayed on the interior of a building. All businesses must adhere to the requirements of the State of California Department of Motor Vehicles.

Definitions – W

Warehouse: A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials that are flammable or explosives or that present hazards or conditions commonly recognized as offensive.

Wireless Communication Facility: An antenna structure and any appurtenant facilities or equipment located within City limits that provide commercial wireless service.

Definitions – Y

Yard: An open space abutting a front, rear, or side lot line of a lot that is unoccupied and unobstructed from the ground upward, except as otherwise provided in this article. Yard shall also mean the required setback area for a building or structure from a property line.

Definitions – Z

Zone: A section of the City to which regulations governing the height, area, use, size of buildings and structures, and other uniform regulations apply. For the Specific Plan area, five (5) land use districts have been established that dictate the development standards for the properties within the project area.

Appendix



Specific Plan Recovery Fee

City of Artesia

Artesia Boulevard Corridor Specific Plan



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Appendix C

SPECIFIC PLAN RECOVERY FEE

To calculate the Artesia Boulevard Corridor Specific Plan Recovery Fee (Specific Plan Recovery Fee) the following assumptions were taken into consideration.

- **Timeframe:** The Specific Plan Recovery Fee assumes a Recovery Fee timeframe of 19 years or until 2030 as is consistent with the City of Artesia General Plan.
- **Fee Type:** The Specific Plan Recovery fee was calculated per square foot of proposed development. This approach in most instances ensures that the fee assessed will be proportional to the size and impact of the development proposed.
- **Recovery Amount:** The Specific Plan Recovery Fee assumes that only the consultant's fee of approximately \$150,000 will be recovered.
- **Inflation:** The Specific Plan Recovery Fee will be amortized on an annual basis to reflect inflation as reported by the Consumer Price Index (CPI). This likely means that in future years the per square foot cost will increase.
- **Lot Consolidation Fee Waiver:** To encourage the consolidation of small parcels within the Specific Plan area and allow for larger development projects the City will modify the fee for projects that include a successful consolidation of adjacent lots. If a developer is able to consolidate lots and chooses to take advantage of the density bonus as outlined in Section 6 of the Specific Plan, then the Specific Plan Recovery Fee would only apply to the base square footage and not the square footage awarded through the density bonus. For example, consider a developer who combines two lots and proposes a 1,000 square foot development and takes advantage of the density bonus (20%) for a total development of 1,200 square feet. This incentive would calculate the fee on the base 1,000 square feet and waive the fee on the 200 square feet awarded through the density bonus.
- **Build-out Scenario:** Table C-2 provides the detailed parcel specific data used to complete the Specific Plan Recovery Fee calculations shown in Table C-1. The build-out assumptions provide information on the size of each parcel, the existing uses, the proposed intensity/density allowed by the Specific Plan and the total build out square footage or number of units allowed for each parcel.

CALCULATIONS

Table C-1: Specific Plan Fee Calculations

STEP 1 Calculate Specific Plan Buildout at 75% Capacity	Net Non-Residential Development at 75% Capacity (Sq Ft)	542,498
	Net Residential Development at 75% Capacity (Sq Ft)	83,693
	Total Specific Plan Buildout (Sq Ft)	626,191
STEP 2 Calculate Existing Development within the Specific Plan	Existing Non-Residential Development (Sq Ft)	304,216
	Existing Residential Development (Sq Ft)	12,355
	Total Existing Development (Sq Ft)	316,571
STEP 3 Net Total Buildout Minus Existing Development	Total Specific Plan Buildout (Sq Ft)	626,191
	Total Existing Development (Sq Ft)	316,571
	Specific Plan Development Impact (Sq Ft)	309,620
STEP 4 Divide Specific Plan Fee by Development Impact	Specific Plan Fee to be Recovered	\$150,000.00
	Specific Plan Development Impact (Sq Ft)	309,620
	Specific Plan Recovery Fee (per square foot)	\$0.48
EXAMPLE	Proposed New Development (Sq Ft)	1,000
	Specific Plan Recovery Fee (per square foot)	\$0.48
	Specific Plan Area Development Fee to be Collected	\$440.00

- To determine the per square foot cost to be recovered by the Specific Plan Recovery Fee a realistic buildout scenario was calculated based on the net square footage of each parcel within the Specific Plan area multiplied by the maximum allowable FARs for non-residential uses and densities for residential uses as proposed for each quadrant in the Development Standards chapter. It was assumed that each parcel would be developed at a 75% capacity and that the discounted 25% would be utilized for roadways, easements, open space, and other such infrastructure. This scenario assumes that for the mixed-use quadrants (Quadrants 1,3 and 4) that 70% of the development will be non-residential

and 30% will be residential with the exception of Quadrant 3 where additional residential units are permitted. At the time the Specific Plan was written, it was assumed that development in Quadrant 2 would be 100% non-residential. To estimate the residential square footage in the other three quadrants an average unit size of 1,000 square feet was used. This calculation resulted in a total specific plan buildout potential of 626,191 square feet of development based on the original 201.

2. The total amount of existing non-residential and residential development was then calculated for the Specific Plan area. At the time the Specific Plan was written the total amount of existing development was 316,571 square feet, of which 304,216 was non-residential and 12,355 was residential.
3. The existing development square footage, calculated in Step 2, was then removed from net development potential calculated in Step 1 to determine the total net development impact in square feet. This calculation indicates that based on the densities and FARs allowed by the Specific Plan at the time it was written, approximately 309,620 square feet of new development may occur within the Specific Plan area.
4. To determine the fee per square foot for this scenario, the total Specific Plan Fee to be recovered, \$150,000 was divided by the total net development impact, 309,620 square feet. This yielded a fee of \$0.48 per every new square foot of development.

EXAMPLE: If a developer were to present plans to develop a new 1,000 square foot development within the Specific Plan area, the planning department would multiply the \$0.48/square foot fee by 1,000 square feet of proposed development to collect a total Specific Plan Recovery Fee of \$480.00 in addition to any other permit fees required by the City.

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Artesia Boulevard Corridor Specific Plan

Table C-2: Specific Plan Build-out Assumptions

APN	Address	Parcel Size (Acres)	Parcel Size (Sq Ft)	Existing Use	Existing Residential Units	DU/AC	Existing Residential Sq. Ft.	Existing Non-Residential Building Sq Ft	Anticipated to be Redeveloped as Part of SP	Non-Residential Full Buildout	Non-Residential 75% Capacity	Residential Full Buildout	Residential 75% Capacity	Residential 75% Capacity - Square Footage
Quadrant 1 - 1.0 FAR & 10 DU/AC														
7035-003-033	11405 Artesia Blvd.	0.39	16,988.40	Vacant	0	0.00	0	6,234	Yes	11,892	8,919	1,170	878	878
7035-003-034	11425 Artesia Blvd.	0.46	20,037.60	Sonora Mexican Restaurant	0	0.00	0	960	Yes	14,026	10,520	1,380	1,035	1,035
7035-003-053	11515 Artesia Blvd.	0.53	23,086.80	Office (Data Processing)	0	0.00	0	5,092	Yes	16,161	12,121	1,590	1,193	1,193
7035-003-060	17327 Roseton Ave.	0.27	11,761.20	Industrial Scrap Metal (Vacant)	0	0.00	0	0	Yes	8,233	6,175	810	608	608
7035-003-058	17312 Roseton Ave.	0.17	7,405.20	Industrial (Friar Manufacturing)	0	0.00	0	1,610	Yes	5,184	3,888	510	383	383
7035-003-059	17311 Roseton Ave.	0.16	6,969.60	Industrial (Friar Manufacturing)	0	0.00	0	3,600	Yes	4,879	3,659	480	360	360
7035-003-054	11521 Artesia Blvd.	0.54	23,522.40	Retail (Benjamin Moore)	0	0.00	0	7,545	No	7,545	7,545	0	0	0
7035-003-055	11545 Artesia Blvd.	0.17	7,405.20	Avis Car Rentals	0	0.00	0	1,652	No	1,652	1,652	0	0	0
TOTAL		2.69	117,176.40		0	0.00	0	26,693		69,571	54,478	5,940	4,455	4,455
Quadrant 2 - 1.5 FAR														
7035-004-075	11601 Artesia Blvd.	0.27	11,761.20	Industrial (Scrap Metal)	0	0.00	0	2,854	Yes	17,642	13,231	0	0	0
7035-004-074	11611 Artesia Blvd.	0.13	5,662.80	Residential	1	7.69	760	0	Yes	8,494	6,371	0	0	0
7035-016-066	11635 Artesia Blvd.	1.53	66,646.80	Public Storage	0	0.00	0	60,270	No	60,270	60,270	0	0	0
7035-016-067	11645 Artesia Blvd.	0.61	26,571.60	Retail (Hair, Pizza, Etc.)	0	0.00	0	11,631	No	11,631	11,631	0	0	0
7035-016-064	11709 Artesia Blvd.	3.29	143,312.40	California Dairies	0	0.00	0	6,814	No	6,814	6,814	0	0	0
TOTAL		5.83	253,954.80		1	7.69	760	81,569		104,851	98,317	0	0	0
Quadrant 3 - 2.0 FAR & 30 DU/AC														
7035-005-001	11414 Artesia Blvd.	0.46	20,037.60	Retail (Market, Liquor, Cleaners)	0	0.00	0	20,112	Yes	28,053	21,039	1,380	1,035	1,035
7035-005-002	11414 Artesia Blvd.	0.09	3,920.40	Retail (Market, Liquor, Cleaners)	0	0.00	0	2,260	Yes	5,489	4,116	270	203	203
7035-005-053	17420 Gridley Rd.	0.19	8,276.40	Driving School	0	0.00	0	1,825	Yes	11,587	8,690	570	428	428
7035-005-042	11504 Artesia Blvd.	0.49	21,344.40	Gold Star RV Storage	0	0.00	0	2,000	Yes	29,882	22,412	1,470	1,103	1,103
7035-005-043	NA	0.94	40,946.40	Gold Star RV Storage	0	0.00	0	0	Yes	57,325	42,994	2,820	2,115	2,115
7035-005-049	11540 Artesia Blvd.	0.9	39,204.00	Vacant (Former Nursery)	0	0.00	0	20,404	Yes	54,886	41,164	2,700	2,025	2,025
7035-005-050	11540 Artesia Blvd.	1.1	47,916.00	Vacant (Former Nursery)	0	0.00	0	32,214	Yes	67,082	50,312	3,300	2,475	2,475
7035-005-048	17501 Roseton Ave.	0.61	26,571.60	Residential	1	1.64	1,837	0	Yes	37,200	27,900	1,830	1,373	1,373
7035-005-051	11428 Artesia Blvd.	0.38	16,552.80	Office (Attorney, Realty, Etc.)	0	0.00	0	10,008	No	10,008	10,008	0	0	0
7035-005-052	11428 Artesia Blvd.	0.23	10,018.80	Office (Attorney, Realty, Etc.)	0	0.00	0	6,133	No	6,133	6,133	0	0	0
7035-005-025	11436 Artesia Blvd.	0.22	9,583.20	Retail (Optometry, Etc.)	0	0.00	0	4,599	No	4,599	4,599	0	0	0
7035-005-026	11436 Artesia Blvd.	0.13	5,662.80	Retail (Optometry, Etc.)	0	0.00	0	0	No	0	0	0	0	0
7035-005-074	11446 Artesia Blvd.	0.78	33,976.80	East West Ice Palace	0	0.00	0	44,408	No	44,408	44,408	0	0	0
7035-005-075	11446 Artesia Blvd.	0.47	20,473.20	East West Ice Palace	0	0.00	0	0	No	0	0	0	0	0
TOTAL		6.99	304,484.40		1	1.64	1,837	143,963		356,652	283,776	14,340	10,755	10,755
Quadrant 4 - 1.0 FAR & 10 DU/AC														
7035-017-011	11600 Artesia Blvd.	0.4	17,424.00	Retail (Repair Shop)	0	0.00	0	2,076	Yes	12,197	9,148	1,200	900	900
7035-017-010	NA	0.2	8,712.00	Vacant	0	0.00	0	0	Yes	6,098	4,574	600	450	450
7035-017-042	11654 Artesia Blvd.	0.51	22,215.60	Vacant	0	0.00	0	1,272	Yes	15,551	11,663	1,530	1,148	1,148
7035-017-040	NA	0.2	8,712.00	Vacant	0	0.00	0	0	Yes	6,098	4,574	600	450	450
7035-021-032	11658 Artesia Blvd.	0.33	14,374.80	Vacant (Collision Auto Center)	0	0.00	0	16,975	Yes	10,062	7,547	990	743	743
7035-021-033	11658 Artesia Blvd.	0.1	4,356.00	Vacant (Collision Auto Center)	0	0.00	0	3,415	Yes	3,049	2,287	300	225	225
7035-021-051	11704 Artesia Blvd.	0.41	17,859.60	Daycare	2	4.88	5,438	0	Yes	12,502	9,376	1,230	923	923
7035-021-043	11732 Artesia Blvd.	0.81	35,283.60	Alberto's Mexican Restaurant	0	0.00	0	2,349	Yes	24,699	18,524	2,430	1,823	1,823
7035-017-014	11634 Artesia Blvd.	0.13	5,662.80	Residential	4	30.77	2,880	0	Yes	3,964	2,973	390	293	293
7035-017-025	11636 Artesia Blvd.	0.21	9,147.60	Korean Restaurant	0	0.00	0	1,000	Yes	6,403	4,802	630	473	473
7035-017-024	11638 Artesia Blvd.	0.07	3,049.20	Residential	2	28.57	1,440	0	Yes	2,134	1,601	210	158	158
7035-017-043	11644 Artesia Blvd.	0.4	17,424.00	Retail (Hair, Auto, Office, Equip., Etc.)	0	0.00	0	5,192	Yes	12,197	9,148	1,200	900	900
7035-021-050	11708 Artesia Blvd.	0.4	17,424.00	Office (Accounting Insurance)	0	0.00	0	5,120	No	5,120	5,120	0	0	0
7035-017-013	11622 Artesia Blvd.	0.34	14,810.40	Retail (Repair Shop)	0	0.00	0	4,320	No	4,320	4,320	0	0	0
7035-017-028	11614 Artesia Blvd.	0.53	23,086.80	Auto Repair	0	0.00	0	8,400	No	8,400	8,400	0	0	0
7035-017-015	11634 Artesia Blvd.	0.33	14,374.80	Retail (Hair, Tailor, Etc.) & Residential	0	0.00	0	1,872	No	1,872	1,872	0	0	0
TOTAL		5.37	233,917.20		8	64.22	9,758	51,991		134,667	105,928	11,310	8,483	8,483
GRAND TOTAL & AVERAGES		20.88	909,532.80		10	73.55	12,355	304,216		665,741	542,498	31,590	23,693	23,693
ADDITIONAL UNITS TO BE DEVELOPED IN QUADRANT 3												60,000	60,000	60,000
LESS EXISTING DEVELOPMENT										304,216	304,216	12,355	304,216	12,355
TOTAL IMPACT										361,525	238,282	79,235	-220,524	71,338

- Notes:
1. Mixed-Use development in Quadrants 1, 3, & 4 is assumed to be 30% residential and 70% non-residential uses.
 2. Residential densities and FARs vary by Quadrant.
 3. Columns G and J reflect the approximate number of existing residential units and an estimate of non-residential square footage that currently exist in the Specific Plan Area today.
 4. It is assumed that an additional 60 residential units will be developed in Quadrant 3

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