



City of Artesia
**General
Plan 2030**



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Introduction



INTRODUCTION

A. REGIONAL LOCATION

The City of Artesia has an area of 1.62 square miles, and is located 19 miles southeast of the City of Los Angeles, and 10 miles northwest of the City of Anaheim. A location map is provided in Exhibit 1-1. Artesia is bounded by the City of Norwalk to the north, and the City of Cerritos to the south, east and west.

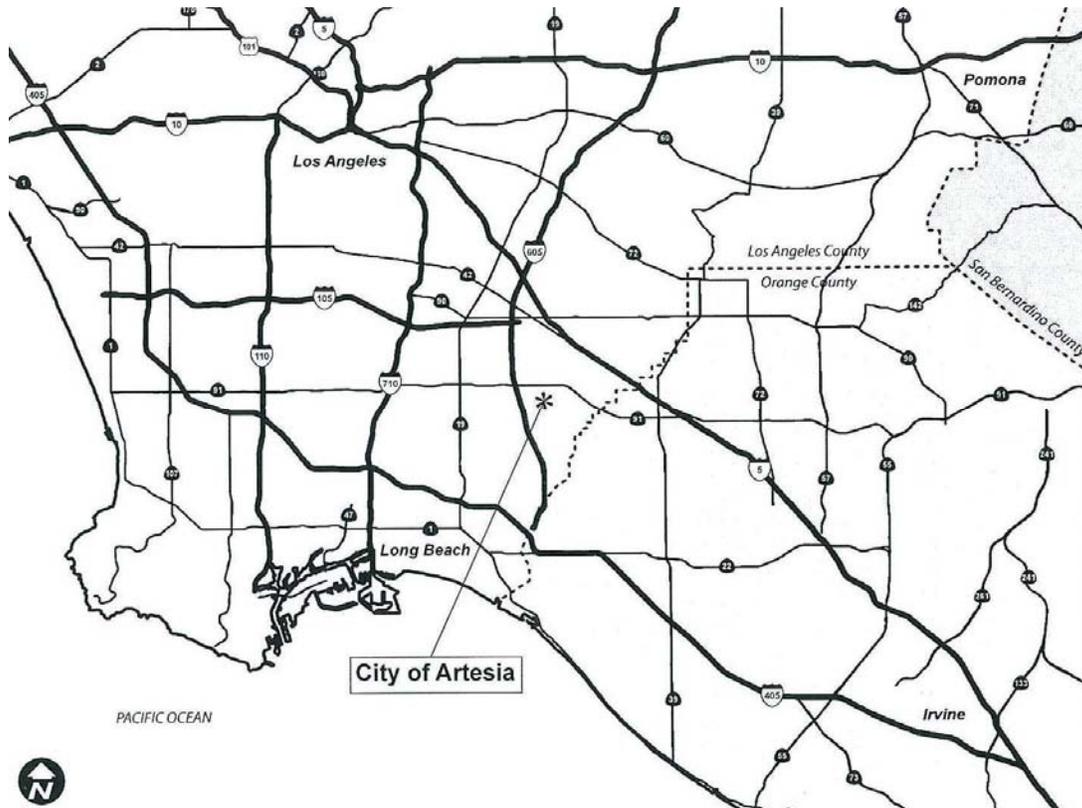
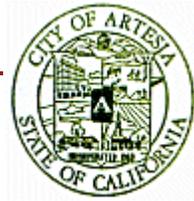


Exhibit 1-1: Location Map



B. GENERAL PLAN PURPOSE

The Artesia General Plan is a document designed to guide the growth and development of Artesia through 2030. The document provides goals and polices which will assist the City in achieving its economic and community development objectives. The General Plan describes Artesia’s goals and strategies regarding Cultural and Historic Resources; Economic Development; Intellectual Infrastructure; Land Use; Housing; Circulation and Mobility; Bikeways and Trails; Community Facilities and Infrastructure; Air Quality and Climate Change; Conservation and Natural Resources; Open Space; Parks and Recreation; Community Safety; and Noise.

This General Plan supersedes the 1993 General Plan and all of its previous versions. While this General Plan may contain similar goals, policies, or other components of the previous plan, this version has been custom-tailored to meet the needs and issues of the City at the present time and foreseeable future.

The Artesia General Plan is not a fixed expression of general goals and policies; rather, it is a document which is practical in nature, progressive in strategy, and specifically designed to guide development and address the aforementioned issues of the ever-changing environment in which Artesia is located.

C. HISTORY OF ARTESIA

The City of Artesia traces its beginning 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. He sold 550 acres to the Artesia Land Company, which also acquired 2,400 acres from other parties. The community of Artesia was launched at a three-day auction in February 1875. By the end of the year, nearly all the land was sold and approximately 50 farms were established.

Principal crops of the early Artesia farmers were corn, wheat, fruits and vegetables. There were small dairies and chicken ranches, though the only stocks raised for exportation were hogs and beef cattle. Nearly every farm had an artesian well, giving the area its name. By the turn of the century, the core of the City was established at the junction of Pioneer Boulevard and the Pacific Electric Railroad. This core served as the trading, transportation, and social center for the surrounding agricultural area.

In 1907, the Pacific Electric railway began a passenger and freight service from Los Angeles to Santa Ana through Artesia. A town subdivision was opened and the present Artesia business district was established with the organization of a national bank. By 1923, those who had settled in Artesia formed the Artesia Chamber of Commerce to improve business and to build a better community.



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, prime dairy property began to attract Dutch dairy farmers.

As late as 1940 about 2,500 people lived in the area, but following World War II many people around the country began to relocate to Southern California. This migration extended the urbanization of the County into 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 whole range of urban land uses. The dairy farms that once surrounded the City core have been replaced by homes, businesses and industries, and less than one percent of the City's total area is vacant.

D. STATE REQUIREMENTS

California law requires cities to adopt a General Plan that provides the policy framework for the long-term physical development of the community. The General Plan expresses the Community's development goals, and provides specific public policy relative to the public and private uses of land in the community. The General Plan links community values, visions, and objectives to the utilization of public and private land and other community resources. The General Plan is comprehensive and long-term; it provides primary guidance for specific projects, policy actions, or programs that may occur in the future.

Artesia's General Plan includes fourteen individual Elements. State law requires seven mandatory Elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. State law allows jurisdictions to incorporate those Elements in any method that is appropriate and allows the inclusion of optional Elements. Artesia's 2030 General Plan includes all state mandated Elements in addition to optional Elements.

E. A VISION FOR ARTESIA

The vision for the City of Artesia is founded on the three pillars of sustainability: Environment, Economy and Equity. This vision is a broad long range view of the City's desired future and provides the setting and framework for all goals, policies and programs in the General Plan. These principles are interconnected and are valued equally to address the social, environmental and economic needs of the current population and future generations.

Environment

Environmental sustainability maintains a stable resource base, avoiding over-exploitation of renewable resource systems and depletion of non-renewable resources. This includes maintenance of biodiversity, clean air, and other ecosystem functions.



Economy

Economic sustainability produces goods and services on a continuing basis and keeps the economic capital intact. This principle encourages new approaches to economic development that involve coordination and integration of environmental and social concerns.

Equity

The principle of social equity works to achieve distributional equity, adequate provision of social services including health and education, political accountability and participation. Social equity strives to continually enhance and renew the skills and attributes of people and their social environments.

F. CONTENT AND ORGANIZATION

State law specifies the basic content of a General Plan and permits the use of any format deemed appropriate or convenient. The City of Artesia has chosen a document which is driven by the principle of sustainability, encompassing policies that allow for maintenance of socio-economic, built, and natural environments, while providing for future expansion of these areas when necessary and appropriate. The individual General Plan Elements have been arranged according to Community Planning Themes, each of which represents one facet of sustainability.

The General Plan integrates developmental policy and environmental mitigations into a concise package. To facilitate everyday use, the General Plan and Program Environmental Impact Report (EIR) are provided under separate covers. The General Plan is a policy document focused on sustainability that summarizes the essential goals, strategies and actions, and acts as the "constitution of development" for Artesia's future. The Program EIR is more technical in nature and contains more detailed background information as well as an Environmental Impact Analysis.

The General Plan Policy Document is organized as follows:

- **Community Development and Design Element**
This Community Planning Theme identifies land use constraints and opportunities, and attempts to balance growth in the City. It sets forth a pattern of land use, and sets standards for the density of population and the intensity of development based on the availability of public services and infrastructure.
 - **Land Use Sub-Element-** Offers guidance on how the land within the City can serve as a multi-functional economic base, and describes existing and newly formed land uses and their purpose.
 - **Housing Sub-Element-** Assesses housing needs on a citywide and regional scale; and plans for the provision of housing for all income levels.



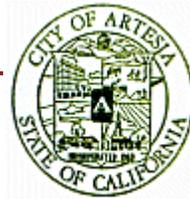
- **Circulation and Mobility Sub-Element-** Identifies the strengths, opportunities and weaknesses of the existing circulation system; and establishes goals, strategies and actions on how to integrate multimodal transportation opportunities throughout the City for pedestrians, motorists, and cyclists while improving the street network.
- **Community Facilities and Infrastructure Sub-Element-** Identifies key issues of the City's infrastructure and public service systems, and establishes a framework for determining appropriate improvements and expansion of public services within Artesia.
- **Community Resources and Wellness Element**

This Community Planning Theme centers on topics related to the natural systems within the City. It focuses on maintaining and enhancing the City's environmental resources for the benefit and enjoyment of all residents.

 - **Air Quality and Climate Change Sub-Element-** Discusses air quality standards and what measures can be taken to improve them over time, as well as how reducing emissions locally will benefit the City of Artesia.
 - **Open Space and Conservation Sub-Element-** Provides guidance in conserving precious local natural resources, as well as expanding resource opportunities. Identifies current open space areas, as well as future passive and active open space opportunities for current and future residents and visitors.
 - **Community Safety Sub-Element-** Comprehensively identifies the potential hazards in the City and establishes goals, strategies, and actions to reduce their impacts on the community.
 - **Noise Sub-Element-** Provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment.
- **Community Culture and Economy Element**

This Community Planning Theme focuses on the people of Artesia, and seeks to reinforce the connections between individual well-being, economic prosperity, community involvement, and cultural and historic richness.

 - **Cultural and Historic Resources Sub-Element-** Provides an inventory of cultural and historic resources within the City, and offers goals and policies to celebrate Artesia's cultural heritage and preserve historic sites in order to improve tourism-related activities.
 - **Economic Development Sub-Element-** Identifies economic opportunities and constraints in order to develop ways for the City of Artesia to



maintain and expand its local economy, and provide retail opportunities and services which may attract consumers from surrounding areas.

- **Sustainability Element-** Identifies a framework for implementing sustainability principles appropriate for the City; and evaluates the City's current programs and efforts towards implementing sustainability.

G. RELATIONSHIP AMONG ELEMENTS

The State of California requires the General Plan to be internally consistent and compatible. Accordingly, no conflicts should exist within and among the various Elements and the implementation programs specified in each Element.

H. GENERAL PLAN UPDATE PROCESS

The update to the Artesia General Plan involved four phases, as described below.

- **Phase 1: Existing Conditions-** This phase involved understanding the existing conditions in the City of Artesia. It included site reconnaissance and review of existing conditions, trends and future projections. The research collected in this phase of the process helped frame the existing challenges and opportunities for the future.
- **Phase 2: Developing and Selecting a Land Use Alternative-** Following the existing conditions analysis, a number of land use alternatives were developed for key focus areas in the City. Each alternative was evaluated for impacts on the community and a preferred land use alternative was selected.
- **Phase 3: Developing the Draft General Plan and Program EIR-** The third phase in the General Plan process involved developing goals and policies to reflect the vision of the community and set new policy directions for the future. Following the development of the goals and policies, an environmental review was conducted to evaluate the impacts of the policy program and the preferred land use alternative. A Draft General Plan and Draft Program EIR were developed for public review.
- **Phase 4: Adopting the General Plan and EIR-** The final phase in the General Plan update process is adoption. The Planning Commission and City Council will conduct a public hearing on the Draft General Plan and Draft Program EIR. In consideration of public input, the Planning Commission will make a recommendation to the City Council. The City Council will consider the Planning Commission's recommendation and conduct an additional public hearing. The City Council will make its final decision to adopt the General Plan and EIR. The adopted Artesia General Plan is then published and implemented.



I. ADMINISTERING THE GENERAL PLAN

The Artesia General Plan is a policy document that provides guidance for the City's vision towards a sustainable urban area. The City Council adopts the Plan as the primary development guidance tool. Zoning Ordinances, Specific Plans, design guidelines, and other documents are designed to implement the General Plan. These documents, therefore, must be consistent with the General Plan (including both the required and optional Elements). In addition, all future programs and projects will seek policy guidance from the General Plan.

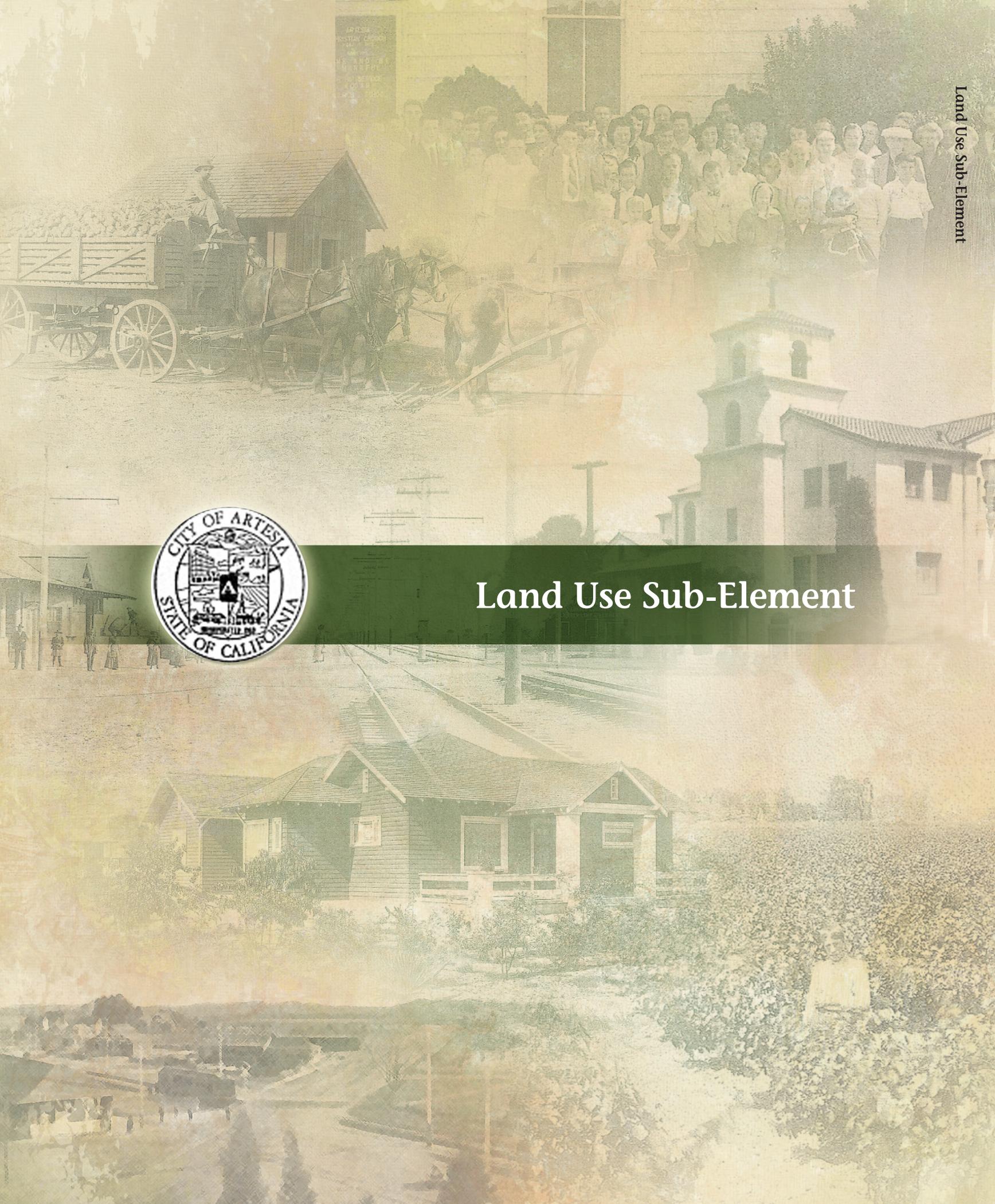
The General Plan is intended to be a dynamic document. An annual review of the General Plan is required by the State of California to ensure that it remains relevant. The implementation program is derived from strategies and actions in the General Plan. This program will be reviewed annually as a means of completing the mandated Annual Report. The Implementation Program also includes a Mandated Mitigation Monitoring Program for tracking impact mitigations identified in the Environmental Impact Report.

Moreover, the General Plan may be amended to respond to changing community needs up to four times per year. Requests for amendments may be submitted by individuals or initiated by the City itself. Any proposed amendment will be reviewed by the Planning Commission and City Council to ensure that the change is in the public interest and would not be detrimental to the public health, safety, and welfare. Environmental review is also required for all General Plan Amendments.



Community Development and Design Element

- Land Use Sub-Element
- Housing Sub-Element
- Circulation and Mobility Sub-Element
- Community Facilities and Infrastructure Sub-Element

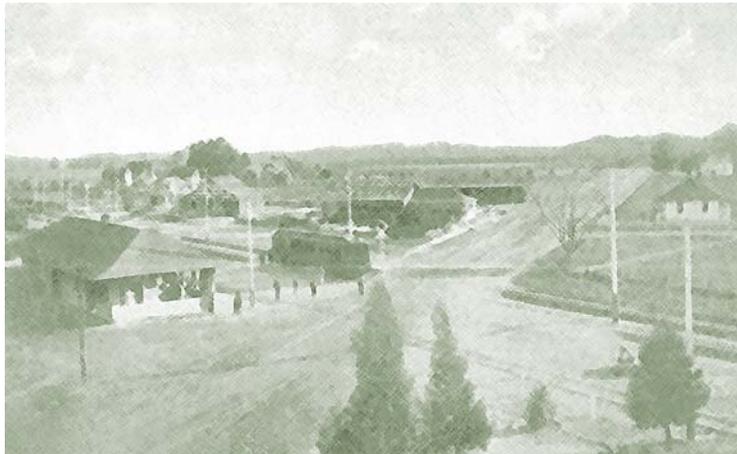


Land Use Sub-Element



LAND USE SUB-ELEMENT

A. INTRODUCTION AND PURPOSE



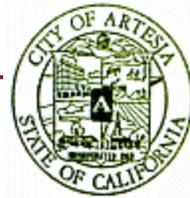
The Land Use Sub-Element is often seen as the framework for the General Plan as it sets forth the patterns of development activity and land use that will support and enhance the character of the City. The Sub-Element defines goals that will shape the way the City of Artesia develops and redevelops over the next 20 years. It will serve as a guide

for both public officials and private citizens in its description of the type, intensity, and general distribution of land uses for housing, business, industry, open space and public and quasi-public uses. Policies and implementing actions seek to maximize development opportunities that respect established neighborhoods and community assets and encourage social and economic activity.

The State of California Government Code Section 65302(a) requires that a General Plan include "a Land Use Element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings, and grounds, solid and liquid waster disposal facilities and other categories of public and private uses of land. The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan."

The Land Use Element has the broadest scope of any of the State required components of the General Plan. In addition to the State's requirements set forth in the Government Code, it has also been legally established that while the location of a particular land use may be expressed in general terms, a property owner must be able to identify the General Plan designation for his/her parcel from the land use diagram contained in the Land Use Element.

Among the most important implementation mechanisms for the Land Use Element are the Zoning Ordinance and Specific Plans. The Government Code requires that a city's Zoning Ordinance and Map be consistent with the General Plan Land Use Element and Diagram. In addition, all provisions of Specific Plans adopted by a city must be consistent with the General Plan they implement.



B. BACKGROUND

The essential components of the Land Use Sub-Element are the General Plan Land Use Map and the goals and policies that guide future development. The Land Use Map is divided into land use designations that define areas of the City by the type of use, the existing character of the neighborhood, and the intent of future growth. The map serves as a graphic representation of the goals and policies of all General Plan Elements. Users of this document are advised to refer to the goals and policies, as well as the map when evaluating proposed development and capital improvement projects.

The majority of the land area within the City is developed with single-family homes built between the 1960s and 1980s. Apartments, townhomes and condominiums can also be found throughout the City. 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 opportunity for infill development and redevelopment to accommodate changing needs, market conditions, and demographics.

The existing land use pattern within the City is comparable to the City's 1993 General Plan land use for the community. Table LU-1 and Exhibit LU-1 summarizes the 1993 General Plan land use distribution. Table LU-2 quantifies the amount of actual existing acreage devoted to each land use, as well as the existing number of dwelling units or square feet within each category. Exhibit LU-2 illustrates the City's existing land use pattern.



**Table LU-1
1993 General Plan Land Use**

Land Use Designation	Acres	Intensity/Density Standard	
		Floor Area Ratio ¹	Dwelling Units Per Acre ²
Low Density Residential	429.1	N/A	1-7.3 du/ac
Medium Density	0.0	N/A	7.4-18 du/ac
High Density Residential	93.5	N/A	19-24 du/ac
Commercial General	129.5	3.0 FAR	N/A
Service and Professional	36.7	1.5 FAR	N/A
Light Manufacturing	18.8	1.0 FAR	N/A
Heavy Manufacturing	5.0	1.0 FAR	N/A
Parks	15.4	0.25 FAR	N/A
Public Schools	50.4	0.67 FAR	N/A
Railroad ROW	6.3	0.30 FAR	N/A
TOTAL ACRES	1,036.7		

Notes:

¹Floor Area Ratio (FAR) is an expression of non-residential land use intensity. The FAR is calculated by dividing the total gross floor area of all buildings on a lot by the total area of that lot.

²Residential density is described in terms of dwelling units per gross acre (du/ac). A dwelling unit is a building or a portion of a building used for human habitation and may vary considerable in size. Residential acreage is defined as the area developed for residential use, exclusive of local serving streets, alleys, or arterials.

LAND USE SUB-ELEMENT

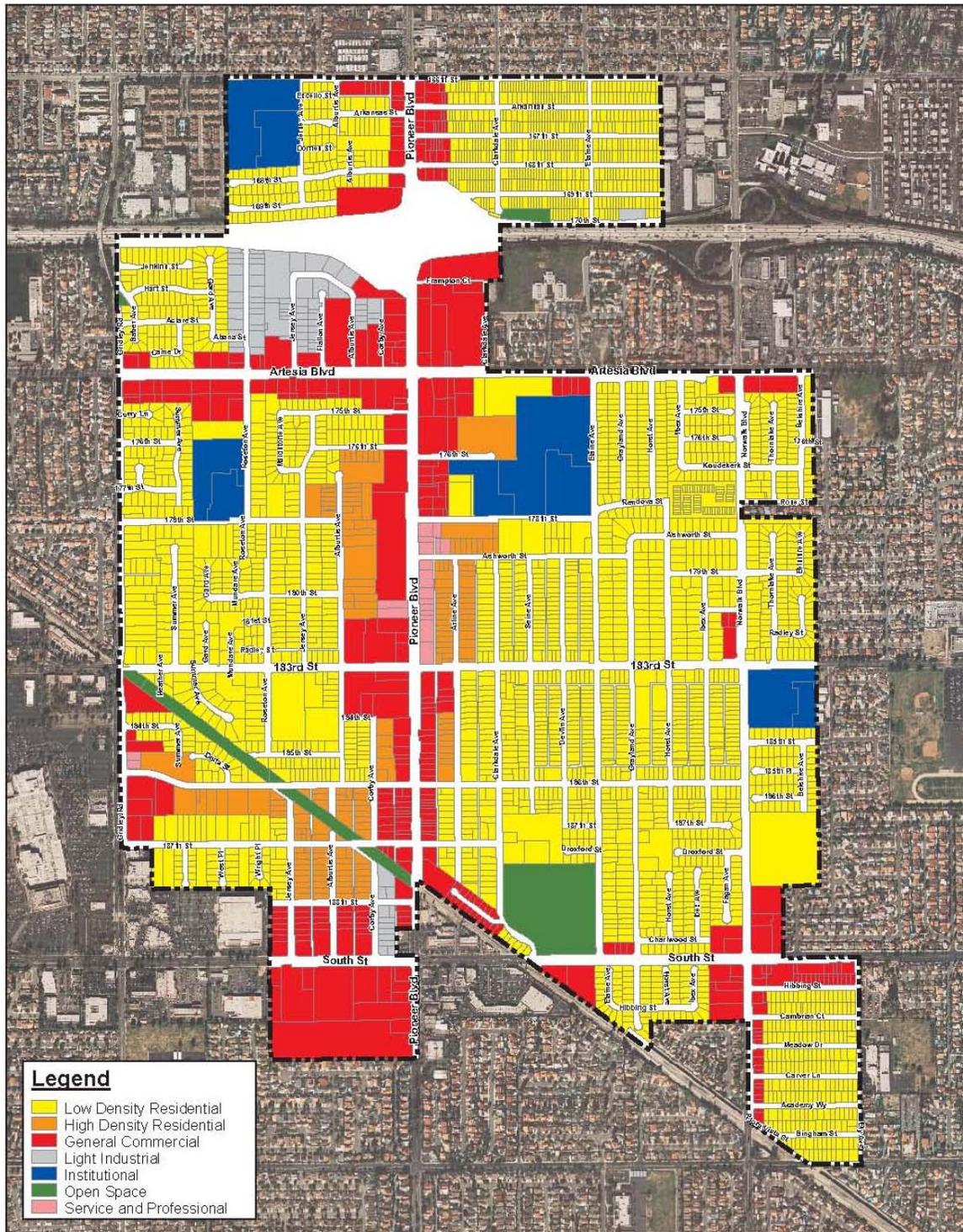


Exhibit LU-I: 1993 General Plan Land Use



Table LU-2 2010 Existing Land Use ¹			
Land Use Type	Acres	Square Feet	Dwelling Units
Low Density Residential	406.0	0	3,018
High Density Residential	84.58	0	1,592
Commercial General	117.99	1,777,736	0
Institutional	93.82	129,333	0
Light Manufacturing and Industrial	48.01	603,623	0
Open Space and Recreation	24.31	0	0
Vacant	6.64	0	0
TOTAL	781.33	2,510,693	4,610
Notes: ¹ Represents existing on-the-ground land use			

LAND USE SUB-ELEMENT

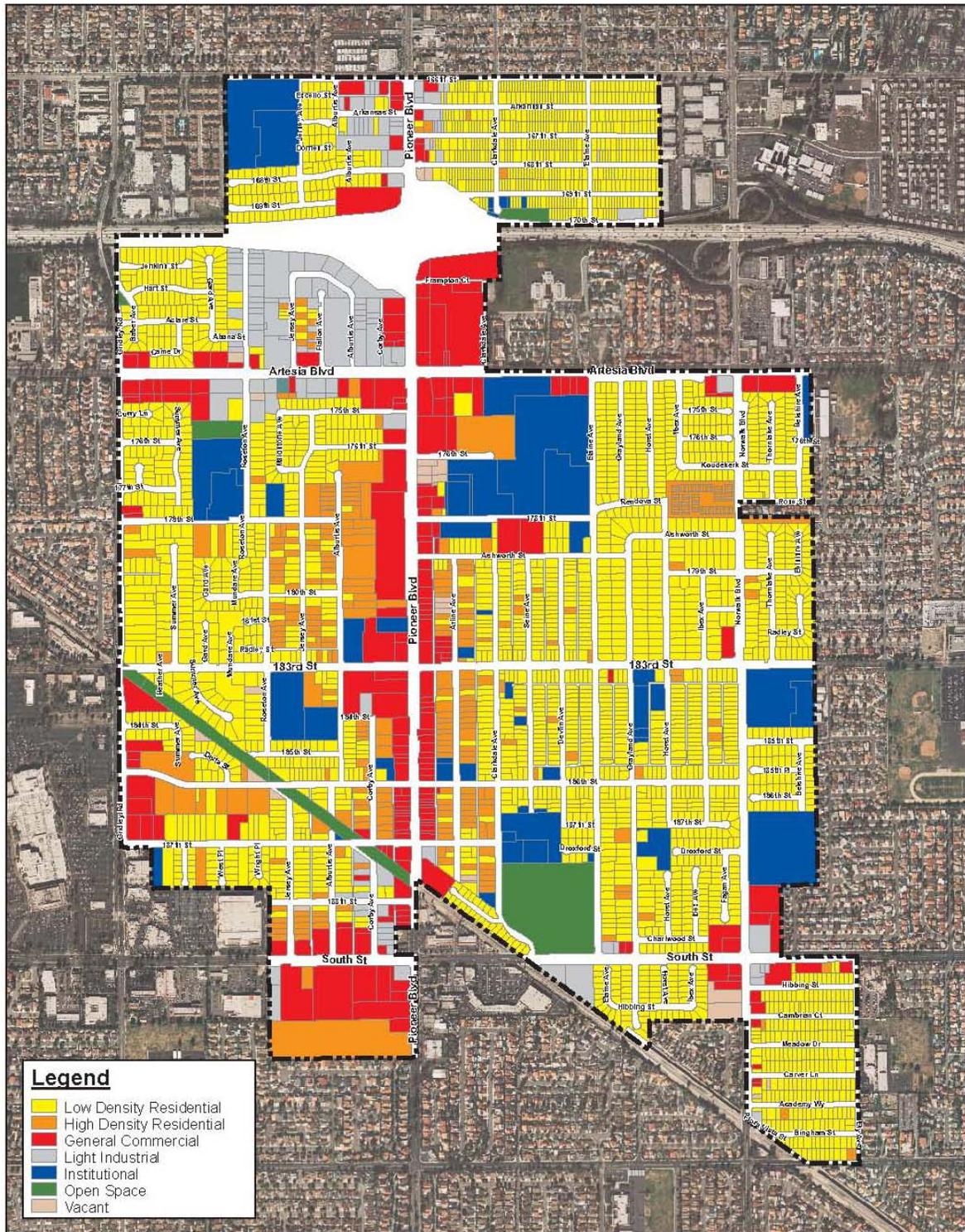
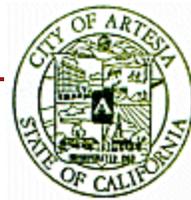


Exhibit LU-2: Existing On-Ground Land Use



Description of the 2030 Land Use Plan

The graphic representation of the City of Artesia’s official policy relative to land use is illustrated in Exhibit LU-3. The map presents the general patterns and relationship of the various land uses in the Artesia General Plan 2030. Table LU-3 summarizes the intensity/density standards for the new land use designations. The assumed buildout will be used

Table LU-3 2030 General Plan Land Use Summary			
Land Use Designation	Acres	Intensity/Density Standard	
		Floor Area Ratio ¹	Dwelling Units Per Acre ²
Low Density Residential (7 du/ac)	413.93 AC	N/A	7 du/ac
High Density Residential (30 du/ac)	59.67 AC	N/A	30 du/ac
Commercial General	13.25 AC	1.0 FAR	N/A
Light Manufacturing and Industrial	4.47 AC	1.0 FAR	N/A
City Center Mixed Use	59.65 AC	2.0 FAR	30 du/ac
Gateway Community Commercial	77.32 AC	1.0 FAR	N/A
Norwalk Boulevard Commercial	12.50 AC	0.5 FAR	N/A
Pioneer Boulevard Commercial	11.90 AC	1.5 FAR	30 du/ac
South Street Gateway Commercial	43.93 AC	1.5 FAR	N/A
Institutional	61.65 AC	N/A	N/A
Open Space	23.05 AC	N/A	N/A
Right-of-Way	255.36		
TOTAL	1,036.68 AC		

Notes:
¹Floor Area Ratio (FAR) is an expression of non-residential land use intensity. The FAR is calculated by dividing the total gross floor area of all buildings on a lot by the total area of that lot.
²Residential density is described in terms of dwelling units per gross acre (du/ac). A dwelling unit is a building or a portion of a building used for human habitation and may vary considerable in size. Residential acreage is defined as the area developed for residential use, exclusive of local serving streets, alleys, or arterials.

LAND USE SUB-ELEMENT

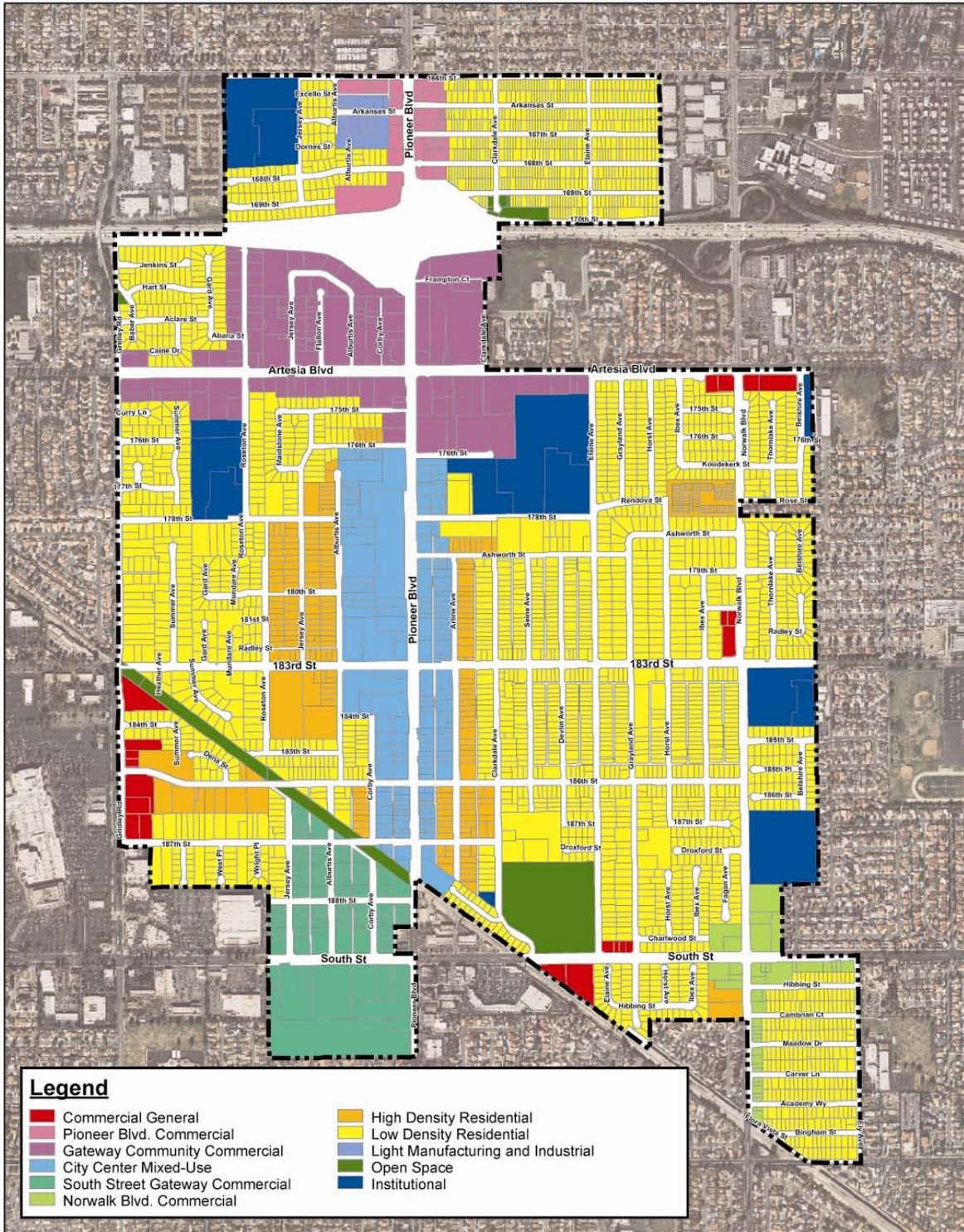
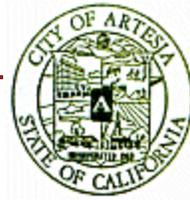


Exhibit LU-3: General Plan 2030 Land Use



2030 General Plan Land Use Designations

State General Plan law requires the Land Use Element to establish standards for development density and intensity for land use designations described in the General Plan Land Use Map. Land Use designations describe the purpose and the type and intensity of development allowed in a given area. While terms like “residential,” “commercial,” or “industrial” are generally understood, State General Plan law requires a clear and concise description of the land use categories that are depicted in the Land Use Plan.

This Land Use Sub-Element and General Plan Land Use Map contain the following land use designations:

Low Density Residential

The Low-Density Residential designation is characterized by single family, detached housing development. Low-Density Residential development provides for traditional single-lot housing development and encourages the establishment and enhancement of neighborhood quality and character.

High Density Residential

The High Density Residential designation provides opportunities for rental and for-sale multiple housing. High density residential development provides opportunities for entry-level housing, senior housing to serve a variety of income levels. High density residential development provides opportunities for transportation accessibility, enhanced access to local services in quality designed, functional environments that provide onsite amenities to serve residents.

Commercial General

The Commercial General Designation provides for office and retail commercial activities which serve both the local and regional markets. The Commercial General designation encourages commercial and retail development adjacent to primary transportation corridors to enhance local and regional accessibility to goods and services.

Light Manufacturing and Industrial

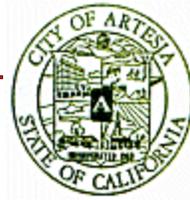
Light Manufacturing and Industrial designation provides opportunities for less intensive assembly and manufacturing uses that low impact type noise and traffic, as well as non hazardous operations and/or materials.

Institutional

This designation includes educational facilities, schools, public and civic facilities.

Open Space

The Open Space designation provides for areas for active and passive recreational



activities in a safe, attractive, and comfortable environment. Open Space facilities include parks and recreational trails.

Pioneer Boulevard Commercial

The Pioneer Boulevard Commercial designation encourages locally serving commercial retail development that enhances functional integration and buffering of adjacent single family neighborhoods. Integrated, mixed-use commercial and residential development that provides residential development and complimentary, pedestrian-friendly retail activities are encouraged.

Gateway Community Commercial

The Gateway Community Commercial designation provides for a complimentary 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 encouraged at primary intersections.

City Center Mixed Use

The City Center Mixed Use Designation encourages the development and redevelopment of a complementary mix of commercial retail, office and residential uses to expand economic vibrancy and livability in the City's core commercial area. The City Center Mixed use designation is intended to serve as the City's core. The City Center Mixed Use designations encourage physical and functional integration of adjacent residential areas to ensure the protection and enhancement of adjacent residential neighborhoods.

South Street Gateway Commercial

The South Street Gateway Commercial designation provides for the enhancement of retail and service uses along the South Street corridor. The South Street Gateway Commercial area is envisioned as a commercial node that enhances functional connectivity with the City Center Mixed Use area. Higher intensity, integrated developments area encouraged. Complimentary urban design and streetscape improvements are envisioned to enhance the area's function and a southern gateway to the City.

Norwalk Boulevard Commercial

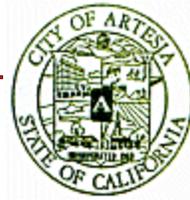
The Norwalk Boulevard Commercial designations encourages neighborhood serving commercial and retail uses to provide greater accessibility to local services for residents in the southwest portion of the City. Street-oriented commercial retail uses are encouraged to provide a higher quality pedestrian environment for local patrons and ensure adjacent residential neighborhoods are buffered from potential



C. GENERAL PLAN BUILDOUT

An acreage calculation of the land use policy is presented in Table LU-4. The acreages of various land uses on the General Plan Land Use Map are presented, along with a number of dwelling units and the amount of non-residential square footage. The values in Table LU-4 include growth anticipated with the General Plan 2030 and presents assumed buildout of the land use policies. The following assumed buildout will be used in the subsequent environmental analysis of the General Plan.

Table LU-4 2030 General Plan Buildout Analysis			
Land Use Designation	Acres	Non-Residential Development Potential (SF)	Residential Development Potential (DU's)
Low Density Residential (7 du/ac)	413.93 AC	--	3,513 DU
High Density Residential (30 du/ac)	59.67 AC	--	568 DU
Commercial General	13.25 AC	220,135 SF	18 DU
Light Manufacturing and Industrial	4.47 AC	28,295 SF	5 DU
City Center Mixed Use	59.65 AC	816,345 SF	378 DU
Gateway Community Commercial	77.32 AC	1,124,778 SF	265 DU
Norwalk Boulevard Commercial	12.50 AC	143,247 SF	16 DU
Pioneer Boulevard Commercial	11.90 AC	217,534 SF	41 DU
South Street Gateway Commercial	43.93 AC	247,042 SF	146 DU
Institutional	61.65 AC	129,333 SF	--
Open Space	23.05 AC	--	--
Right-of-Way	255.36	--	--
TOTAL	1,036.68 AC	2,926,709 SF	4,949 DU



D. COMMUNITY PLANNING PRINCIPLES

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.



E. COMMUNITY POLICY PROGRAM

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 1.1

Identify appropriate locations for residential and non-residential development to accommodate growth through the year 2030 on the General Plan Land Use Diagram.

Policy Action LU 1.1.1

Evaluate proposed amendments to the General Plan Land Use Diagram to consider the effect such amendments will have on the city's ability to achieve its goals.

Policy Action LU 1.1.2

Update the Zoning Ordinance to establish development standards and guidelines for all land uses in accordance with the land use classification system described in the Land Use Sub-Element.

Community Policy LU 1.2

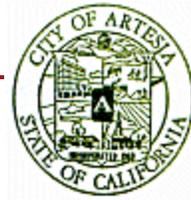
Encourage a wide variety of retail and commercial services in appropriate locations.

Policy Action LU 1.2.1

Analyze the current inventory of developed and undeveloped commercial sites in the City in order to assess which are economically viable commercial developments that can be supported.

Policy Action LU 1.2.2

Outreach to commercial center owners to present topics on lot consolidation, parcel assemblage, and parking/reciprocal access agreements.



Policy Action LU 1.2.3

Develop small-scale neighborhood nodes that provide a range of essential, neighborhood-serving retail and public amenities and services to residents.

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.

Policy Action LU 1.3.1

Enhance access, safety and the streetscape experience for pedestrians, bicyclists and transit riders; and focus improvements in areas with the highest need.

Policy Action LU 1.3.2

Develop design guidelines and standards that will build on the Zoning Code to promote high-quality design and address compatibility between new and existing structures, residential and adjacent non-residential uses and urban and natural 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.

Policy Action LU 1.4.1

Amend the Zoning Code to implement mixed-use zoning districts that provide development standards for mixed-use development, which should address minimum density and intensity requirements; allowable uses; horizontal and/or vertical mix of uses; building heights; and parking standards.

Policy Action LU 1.4.2

Evaluate mixed-use projects to ensure that there is an adequate mix of uses on the site and in the area.



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.

Policy Action LU 1.5.1

Encourage infill development that provides community amenities and uses that serve priority community needs.

Community Goal LU 2

Stable, well-maintained residential neighborhoods.

Community Policy LU 2.1

Protect residential areas from the effects of potentially incompatible uses.

Policy Action LU 2.1.1

Maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture to ensure compatibility between different uses.

Community Policy LU 2.2

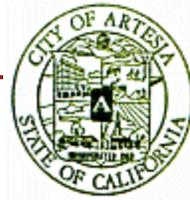
Encourage uniformly high standards of residential property maintenance to preserve real estate values and high quality of life.

Policy Action LU 2.2.1

Continue to monitor maintenance standards in neighborhoods to maintain high standards of appearance and stability in the neighborhood.

Policy Action LU 2.2.2

Encourage the use of property owner and other neighborhood-based associations to maintain neighborhood amenities and character.



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.

Policy Action LU 2.3.1

Require that the commercial and industrial developments adjoining residential uses be adequately screened and buffered from residential areas.

Policy Action LU 2.3.2

Monitor existing and review all requests to expand intensive commercial or industrial uses.

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.

Policy Action LU 2.4.1

Encourage new development to be similar in scale to the adjoining residential neighborhood.

Policy Action LU 2.4.2

Use set-aside or other appropriate funding to assist in the maintenance or improvement of ill-maintained housing.

Community Goal LU 3

Revitalization of aging, underused or deteriorated commercial corridors, centers, and properties in the City.

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.

Policy Action LU 3.1.1

Rezone underperforming commercial properties in order to effectively transition them to more viable land uses.



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.

Policy Action LU 3.2.1

Encourage façade renovation, enhanced parking area landscaping, improved lighting, and the use of pedestrian amenities.

Policy Action LU 3.2.2

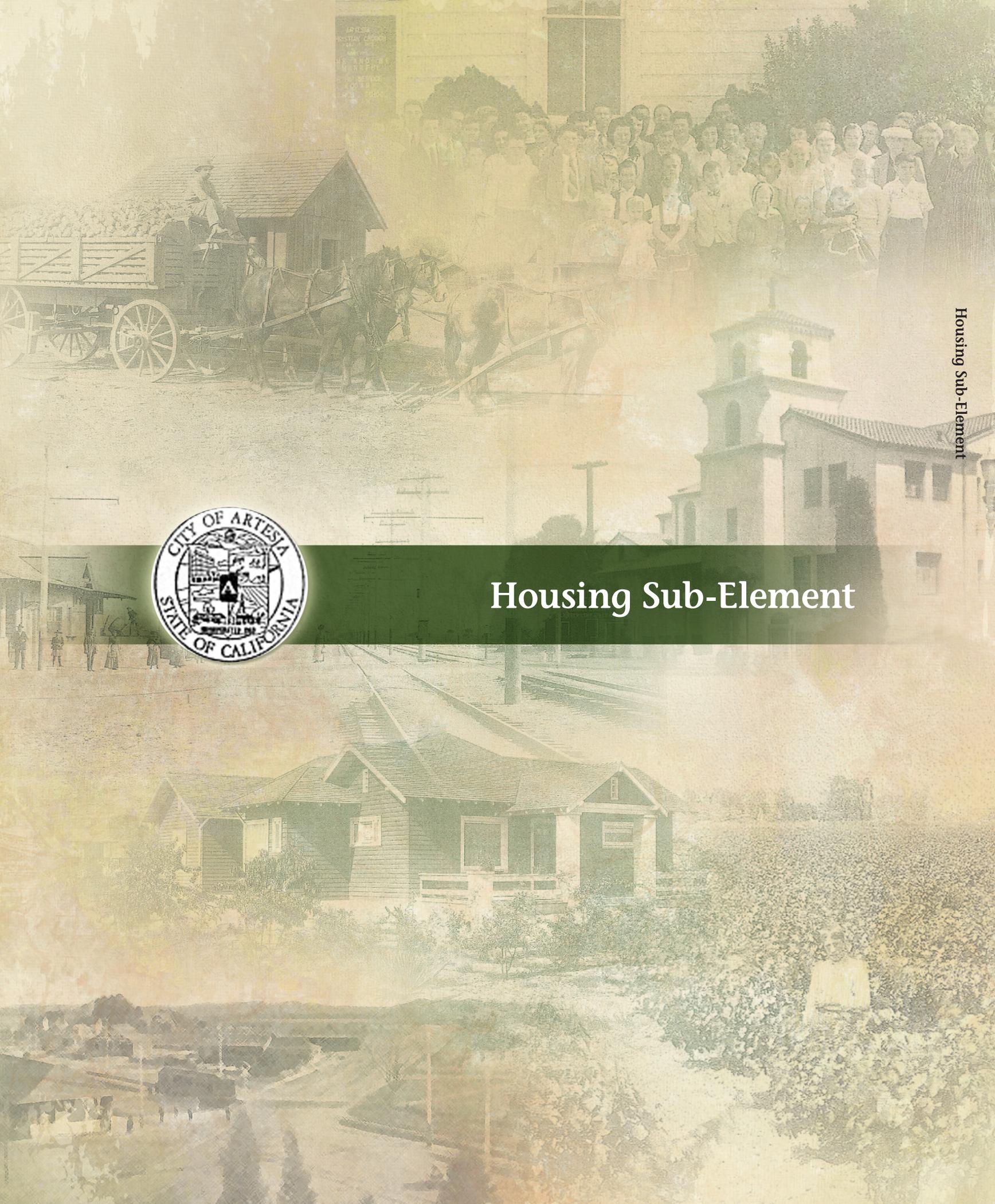
Apply City plans and codes to rehabilitation efforts to ensure City standards for maintenance, landscaping and community design are met.

Community Policy LU 3.3

Work with property owners of commercial developments that are currently in a state of deterioration to revitalize these centers.

Policy Action LU 3.3.1

Assist property owners to secure financing for the appropriate rehabilitation of commercial property



Housing Sub-Element



Housing Sub-Element



INTRODUCTION

A. PURPOSE AND CONTENT

The City of Artesia's Housing Sub-Element is the component of the City's General Plan that addresses housing needs and opportunities for present and future Artesia residents through 2014. The Housing Sub-Element provides the primary policy guidance for local decision-making related to housing. The Housing Sub-Element of the General Plan is the only General Plan Element that requires review and certification by the State of California.

The Housing Sub-Element provides a detailed analysis of Artesia's demographic, economic, and housing characteristics as required by State Law. The Sub-Element also provides a comprehensive evaluation of the City's progress in implementing the past policy and action programs related to housing production, preservation, conservation, and rehabilitation. Based upon the community's housing needs, available resources, constraints, opportunities and past performance, the Housing Sub-Element identifies goals, policies, actions and objectives that address the housing needs of present and future Artesians.

B. HOUSING ELEMENT UPDATE PROCESS

The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the State's main housing goal. Recognizing the important part that local planning programs play in pursuit of this goal, the Legislature has mandated that all cities and counties prepare a Housing Element as part of their comprehensive General Plan (California Government Code Section 65580 et al.).

The City of Artesia adopted the previous Housing Element for 1997-2005 in November of 2003. The City is updating its Housing Element at this time to comply with the update required of all jurisdictions in the Southern California Association of Governments (SCAG) region, as well as to respond to the issues that currently face the City. This Housing Element update covers the planning period from January 2006 thru June 2014.

C. STATE LAW AND LOCAL PLANNING

1. Consistency with State Law

The Housing Element is one of the seven General Plan elements mandated by the State of California, as articulated in Sections 65580 to 65589.8 of the California Government Code. State Law requires that each jurisdiction's Housing Element consist of "an identification and analysis of existing and projected housing needs and a statement of



Housing Sub-Element

goals, policies, quantified objectives, and scheduled program actions for the preservation, improvement, and development of housing.” The Housing Element plans for the provision of housing for all segments of the population.

Section 65583 of the Government Code sets forth specific requirements regarding the scope and content of each Housing Element. Table H1-1 summarizes these requirements and identifies the applicable sections in the Housing Element where these requirements are addressed.

Table H1-1 State Housing Element Requirements	
Required Housing Element Component	Reference
A. Housing Needs Assessment	
1. Analysis of population trends in Artesia in relation to countywide trends	Section 2
2. Analysis of employment trends in Artesia in relation to regional trends	Section 2
3. Projections and quantification of Artesia’s existing and projected housing needs for all income groups	Section 3
4. Analysis and documentation of Artesia’s housing characteristics, including:	
a. Level of housing cost compared to ability to pay	Section 2
b. Overcrowding	Section 3
c. Housing stock condition	Section 2
5. An inventory of land suitable for residential development including vacant sites and having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites	Appendix B
6. Analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels	Section 4
7. Analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels	Section 4
8. Analysis of special housing need: elderly, persons with disabilities, large families, farm workers, and families with female heads of household	Section 3
9. Analysis of housing needs for families and persons in need of emergency shelter	Section 3
10. Analysis of opportunities for energy conservation with respect to residential development	Section 4
11. Analysis of assisted housing developments that are eligible to change from lower-income housing during the next 10 years	Appendix B
B. Goals and Policies	
12. Identification of Artesia’s goals, quantified objectives and policies relative to maintenance, improvement and development of housing	Section 5



**Table H1-1
State Housing Element Requirements**

Table H1-1 State Housing Element Requirements	
C. Implementation Program	
13. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels	Appendix B
14. Programs to assist in the development of adequate housing to meet the needs of low and moderate income households.	Section 5
15. Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing	Section 5
16. Remove constraints to or provide reasonable accommodations for housing for persons with disabilities	Section 5
17. Conserve and improve the condition of the existing affordable housing stock in Artesia	Section 5
18. Promote housing opportunities for all persons	Section 5
19. Identify programs to address the potential conversion of assisted housing development to market-rate housing	Section 5
20. Program actions to identify zone(s) where emergency shelters are permitted without a conditional use or other discretionary permit and with the capacity to meet the needs of individuals and persons needing emergency shelter.	Section 5

2. General Plan Consistency

The Housing Sub-Element is one component of the City's overall long-range planning strategy. The California Government Code requires that the General Plan contain an integrated, consistent set of goals and policies. The Housing Sub-Element is affected by policies contained in other elements of the General Plan. For example, the Land Use Sub-Element designates land for residential development and indicates the type, location and density of the residential development permitted in the City. Working within this framework, the Housing Sub-Element identifies goals, policies, actions and objectives for the planning period that directly addresses the housing needs of Artesia's existing and future residents. The policies contained within other elements of the General Plan affect many aspects of life that residents enjoy – the amount and variety of open space, the preservation of natural, historic and cultural resources, the permitted noise levels in residential areas and the safety of the residents in the event of a natural or man-made disaster.

The Housing Sub-Element policies must be consistent with policies identified in other Elements of the General Plan. The Housing Sub-Element has been reviewed for consistency with the City's other General Plan Elements. The policies and programs in this Sub-Element reflect the policy direction contained in other parts of the General Plan. As portions of the General Plan are amended in the future, this Housing Sub-Element will be reviewed to ensure that internal consistency is maintained.



3. Relationship to Other Plans and Programs

The Housing Sub-Element identifies goals, objectives, policies and action programs for the 2006-2014 Planning Period that directly addresses the housing needs of Artesia. There are a number of City plans and programs which work to implement the goals and policies of the Housing Sub-Element. These include the City's Municipal Code, Specific Plans and Redevelopment Plan.

a. Artesia Municipal Code

The Artesia Municipal Code contains the regulatory and penal ordinances and certain administrative ordinances of the City, codified pursuant to Sections 50022.1 through 50022.8 and 50022.10 of the Government Code. The Artesia Municipal Code includes the City's Subdivision and Zoning regulations.

The Subdivision Chapter of the Municipal Code regulates the design, development and implementation of land division. It applies when a parcel is divided into two or more parcels; a parcel is consolidated with one or more other parcels; or the boundaries of two or more parcels are adjusted to change the size and/or configuration of the parcels.

The Zoning Chapter of the Municipal Code is the primary tool for implementing the General Plan, and is designed to protect and promote the health, safety and welfare of the people. The Zoning Chapter designates various districts and outlines the permitted, conditionally permitted, and prohibited uses for each zone district. Finally, the Zoning Chapter provides property development standards for each zone district and overall administrative and legislative procedures.

b. Redevelopment Plans

The State Legislature allows cities to adopt Redevelopment Plans under the State of California's Community Redevelopment Law (CRL). The Redevelopment Plans are intended to reverse deteriorating economic and physical conditions; redevelop blighted, underutilized and vacant properties; improve public facilities and infrastructure; and produce revenues through the development of job-creating properties. These plans are one of the more powerful means cities have to implement the goals and policies set forth in their General Plan. Artesia has one redevelopment project area with approximately 245 acres of land.

c. Specific Plans

Specific Plans are customized regulatory documents that provide focused guidance and regulations for a particular area to address the specific characteristics or needs for that area. They generally include a land use plan, circulation plan, infrastructure plan, zoning classifications, development standards, design guidelines, and implementation plan. The City has three approved Specific Plans listed below.



- Pioneer Specific Plan
- South Specific Plan
- Artesia Boulevard Industrial Area Specific Plan

The City is also currently drafting the Downtown Specific Plan.

D. HOUSING SUB-ELEMENT ORGANIZATION

California Government Code Section 65583 requires a jurisdiction's Housing Element include the following components:

- A review of the previous Element's goals, policies, objectives and programs to ascertain the effectiveness of each of these components, as well as the overall effectiveness of the Housing Element;
- An assessment of housing need and an inventory of resources and constraints related to meeting these needs;
- A statement of goals, policies and quantified objectives related to the maintenance, preservation, improvement and development of housing; and,
- A policy program that provides a schedule of actions that the City is undertaking or intends to undertake implementing the policies set forth in the Housing Element.

The Artesia Housing Sub-Element is organized into five parts:

1. Introduction – Explains the purpose, process and contents of the Housing Sub-Element.
2. Community Profile – Describes the demographic, economic and housing characteristics of Artesia.
3. Housing Needs – Analyzes the current and projected housing needs in Artesia.
4. Resources and Constraints Analysis – Analyzes the actual and potential governmental and non-governmental constraints to the rehabilitation, preservation, conservation, and construction of housing.
5. Housing Plan – Details specific policies and programs the City of Artesia will carry out over the planning period to address the City's housing goals.



Housing Sub-Element

Given the detail and lengthy analysis in developing the Housing Sub-Element, supporting background material is included in the following appendices:

- Appendix A: Community Outreach
- Appendix B: Residential Land Resources
- Appendix C: Review of 1998-2005 Housing Element Performance
- Appendix D: Glossary of Housing Terms

E. CITIZEN PARTICIPATION

The California Government Code requires that local governments make diligent efforts to solicit public participation from all segments of the community in the development of the Housing Element. In compliance with this requirement, the City conducted public outreach efforts including a Community Workshop on March 6, 2008. The Workshop was held at the Albert O. Little Community Center and was publicly advertised on the City website, in the City newsletter, *The Artesian*, in the local newspaper, and through flyers posted in public areas. In addition to the Community Workshop, public testimony will be taken during the Planning Commission and City Council hearings related to the Housing Element update.



COMMUNITY PROFILE

An accurate assessment of existing and future housing needs in the City of Artesia is needed to form the basis for establishing goals, policies, actions and objectives in the Housing Element. This section presents demographic, economic and housing factors that influence the demand for and availability of housing.

A. POPULATION TRENDS AND CHARACTERISTICS

1. Historical, Existing, and Forecast Growth

The City of Artesia is one of 88 cities located in Los Angeles County. Los Angeles County has experienced a steady growth rate over the last decade and a half. As indicated in Table H2-1, the total County population increased by approximately 656,174 residents, or 7.4 percent, from 1990 to 2000. County population trends within the current decade have already begun to show a significant growth. Table H2-1 shows that from 2000 to 2008, the Los Angeles County population has already increased by 844,512 residents. This 8.9 percent population increase in the last eight years has exceeded the previous decade's total growth.

Table H2-1 Regional Population Trends 1990-2008			
County	1990	2000	2008¹
Imperial County	109,303	142,361	176,158
Los Angeles County	8,863,164	9,519,338	10,363,850
Orange County	2,410,556	2,846,289	3,121,251
Riverside County	1,170,413	1,545,387	2,088,322
San Bernardino County	1,418,380	1,709,434	2,055,766
San Diego County	2,498,016	2,813,833	3,146,274
Ventura County	669,016	753,197	831,587

Notes: ¹California Department of Finance, January 2008
Source: US Census 1990 STF1, US Census 2000 SF1, and the California Department of Finance, E4

As shown in Table H2-2, from 1980 to 1990, the County experienced a 19 percent population growth, which slowed to 7.4 percent from 1990 to 2000. Population trends in Artesia compared to the County of Los Angeles show that regional population changes did not have as large of an affect on the City. Artesia's growth during the 1980s and 1990s was slower than Los Angeles County. From 1980 to 1990, the City's population increased by 1,163 residents (8.1 percent), approximately 10.9 percent lower than the total County-wide growth rate. From 1990 through 2000, Artesia's total growth was 5.9 percent, 1.5 percent below the County's total growth.



Housing Sub-Element

**Table H2-2
Population Growth
1980-2000**

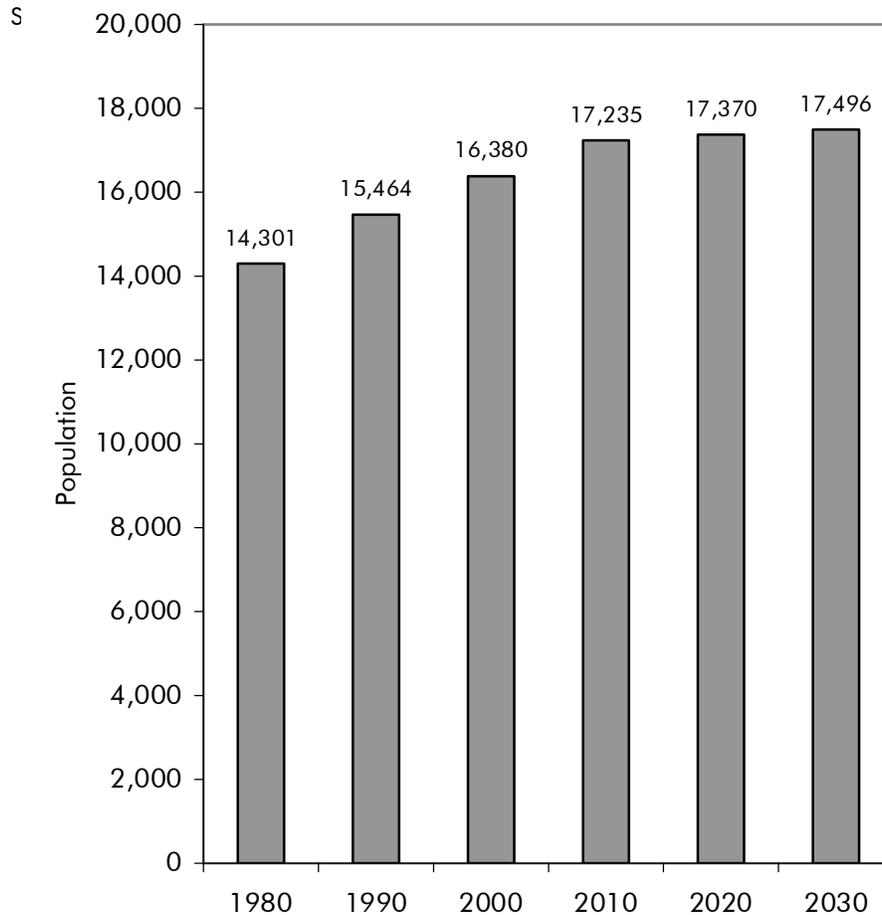
Jurisdiction	1980	1990	2000	1980-1990 Growth		1990-2000 Growth	
				Number	%	Number	%
Artesia	14,301	15,464	16,380	1,163	8.1%	916	5.9%
Los Angeles County	7,447,503	8,863,164	9,519,338	1,415,661	19.0%	656,174	7.4%

Source: US Census 1980, US Census 1990 STF3 P001, US Census 2000 SF3 P1

The Southern California Association of Governments (SCAG), as part of its mandated planning functions, is the lead agency for the development of regional population, employment, and household forecasts. SCAG projections attempt to balance regional-level growth factors with local land use policies and environments. Figure H2-1 shows the population growth forecast for Artesia through 2030. SCAG forecasts a leveling in growth within the City, with a forecasted population of 17,500 residents by 2030.



**Figure H2-1
City of Artesia
Population Growth Forecast, 1980-2030**



Source: US Census 1990 STF3 P001, US Census 2000 SF3 P1 and SCAG City Projections

2. Age Composition

As shown in Table H2-3, between 1990 and 2000, the City of Artesia experienced an increase in all age groups with an exception of the Young Adult age group (ages 18 through 24). While most of the age population percentages have remained constant, the Young Adult group has decreased by 6.7 percent.



**Table H2-3
Age Distribution
1990-2000**

Age Group	1990		2000	
	Total	Percent of Population ¹	Total	Percent of Population ¹
Preschool (0-4 years)	1,283	8.2%	1,200	7.3%
School (5-17 years)	3,050	19.7%	3,252	19.9%
Young Adult (18-24 years)	1,863	12.0%	1,653	5.3%
Prime Working (25-54 years)	6,300	40.7%	6,875	41.9%
Retirement (55-64 years)	1,236	8.0%	1,375	8.4%
Senior Citizen (65+ years)	1,732	11.2%	2,025	12.4%
Total	15,464	100%	16,380	100%

Notes: ¹ Percentages may not add up to 100% due to rounding.
Source: US Census 1990 STF3 P013, US Census 2000 SF3 P8

3. Race and Ethnicity

As shown in Table H2-4, Artesia is a racially and ethnically diverse community. The residents in Artesia are primarily of three racial/ethnic groups: White, Asian, and Hispanic/Latino. In 2000, residents of Hispanic origin comprised approximately 38.3 percent of the population, which had decreased from the previous decade (40.1 percent). The White population decreased between 1990 and 2000 from 41.5 percent of the total population to 27.2 percent of the total population. The Asian population increased during that same time frame from 15.4 percent of the total population to 27.2 percent of the total population. In 2000, the predominant category within the Asian population was Filipino, followed by Asian, Indian, Korean, and Chinese except for Taiwanese (US Census 2000, SF 1, PCT 5).



**Table H2-4
Racial and Ethnic Composition
1990-2000**

Racial/ Ethnic Group	1990		2000		1990-2000 Percent Change
	Total	%	Total	%	
White	6,415	41.5%	4,463	27.2%	-14.3%
Black	379	2.5%	550	3.4%	0.9%
American Indian and Alaska Native	49	0.3%	62	0.4%	0.1%
Asian	2,382	15.4%	4,460	27.2%	11.8%
Native Hawaiian and other Pacific Islander ²	--	--	70	0.4%	--
Other	45	0.3%	33	0.2%	-0.1%
Hispanic	2,438	40.1%	6,272	38.3%	-1.8%
Two or more races ¹	--	--	361	2.2%	--
Total	15,464	100%	16,380	100%	--

Notes:

¹The "Population of two or more races" category was added in the US Census 2000. Data may not be comparable.

²The US Census 2000 separated "Native Hawaiian and other Pacific Islander" from the "Asian" category.

Source: US Census 1990 STF 1, P010 and US Census 2000 SF1, P8

B. EMPLOYMENT TRENDS

Artesia is surrounded by industry, and larger cities in Los Angeles County. The City has similar employment characteristics to Los Angeles County overall. Table H2-5 reflects the employment of Artesia residents and not necessarily jobs located within the City. In 2000, the local workforce consisted of approximately 6,789 residents, representing approximately 0.17 percent of the County's total workforce. The industry employing the most residents was the "educational, health, and social services" area with 17.8 percent of the total workforce. Manufacturing consisted of 17.0 percent of the workforce, and retail trade represented approximately 15.3 percent of the total workforce.



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Table H2-5 Employment by Industry¹				
Industry	Artesia		Los Angeles County	
	Employees	%	Employees	%
Agriculture, forestry, fishing and hunting, and mining	18	0.3%	10,188	0.3%
Construction	379	5.6%	202,829	5.1%
Manufacturing	1,152	17.0%	586,627	14.8%
Wholesale trade	493	7.3%	184,369	4.7%
Retail trade	1,037	15.3%	416,390	10.5%
Transportation and warehousing, and utilities	424	6.2%	198,375	5.0%
Information	154	2.3%	213,589	5.4%
Finance, insurance, real estate, and rental and leasing	322	4.7%	272,304	6.9%
Professional, scientific, management, administrative, and waste management services	447	6.6%	455,069	11.5%
Educational, health and social services	1,207	17.8%	722,792	18.3%
Arts, entertainment, recreation, accommodation and food services	592	8.7%	332,753	8.4%
Other services (except public administration)	412	6.1%	233,193	5.9%
Public administration	152	2.2%	124,937	3.2%
Total Employed Population	6,789	100%	3,953,415	100%

Notes: ¹Data cited is for Artesia and Los Angeles County residents and does not represent the number of jobs in Artesia and Los Angeles County.
Source: US Census 2000 SF3 DP-3

Table H2-6 lists the major private employers located in Artesia. While this list does not indicate the number of persons employed at each company, it provides information on the types of businesses and potential employment opportunities found in Artesia.



**Table H2-6
Major Employers**

Employer
Artesia Building Materials
Berridge California sales
Bhindis Jewelers
CVS Pharmacy
Denny's
Discount Tire
Don Jose
Dunn Edwards Paint
Ethan Allen
Highglow
Kevin Chevron
Lamps R Us
M&M Service Stations
McDonalds
National Ready Mixed Concrete
New Sona Jewelers
Nicks Shell Service
Pep Boys
Shan Jewelers
Sit N Sleep
Stater Bros
Ten Ten Seafood Restaurant
Vitha Jewelers
Walgreens
World Oil Marketing
Source: City of Artesia

As shown in Table H2-7, Artesia's labor force increased from 7,900 in 2000 to 8,300 in 2007. The unemployment rate for 2007 was 3.3 percent, which was less than the overall unemployment rate in Los Angeles County of 5.0 percent.



**Table H2-7
Labor Force Trends**

Year	Labor Force	Employment	Unemployment	Unemployment Rate
2000	7,900	7,600	300	3.6%
2001	8,000	7,700	300	3.8%
2002	8,000	7,600	400	4.6%
2003	8,000	7,600	400	4.7%
2004	8,100	7,700	400	4.4%
2005	8,200	7,900	300	3.5%
2006	8,300	8,000	300	3.1%
2007	8,300	8,000	300	3.3%

Source: State of California Employment Development Department, 2008

C. HOUSEHOLD CHARACTERISTICS

Before current housing trends can be understood and future needs anticipated, household characteristics need to be identified in the City. The following is an analysis of household size, household growth, tenure, and vacancy trends. By definition, a "household" consists of all the people occupying a dwelling unit, whether or not they are related. A single person living in an apartment is a household, just as a couple with two children and an unrelated tenant living in the same dwelling unit is considered a household.

1. Household Formation and Composition

As shown in Table H2-8, the 2000 Census identified 4,470 households in Artesia, an increase of 102 households from the 1990 Census total of 4,368 households. This represents a 2.3 percent increase over the decade. As of 2008, the State Department of Finance estimates there are 4,713 households in the City. Over the eight-year period from 2000 to 2008, the number of households has increased by approximately 5.4 percent.



**Table H2-8
Total Households
1990-2008**

Area	1990	2000	Percent Increase 1990-2000	2008 ¹	Percent Increase 2000-2008
Artesia	4,368	4,470	2.3%	4,713	5.4%
Los Angeles County	2,994,343	3,136,279	4.7%	3,403,480	8.5%
California	10,399,700	11,512,020	10.7%	13,444,455	16.8%

Note:
¹State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2008, with 2000 Benchmark*. Sacramento, California, January 2008
 Source: US Census 1990 STF3 P005, US Census 2000 SF1

As shown in Table H2-9, the 1990 US Census reported the average household size for Artesia was 3.41 persons per household. Persons per household increased to 3.54 persons in 2000 and to 3.71 persons per household by 2008. This trend was similar for the entire County, which averaged 2.91 persons per household in 1990 and increased to 3.12 by 2007. The larger household size in the City indicates both a need for larger housing units and a potential for overcrowding when larger units are not available at monthly costs affordable to the residents.

**Table H2-9
Average Persons per Household
1990-2008**

	1990	2000	2008 ¹
Artesia	3.41	3.54	3.71
Los Angeles County	2.91	3.12	3.14

¹Department of Finance, Table E-5
 Source: US Census 2000 SF3, US Census STF 1 and California Dept. of Finance, 2008

Table H2-10 shows the household size distribution within the City of Artesia. In 2000, approximately 43.5 percent of housing units in Artesia were renter-occupied with the remaining 56.5 percent being owner-occupied. Households with 3 to 4 persons make up 35.5 percent of total households. Households with 5 or more persons comprise 26.6 percent of total households.



**Table H2-10
Household Size Distribution
2000**

Household Size	Total Households ¹	% of Total	Renter Households	% of Total ²	Owner Households	% of Total ²
1 Person	665	14.9%	304	6.7%	361	8.1
2 Persons	1,025	22.9%	487	10.9%	538	12.0
3-4 Persons	1,589	35.5%	647	14.5%	942	21.1
5+ Persons	1,191	26.6%	506	11.3%	685	15.3
Total	4,470	100%	1,944	43.5%	2,526	56.5%

Notes:

¹ Represents Occupied Households

² Percent of Total Occupied Households

Source: US Census 2000, SF3 H.17

2. Household Income

The Federal Department of Housing and Urban Development (HUD) develops an annual median household income for the purpose of determining program eligibility. According to HUD, the 2008 median family income (MFI) for Los Angeles County, including the City of Artesia, was \$59,800. The State of California uses five income categories to determine housing affordability. These categories are as follow:

- Extremely-low income – 30% or less of the median income;
- Very-low income – 31% to 50% of the median income;
- Low income – 51% to 80% of the median income;
- Moderate income – 81% to 120% of the median income;
- Above-moderate income – greater than 120% of the median income.

Table H2-11 shows the income categories and their ranges.

**Table H2-11
Household Income Distribution**

Income Category	Percent of County Median ¹	Income Range (\$) ²
Extremely Low Income	≤30%	<\$17,940
Very-Low Income	31% - 50%	\$17,941- \$29,900
Low-income	51% - 80%	\$29,901- \$47,840
Moderate Income	81% - 120%	\$47,841- \$71,760
Above-moderate Income	>120%	>\$71,760

Notes:

¹ Based on HCD income categories

² Based on 2008 HUD MFI of \$59,800 for Los Angeles County



Housing Sub-Element

The US Census makes a distinction between a “household” and a “family”. A “family” consists of two or more related persons living as a unit, which may include single parents, children, and extended family members (i.e. grandparents). A “household” may be comprised of unrelated persons (i.e., roommates, unmarried couples, and single persons), as well as households falling under the “family” definition.

Household income data from 1999 is shown in Table H2-12. According to the 2000 Census, approximately 40 percent of Artesia’s residents earned less than \$25,000, falling into the very-low income category. Fifty-three percent earned less than \$35,000, falling into the very-low and low income categories.

Table H2-12 Household Income by Tenure 1999						
	Owner-Occupied		Renter-Occupied		Total Occupied Housing Units	
	Number	%¹	Number	%¹	Number	%¹
Less than \$5,000	64	2.5%	63	3.2%	127	10.9%
\$5,000 to \$9,999	65	2.6%	74	3.8%	139	11.9%
\$10,000 to \$14,999	50	2.0%	172	8.8%	222	5.0%
\$15,000 to \$19,999	140	3.9%	89	4.6%	229	5.1%
\$20,000 to \$24,999	101	5.5%	195	10.0%	296	6.6%
\$25,000 to \$34,999	309	12.2%	296	15.2%	605	13.5%
\$35,000 to \$49,999	425	16.8%	398	20.5%	823	18.4%
\$50,000 to \$74,999	624	24.7%	390	20.1%	1,014	22.7%
\$75,000 to \$99,999	372	14.8%	170	8.7%	542	12.1%
\$100,000 to \$149,999	264	10.5%	66	3.4%	330	7.4%
\$150,000 or more	112	4.4 %	31	1.6%	143	3.2%
Total	2,526	100%	1,944	100%	4,470	100%

Notes: ¹ Percentages may not equal 100% due to rounding.
Source: US Census 2000 SF3 HCT11

Table H2-13 illustrates the median income by tenure in Artesia compared to that of the County. Artesia’s median income of \$44,778 was higher than the County median of \$42,030 in 1999. Artesia’s owner-occupied household median income (\$54,051) was higher than the City-wide median income and that of renter-occupied households (\$36,758).



Table H2-13 Median Income by Tenure 1999	
Jurisdiction	Median Income
Artesia	\$44,778
Owner-Occupied Households	\$54,051
Renter-Occupied Households	\$36,758
Los Angeles County	\$42,030
Source: US Census 2000 SF3 HCT12	

D. HOUSING INVENTORY AND MARKET CONDITIONS

This section summarizes the current housing inventory and prevailing market conditions in the City of Artesia. Analysis of past housing trends and existing housing stock conditions provides a method for projecting the future housing needs of Artesia.

1. Housing Stock Profile

Data from the US Census indicates there were 4,598 dwelling units in Artesia in 2000. Total dwelling units in the City increased by approximately 64 units between 1990 and 2000 (approximately 1.4 percent). During this period, dwelling units in Los Angeles County increased by approximately 3.4 percent. Despite the growth rate difference, approximately 0.14 percent of the units in the overall County continue to be located in Artesia.

Table H2-14 Housing Inventory Artesia and Los Angeles County			
Year	Artesia	Los Angeles County	Artesia as % of the Region
1990	4,534	3,163,343	0.14%
2000	4,598	3,270,909	0.14%
Sources: US Census 1990 STF3 H001, US Census 2000 H1			

Because there has not been a substantial increase in dwelling units between 1990 and 2000, housing inventory type has remained relatively constant. According to Table H2-15, the majority of housing units (approximately 71.7 percent) in the City of Artesia were single-family, detached in 1990. This number decreased to 69.2 percent in 2000. While the total number of single-family detached units fell from 3,252 in 1990 to 3,184



Housing Sub-Element

in 2000, single-family attached units and multiple-family units increased by 33 units and 129 units respectively. Mobile-home units increase by three units from 1990 to 2000.

Table H2-15
Housing Inventory by Type 1990-2000

Housing Type	1990	% of Total	2000	% of Total
Single Family, detached	3,252	71.7%	3,184	69.2%
Single Family, attached	296	6.5%	329	7.2%
Multi-Family	860	19.0%	989	21.5%
Mobile-homes	93	2.1%	96	2.1%
Other (Boats, RV, Etc)	33	1.0%	0	0.0%
Total Housing	4,534	100%	4,598	100%

Source: US Census 1990 STF3 H020, US Census 2000 SF3 H30
Notes: Percentages may not equal 100% do to rounding.

2. Tenure

Of the 4,470 total occupied housing units in the City of Artesia in 2000, 56.5 percent were owner-occupied and 43.5 percent were renter-occupied. Compared to Los Angeles County, which consisted of 47.9 percent owner-occupied housing units and 52.2 percent renter-occupied units, Artesia maintained a larger proportion of owner-occupied housing. The City reflects proportions close to that of the State of California, which also maintained over 56 percent of total housings as owner-occupied.

Table H2-16
Tenure
Artesia and the Region

	Owner-Occupied		Renter-Occupied		Total	
	Number	Percent ¹	Number	Percent ¹	Number	Percent ¹
Artesia	2,526	56.5%	1,944	43.5%	4,470	100%
Los Angeles County	1,499,694	47.9%	1,635,080	52.2%	3,133,774	100%
California	6,546,237	56.9%	4,956,633	43.1%	11,502,870	100%

Notes:
¹Percentages may not equal 100% do to rounding.
Source: US Census 2000 H7

3. Unit Size

Table H2-17 illustrates the composition of housing units by bedroom count and tenure based on data from the 2000 US Census. Forty-five percent of owner-occupied units have three bedrooms. Twenty-two percent have two bedrooms. Renter-occupied units in



Housing Sub-Element

Artesia tend to have lower bedroom counts. Forty-one percent of renter-occupied units were studio or 1 bedroom units. Thirty-six percent were 2 bedroom units.

**Table H2-17
Unit Size by Tenure**

Unit Size	Owner Occupied		Renter Occupied		Total Occupied	
	Units	Percent ¹	Units	Percent ¹	Units	Percent ¹
Studio/ 1 bedroom	337	13.3%	794	40.8%	1,131	25.3%
2 bedrooms	563	22.3%	701	36.1%	1,264	28.3%
3 bedrooms	1,131	44.8%	380	19.5%	1,511	33.8%
4 bedrooms	388	15.4%	44	2.3%	432	9.7%
5 or more bedrooms	107	4.2%	25	1.3%	132	3.0%
Total	2,526	100%	1,944	100%	4,470	100%

Notes: ¹Percentages may not equal 100% do to rounding.

Source: US Census 2000 SF3 H42

4. Unit Type

As of 2000, Artesia’s occupied housing units have consisted primarily of single-family detached housing, accounting for 69.3 percent of total housing units. Multiple-family (5+) units make up approximately 14.8 percent of the total units, followed by single-family attached at 7.1 percent, and multiple-family (2-4 units) at 6.8 percent. When total occupied units are separated into owner-occupied and renter-occupied units, characteristics vary. Single-family, detached units make up a larger number of the total owner-occupied units (85.5 percent) than of the renter occupied units (48.3 percent), while multiple-family units comprise a greater percentage (29.9 percent) of renter-occupied units than owner-occupied units (3.1 percent).

**Table H2-18
Tenure by Unit Type**

Unit Type	Owner-Occupied		Renter-Occupied		Total Occupied	
	Units	Percent ¹	Units	Percent ¹	Units	Percent ¹
Single Family, detached	2,159	85.5%	938	48.3%	3,097	69.3%
Single Family, attached	168	6.7%	151	7.8%	319	7.1%
Multi-family (2-4 units)	33	1.3%	273	14.0%	306	6.8%
Multi-family (5+ units)	79	3.1%	582	29.9%	661	14.8%
Mobile Homes	87	3.4%	0	--	87	1.9%
Other (Boats, RV, Etc)	0	--	0	--	0	--
Total	2,526	100%	1,944	100%	4,470	100%

Notes: ¹Percentages may not equal 100% do to rounding.

Source: US Census 2000 SF3 H32



5. Vacancy Rates

Vacancy rates are a measure of the general availability of housing. They also indicate how well the types of available units meet the housing market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range, whereas a high vacancy rate indicates that either the units available are not suited to the population's needs or there is an oversupply of housing units. The availability of vacant housing units provides households with choices of type and price to accommodate their specific needs. Low vacancy rates can result in higher prices, limited choices, and settling with inadequate housing. It may also contribute to overcrowding.

A vacancy rate between four and six is considered "healthy." As shown in Table H2-19, 2.8 percent of Artesia's housing units were vacant in 2008. This vacancy rate is lower than Los Angeles County's vacancy rate of 4.2 percent in 2008.

Table H2-19 Occupancy 2008		
Occupancy	Units	Percent
Occupied Housing Units	4,583	97.2%
Vacant Housing Units	130	2.8%
Total Housing Units	4,713	100%

Source: California Department of Finance, E-5, 2008

6. Age of Housing Stock

Table H2-20 summarizes the City's housing stock by the year built. Age can be an indicator of general housing stock conditions and a factor in determining the need for rehabilitation. Without proper maintenance, housing units deteriorate over time. The older the units, the more likely they will need major repairs. Additionally, older housing units may not be built to current building codes including fire safety standards.

In general, housing that is 30 years or older may need minor repairs. Housing over 50 years old is considered aged, and is more likely to need major repairs. In Artesia, approximately 87.4 percent of housing units were built prior to 1980, and 67.1 percent were built prior to 1960.



Housing Sub-Element

**Table H2-20
Housing Stock by Year Built**

Year Built	Units	Percent ¹
1999 - March 2000	30	0.7
1995 - 1998	44	0.9
1990 - 1994	155	3.4
1980 - 1989	355	7.7
1970 - 1979	933	20.3
1960 - 1969	1,272	27.7
1950 - 1959	1,111	24.2
1940 - 1949	463	10.1
1939 or earlier	235	5.1
Total Housing Units	4,598	100%

Notes: ¹Percentages may not equal 100% due to rounding.
Source: US Census SF3 H34

Table H2-21 breaks down the housing units by both year of construction and tenure. Approximately 90 percent of owner-occupied units were built prior to 1980 and 44.4 percent were built prior to 1960. Of the renter-occupied units, 84.4 percent were constructed prior to 1980 and 32.3 percent were constructed prior to 1960.

**Table H2-21
Tenure by Age Of Housing Stock**

Year Built	Owner-Occupied		Renter-Occupied		Total	
	Units	Percent ¹	Units	Percent ¹	Units	Percent ¹
1999 - March 2000	5	0.2%	16	0.8%	21	0.5%
1995 - 1998	44	1.7%	0	0%	44	1.0%
1990 - 1994	62	2.5%	93	4.8%	155	3.5%
1980 - 1989	151	6.0%	194	10.0%	345	7.7%
1970 - 1979	322	12.7%	576	29.6%	898	20.0%
1960 - 1969	820	32.5%	438	22.5%	1,258	28.1%
1950 - 1959	698	27.6%	353	18.2%	1,051	23.5%
1940 - 1949	278	11.0%	185	9.5%	463	10.4%
1939 or earlier	146	5.8%	89	4.6%	235	5.3%
Total	2,526	100%	1,944	100%	4,470	100%

Source: US Census SF3 H36

Notes: ¹Percentages may not equal 100% due to rounding.



7. Housing Conditions

Housing units where living conditions, as defined in Section 17920.3 of the California Health and Safety Code, endanger the health and safety of the occupants are considered substandard. Households living in substandard conditions are considered to be in need of housing assistance, even if they are not seeking an alternative housing arrangement, due to threat to health and safety.

In 2008, the City of Artesia completed a comprehensive housing conditions survey. The survey documented the roof, wall, foundation, door, and window, landscape and fencing conditions of all housing units within identified focus areas. Based on the survey, approximately 76 housing units in Artesia are in poor condition and 343 are in need of improvement. Housing units in these categories have the potential to benefit from rehabilitation. Housing units in poor condition may require replacement, depending on specific items in need of repair. Table H2-22 summarizes the units needing improvement and in poor condition.

Table H2-22 Housing Stock Condition 2008			
Condition	Single Family (units)	Multi-Family (units)	Total
Needs Improvement	305	38	343
Poor	61	15	76
Total	366	53	419

Source: Artesia Housing Conditions, 2008

In addition to structural deficiencies and standards, the lack of infrastructure and utilities serves as an indicator for substandard conditions. According to the 2000 Census, 38 housing units lacked complete plumbing facilities, 33 of which were renter-occupied. 82 of the housing units lacked complete kitchen facilities, 77 of which were renter-occupied.

8. Housing Costs and Rents

a. Existing and New Home Price Trends

In 2000, the median value for all owner-occupied units in Artesia was \$187,300. Table H2-23 shows the number of housing units by price range. In 2000, 11.6 percent of the housing units were valued below \$100,000. Approximately 46.8 percent were valued between \$100,000 and \$199,999. Approximately 30.9 percent were valued between \$200,000 and \$299,999. Approximately 10.8 percent were valued at \$300,000 or more.



Table H2-23		
2000 Value for Owner-Occupied Housing Units		
Price Range	Number of Units	Percent of Total
\$49,999 or less	143	5.7%
\$50,000 to \$99,999	149	5.9%
\$100,000 to \$149,999	472	18.7%
\$150,000 to \$199,999	710	28.1%
\$200,000 to \$249,999	515	20.4%
\$250,000 to \$299,999	265	10.5%
\$300,000 to \$399,999	151	6.0%
\$400,000 to \$499,999	54	2.1%
\$500,000 or more	67	2.7%
Total	2,526	100%

Source: US Census 2000, SF 3, H84

The median sales price in Artesia was \$441,000 in April of 2008. This was a 17.6 percent decrease from the median sales price of \$541,000 in April 2007. Many cities in the surrounding area, as well as Los Angeles County as a whole, experienced a decline in median sales price as well.

Table H2-24			
Median Sales Price			
Jurisdiction	April 2007	April 2008	% Change
Artesia	\$541,000	\$441,000	-17.6%
Cerritos	\$655,000	\$575,000	-12.2%
Norwalk	\$495,000	\$330,000	-33.3%
Lakewood	\$516,000	\$415,000	-19.6%
Los Angeles County	\$541,000	\$435,000	-19.6%

Source: DataQuick, dqnews.com, May 2008.

b. Rental Prices

Table H2-25 illustrates the average rent by unit size during the second quarter of 2007. The average monthly rent for a studio apartment was \$800. The average rent for a 1-bedroom, 1-bath unit was \$1,203. The average rent for a 2-bedroom, 1-bath apartment was \$1,725 and average rent for a 2-bedroom, 2-bath apartment was \$1,285. There were no three-bedroom units included in the survey completed by RealFacts.



Table H2-25 Average Rent by Unit Size	
Unit Size	Average Monthly Rent
Studio	\$800
1 bedroom, 1 bath	\$1,203
2 bedrooms, 1 bath	\$1,725
2 bedrooms, 2 baths	\$1,285
3 bedrooms, 2 baths	--
All	\$1,294

Source: RealFacts, Second Quarter, 2007

c. Affordability Gap Analysis

By comparing the costs of homeownership and renting to the household’s ability to pay, an affordability gap can be determined. Housing affordability is defined as paying no more than 30 percent of the household income on housing expenses. Table H2-26 summarizes the affordable rents and purchase prices based on the 2008 HUD median income of \$59,800 for Los Angeles County. The affordable purchase price assumes a 6.0 percent interest rate with a 30-year mortgage.

Table H2-26 Affordable Rent and Purchase Price by Income Category			
Income Category	Annual Income¹	Affordable Rent Payment²	Estimated Affordable Purchase Price³
Extremely-low income	≤30% MFI ⁴	≤\$448	≤\$74,000
Very-low Income	31% - 50% MFI	\$449 - \$725	\$74,001 - \$121,000
Low Income	51% - 80% MFI	\$726 – \$1,196	\$121,001 - \$199,000
Moderate Income	81% - 120% MFI	\$1,197 - \$1,794	\$199,001 - \$299,000
Above-moderate Income	>120% MFI	>\$1,794	>\$299,000

¹ Income limits established by State of California HCD.
² Based on 30% of income
³ Assumes 6.0% interest rate, 30-year mortgage
⁴ MFI= Median family income (\$59,800)



d. Rental Affordability

The average rent for the smallest of units (a studio apartment) is higher than the rental payment affordable for the extremely-low and very-low income categories. The affordable rents for the low income category coincide with the average rent for a studio apartment. The affordable rents for the moderate income category coincide with the average rent for the 1 and 2 bedroom units. The high cost of rent in Artesia compared to the affordable rents indicates extremely-low, very-low, and low income households may have difficulty finding suitable rental housing.

e. Ownership Affordability

The median sales price in Artesia exceeds the affordability range for all income categories except above-moderate income households. Those households in the extremely-low through moderate income categories will likely find it difficult to afford purchasing a home.



HOUSING NEEDS

The following analysis describes housing needs relative to various segments of the population.

Several factors influence the need for housing. The four major housing need categories discussed in this section are:

- Housing need resulting from population growth and demolition of existing housing stock;
- Housing need resulting from overcrowding;
- Housing need resulting from overpayment; and,
- Housing needs of "special needs groups" such as elderly persons, large households, female-headed households, persons with disabilities, persons who are homeless, and farm workers.

A. REGIONAL HOUSING NEEDS ASSESSMENT

California Housing Law requires regional planning agencies to identify existing and future housing needs every five years. SCAG is the regional planning agency responsible for developing the Regional Housing Needs Assessment (RHNA) and identifying the existing and growth needs numbers for the cities in the areas encompassed by the Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial Counties. The "fair share" allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of not only its resident population, but also for those households who might reasonably be expected to reside within the jurisdiction, particularly low income households. This assumes the availability of a variety and choice of housing accommodations appropriate to their needs.

1. Existing Needs

The RHNA addresses existing housing needs in two subcategories: overpayment and overcrowding.

a. Households Overpaying for Housing

Overpayment refers to households that pay more than 30 percent of their gross income for housing. High housing costs can cause a household to spend a disproportionate percentage of their income for housing. This may cause a series of related problems, including a deterioration of housing stock because costs associated with maintenance must be sacrificed for more immediate expenses (i.e., food, clothing, medical care, and utilities). It may also result in the selection of units that do not suit the space or amenity needs of the household.



Based on SCAG’s data, 22 percent of the total households in Artesia are overpaying for housing. Of the owner-occupied households, approximately 23 percent are overpaying. Of the renter-occupied households, approximately 28 percent are overpaying. Over 37 percent of the owner-occupied households that are overpaying earn over 95 percent of the median income. Some owner-occupied households choose to allocate a higher portion of their disposable monthly income to housing costs in light of investment qualities of ownership. Renter-occupied households earning between 30 and 50 percent of the median income comprise approximately 30 percent of the renter-occupied households experiencing overpayment. Renter-occupied households earning between 50 and 80 percent of the median income comprise approximately 44 percent of the renter-occupied households experiencing overpayment. This data indicates a need for increased rental housing affordable to the low and very-low income categories.

Table H3-1 Overpayment by Tenure and Income City of Artesia						
% of Median Income	Owners		Renters		Total	
	Households	% of Overpaying	Households	% of Overpaying	Households	% of Overpaying
<30%	65	11.2%	70	16.5%	135	13.4%
30 – 50%	75	12.9%	130	30.6%	205	20.4%
50 – 80%	160	27.6%	185	43.5%	345	34.3%
80 – 95%	65	11.2%	20	4.7%	85	8.5%
> 95%	215	37.1%	20	4.7%	235	23.4%
Total	580	100%	425	100%	1,005	100%

Source: Regional Housing Needs Assessment, SCAG 2007

b. Overcrowding

Overcrowding is defined as households having an average of more than one person per room, not including bathrooms, kitchens, and hallways. Effects of overcrowding include strain on public facilities and services, reduced quality of the physical environment, and deterioration of the housing stock.

According to SCAG, 25 percent of Artesia’s total households experience overcrowding. Thirty percent of renter-occupied, and 21 percent of owner-occupied households, experience overcrowding. This data is consistent with the high number of persons per household in the City. Of the overcrowded owner-occupied households, 53 percent earn over 95 percent of the median income. Twenty-eight percent of the overcrowded renter-occupied units earn over 95 percent of the median income and 31 percent earn between 50 and 80 percent of the median income.



**Table H3-2
Overcrowding by Tenure and Income
City of Artesia**

% of Median Income	Owners		Renters		Total	
	Households	% of overcrowding	Households	% of overcrowding	Households	% of overcrowding
< 30%	15	2.8%	65	11.0%	80	7.1%
30 - 50%	20	3.7%	115	19.5%	135	12.0%
50 – 80%	140	26.2%	185	31.4%	325	28.9%
80 – 95%	75	14.0%	60	10.2%	135	12.0%
> 95%	285	53.3%	165	28.0%	450	40.0%
Total	535	100%	590	100%	1,125	100%

Source: Regional Housing Needs Assessment, SCAG 2007

2. 2006-2014 Growth Needs

A local jurisdiction’s “fair share” of regional housing need is the number of additional housing units that will need to be constructed in the jurisdiction to accommodate the anticipated population growth, to replace expected demolitions and conversion of housing to non-housing uses, and to achieve a healthy vacancy rate. The allocation is divided into the four household categories used in the Federal and State programs: very low, low, moderate, and above moderate. In addition to these four categories, the City must address the needs of extremely-low income households. The extremely-low income need is assumed to be 50 percent of the very-low income allocation.

Table H3-3 illustrates the City of Artesia’s allocation for the 2006-2014 planning period.

**Table H3-3
Fair Share Housing Needs Allocation, 2006-2014
City of Artesia**

	Total Construction Need	Extremely-Low Income ¹	Very-Low Income	Low Income	Moderate Income	Above-Moderate Income
Number of Units	132	17	33	20	22	56

Note: ¹The extremely-low income need is a subset of the very-low income allocation and is assumed to be 50% of the very-low income allocation.

Source: Regional Housing Needs Allocation, SCAG 2007



HOUSING SUB-ELEMENT



B. SPECIAL NEEDS GROUPS

There are certain segments of the population that may experience more difficulty in finding decent, affordable housing due to their special circumstances. These groups include the elderly, large families (5 or more persons), female-headed households, persons with disabilities, homeless persons, and farm workers.

In addition to the data from the 2000 U.S. Census and the 2006 ACS, this section also uses data from the 2000 Comprehensive Housing Affordability Strategy (CHAS) published by HUD. The CHAS provides information related to households with housing problems, including overpayment, overcrowding and/or without complete kitchen facilities and plumbing systems. The CHAS data is based on the Census 2000 data files and are mostly comprised of a variety of housing need variables split by HUD-defined income limits and HUD-specified housing types.

1. Elderly Persons

The special housing needs of the elderly are an important concern since many retired persons are likely to be on fixed incomes. In addition, the elderly may have special needs related to housing construction and location. The elderly often require ramps, handrails, lower cabinets and counters to allow greater access and mobility. They also may need special security devices for their homes to allow greater self-protection. Due to limited mobility, the elderly also typically desire access to services and amenities (i.e., medical and shopping) and public transit facilities. Generally, the elderly population within the community has four primary concerns:

- **Income** – The elderly population typically lives on a fixed income;
- **Household Composition** – The elderly (particularly women) often live alone;
- **Transportation** – The elderly population is more likely to rely on public transportation; and
- **Health Care** – The elderly have a significantly greater need for health care.

In 2000, the US Census reported that 12.4 percent of Artesia's residents were elderly (age 65 and over). Table H3-4 shows the number of householders by age in Artesia. In 2000, 24 percent of the owner-occupied households and 14.9 percent of the renter-occupied households had an elderly householder.



**Table H3-4
Householders by Tenure by Age, 2000
City of Artesia**

Householder Age	Owner-Occupied		Renter-Occupied		Total	
	Units	%	Units	%	Units	%
15-24 years	37	1.5%	57	2.9%	94	2.1%
25-34 years	240	9.5%	418	21.5%	658	14.7%
35-64 years	1,643	65.0%	1,179	60.3%	2,822	63.1%
65-74 years	333	13.2%	140	7.2%	473	10.6%
75 plus years	273	10.8%	150	7.7%	423	9.5%
Total	2,526	100%	1,944	100%	4,470	100%

Source: US Census 2000 SF3 H14

Table H3-5 shows the number and percent of elderly persons (ages 65 and over) within three disability categories that may limit independent living. According to Table H3-5, the largest disability category within the elderly population is self-care, and at least one other disability. Males in this category make up approximately 11 percent of the total elderly males; while females in this category make up 14.9 percent of all elderly females. Approximately 32.8 percent of elderly persons have a disability that limits their ability to live independently.

**Table H3-5
Elderly With Disabilities Limiting Independent Living, 2000
City of Artesia**

Disability Type	Male	% of Males 65+	Female	% of Females 65+	Total	% of People 65+
Going Outside the Home Disability Only	40	5.6%	68	6.5%	108	6.1%
Self-Care Disability Only	0	0%	0	0%	0	0%
Self-Care and At Least One Other Disability	79	11.0%	156	14.9%	235	22.4%
Total	119	16.6%	224	21.4%	343	32.8%

Source: US Census 2000 SF3 P41.

According to the 2000 CHAS data, 44.6 percent of elderly renter-occupied households and 24.2 percent of elderly owner-occupied households experience overpayment. The



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increasing number of elderly persons in the population is creating a demand for more affordable housing. The City will address the needs of the elderly population through the development of policies and programs that will address affordability and special design guidelines for the elderly. Table H3-6 provides a summary of housing problems experienced by elderly households in Artesia.

**Table H3-6
Housing Problems- Elderly Households, 2000**

	Renters	Owners
Elderly Households- Household Income \leq 30% MFI	50	105
% with any Housing Problem ¹	40.0%	47.6%
% Cost Burden ² > 30%	40.0%	47.6%
% Cost Burden ² > 50%	40.0%	33.3%
Elderly Households- Household Income 30% to \leq 50% MFI	95	54
% with any Housing Problem ¹	78.9%	46.3%
% Cost Burden ² > 30%	78.9%	46.3%
% Cost Burden ² > 50%	57.9%	18.5%
Elderly Households- Household Income > 50% to \leq 80% MFI	49	127
% with any Housing Problem ¹	71.4%	34.6%
% Cost Burden ² > 30%	51.0%	34.6%
% Cost Burden ² > 50%	0.0%	15.0%
Elderly Households- Household Income \geq 80% MFI	93	263
% with any Housing Problem ¹	8.6%	5.3%
% Cost Burden ² \geq 30%	8.6%	5.3%
% Cost Burden ² \geq 50%	4.3%	0.0%
Total Elderly Households	287	549
% with any Housing Problem ¹	48.1%	24.2%
% Cost Burden ² \geq 30%	44.6%	24.2%
% Cost Burden ² \geq 50%	27.5%	11.7%

Notes:

¹"Housing Problem" defined as any occupied housing units lacking a complete kitchen, lacking complete plumbing, having more than 1.01 persons per room (overcrowded), or costing more than 30 percent of the occupant household's income.

²Percentage of household income spent on housing cost

Source: 2000 HUD CHAS data



2. Large Families

The 2000 US Census reported 1,191 households in the City of Artesia with five or more persons. Large households are included as a Special Needs group because they typically require larger dwellings with more bedrooms. These households report higher cost burden and a higher percentage of housing problems. This is especially true for renter households because multi-family units are typically smaller than single-family units. Table H3-6 shows that there were 506 large households occupying rental units, which represents 11.3 percent of all renter households. The number of large households in owner-occupied units was higher than those in renter-occupied units at 685 units (15.3 percent of total households). As of 2000, large households constituted 26.6 percent of total households in the City.

**Table H3-7
Large Households by Tenure, 2000
City of Artesia**

Number of Persons in Unit	Owner Occupied	Renter Occupied	Total
Five	295	219	514
Six	217	145	362
Seven or More	173	142	315
Total	685	506	1,191
Percent of Total Households	15.3%	11.3%	26.6%

Source: US Census 2000 SF3 H17.

According to the 2000 CHAS data, 32.1 percent of large renter-occupied households and 31.9 percent of large owner-occupied households experience overpayment. Currently, less than five percent of the City's rental housing stock has four or more bedrooms (refer to Table H2-18) resulting in a high percentage of large family households that are forced to live in overcrowded situations. To address this need, the City shall develop policies that will establish incentives and programs to encourage the development of housing for large families. Table H3-8 provides a summary of housing problems experienced by large households in the City of Artesia.



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**Table H3-8
Housing Problems- Large Households, 2000
City of Artesia**

	Renters	Owners
Large Households- Household Income ≤ 30% MFI	40	4
% with any Housing Problem ¹	75.0%	100.0%
% Cost Burden ² > 30%	75.0%	100.0%
% Cost Burden ² > 50%	75.0%	100.0%
Large Households- Household Income 30% to ≤ 50% MFI	74	32
% with any Housing Problem ¹	100.0%	100.0%
% Cost Burden ² > 30%	100.0%	87.5%
% Cost Burden ² > 50%	33.8%	43.8%
Large Households- Household Income > 50% to ≤ 80% MFI	148	145
% with any Housing Problem ¹	97.3%	86.2%
% Cost Burden ² > 30%	33.1%	55.2%
% Cost Burden ² > 50%	0.0%	10.3%
Large Households- Households Income ≥ 80% MFI	215	500
% with any Housing Problem ¹	74.4%	62.0%
% Cost Burden ² ≥ 30%	0.0%	21.0%
% Cost Burden ² ≥ 50%	0.0%	4.0%
Total Large Households	477	681
% with any Housing Problem ¹	85.5%	69.2%
% Cost Burden ² ≥ 30%	32.1%	31.9%
% Cost Burden ² ≥ 50%	11.5%	7.8%

Notes:

¹"Housing Problem" defined as any occupied housing units lacking a complete kitchen, lacking complete plumbing, having more than 1.01 persons per room (overcrowded), or costing more than 30 percent of the occupant household's income.

²Percentage of household income spent on housing cost

Source: 2000 HUD CHAS data



3. Female-Headed Households

Female-headed households are included as a Special Needs group because of their historic low rate of homeownership, lower incomes, and high poverty rates. Table H3-9, Tenure in Female-Headed Households, represents the total female-headed households in the City in 2000. Of the total 593 female-headed households in 2000, approximately 312 (52.6 percent) were in owner-occupied units, compared to 281 in renter-occupied units (47.4 percent). Of the total 261 female householder with no husband present, with children under 18, there was an 18.8 percent ownership rate of the unit, compared to female headed households without children which has an owner occupied rate of 79.2 percent.

Table H3-9 Tenure in Female-Headed Households, 2000 City of Artesia					
Household Type	Number Owner Occupied	% Owner Occupied	Number Renter Occupied	% Renter Occupied	Total
Female Householder, No Husband Present, With Own Children Under 18	49	18.8%	212	81.2%	261
Female Householder, No Husband Present, Without Own Children	263	79.2%	69	20.8%	332
Total	312	52.6%	281	47.4%	593

Source: US Census 2000 SF3 HCT1.

Table H3-10 indicates the number of female-headed households as determined by the 2000 US Census. Of the total 608 female-headed households in Artesia, approximately 13.5 percent lived below the poverty level. Approximately 68 households, or 18.3 percent of total female-headed households with children under 18, lived below the poverty level, while 5.4 percent of total female households with no children were below the poverty level.



Table H3-10 Poverty in Female-Headed Households, 1999 City of Artesia					
Household Type	Number Below Poverty Level	Percent Below Poverty Level	Number Above Poverty Level	Percent Above Poverty Level	Total
Female Householder, No Husband Present, With Related Children Under 18	68	18.3%	304	81.7%	372
Female Householder, No Husband Present, No Related Children	14	5.9%	222	94.1%	236
Total	82	13.5%	526	86.5%	608

Source: US Census 2000 SF3 P90.

4. Persons with Disabilities

Access and affordability are two major housing needs of persons with disabilities. Access is particularly important for those with physical disabilities and they may require specially designed housing.

Lack of affordable accommodations and inadequate accessibility can be caused by a variety of factors, including: a) subtle, or not so subtle, discrimination; b) lack of financial resources and incentives available to those who want to make their buildings accessible; and, d) lack of knowledge as to how accessibility can be improved.

California Administrative Code Title 24 sets forth access and adaptability requirements for persons with disabilities. These regulations apply to public buildings (i.e., offices, stores, and motels), employee housing, factory-built housing, and privately funded, newly constructed apartment houses containing five or more dwelling units. The regulations also require that features such as rampways, doorways, and restrooms be designed to enable free access to the handicapped. These standards are not required in new single-family residential construction.

The 2000 Census reports that there were 812 residents with some type of reported disability in Artesia (refer to Table H3-11). This constituted approximately 5 percent of the total 2000 population in the City. The housing needs of persons with disabilities vary with the type and severity of the particular disability. Not all persons with disabilities require specialized housing. While the needs of certain individuals may be met without special housing accommodations, persons with disabilities affecting mobility often need specially designed, barrier-free housing. Some, but not all, persons with disabilities also need housing assistance of a financial nature. Age categories identified in Table H3-11



indicate that the largest cohort of individuals with disabilities are 65 or older, and a larger proportion of this age group has more than one disability.

**Table H3-11
Persons Reporting Physical and Self Care Disabilities, 2000
City of Artesia**

Age Group	Physical Disability Only	Self Care Disability Only	Go Outside Home Disability Only	Self Care Disability and At Least One Other Disability	Total	% of Age Group ¹
5-15 Yrs.	0	6	0	22	28	1.0%
16-20 Yrs.	0	0	10	0	10	0.8%
21-64 Yrs.	114	15	166	35	330	3.7%
65+ Yrs.	101	0	108	235	444	25.2%
Total	215	21	284	292	812	5.5%

Source: US Census 2000 SF3 PCT 26.

¹Total 5-15 years old: 2,759; 16-20 year olds: 1,213; 21-64 year olds: 8,996; 65+ year olds: 1,762.

Table H3-12 provides a summary of housing problems experienced by households with mobility and self-care limitations in the City of Artesia. According to the 2000 CHAS data, 52.6 percent of the total number of households with mobility and self-care limitations experience some sort of housing problem. As previously stated, these problems include overpayment, overcrowding, and/or lack of complete kitchen facilities and plumbing systems.



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**Table H3-12
Housing Problems- Mobility and Self Care Limitations, 2000
City of Artesia**

	Renters				Owners				Total Households
	Extra Elderly ¹	Elderly ²	All Other Households	Total Renters	Extra Elderly ¹	Elderly ²	All Other Households	Total Owners	
Household Income ≤ 30% MFI	0	10	4	14	29	4	10	43	57
% with any Housing Problem ³	N/A	0.0%	100.0%	28.6%	86.2%	100.0%	0.0%	67.4%	57.9%
Household Income 30% to ≤ 50% MFI	15	4	15	34	15	0	8	23	57
% with any Housing Problem ³	100.0%	100.0%	100.0%	100.0%	0.0%	N/A	50.0%	17.4%	66.7%
Household Income > 50% to ≤ 80% MFI	19	0	70	89	25	10	70	105	194
% with any Housing Problem ³	78.9%	N/A	100.0%	95.5%	40.0%	0.0%	85.7%	66.7%	79.9%
Households Income ≥ 80% MFI	0	19	85	104	35	35	260	330	434
% with any Housing Problem ³	N/A	21.1%	41.2%	37.5%	0.0%	0.0%	48.1%	37.9%	37.8%
Total Households	34	33	174	241	104	49	348	501	742
% with any Housing Problem ³	88.2%	24.2%	71.3%	67.2%	33.7%	8.2%	54.3%	45.5%	52.6%

Notes:

¹“Extra Elderly” defined as 1 or 2 persons with either person 75 years or over

²“Elderly” defined as 1 or 2 persons with either person 62 to 74 years

³“Housing Problem” defined as any occupied housing units lacking a complete kitchen, lacking complete plumbing, having more than 1.01 persons per room (overcrowded), or costing more than 30 percent of the occupant household’s income.

Source: 2000 HUD CHAS data



5. Homeless Population

The most recent enumeration of homeless persons in the Greater Los Angeles area, including the City of Artesia, took place in January of 2007. Artesia is part of the East Los Angeles Service Planning Area (SPA 7). The point-in-time results showed there were 5,580 homeless persons in SPA 7. The annual projection is estimated at 14,365 instances of homelessness per year. Within the estimated homeless population, sub-populations have been identified as listed in Table H3-13.

Table H3-13 East Los Angeles Service Planning Area (SPA 7) Homeless Subpopulation Groups 2007 Annual Projections	
Subpopulations	Number of Persons
Substance Abusers	5,938
Mentally Ill	5,049
Veterans	1,592
Persons with AIDS/HIV	117
Victims of Domestic Violence	2,166
Unaccompanied Youth	378
Chronically Homeless	1,935

Source: 2007 Greater Los Angeles Homeless Count

The Los Angeles County Sheriff's Department, Lakewood Station, Artesia Team, estimates there are 3 to 4 homeless persons within Artesia at a given point in time. The City boundaries encompass approximately 1.6 square miles of land. Limited areas for homeless persons to stay in, combined with limited social services within the City leads to a low homeless population.

The City of Artesia does not have a homeless shelter, and any homeless cases are referred to the Los Angeles County Sheriff's Department (LASD) or to a social service program in the area. Social service programs currently available for the City are in the Cities of Long Beach and Los Angeles. The capacity to meet the homeless needs is discussed in Section 4: Resources and Constraints.

6. Farm Workers

Farm workers are defined as persons whose primary incomes are earned through seasonal agricultural work. In 2000, only 18 of Artesia's residents reported being employed in agriculture (or related industries). With such a small percentage of residents working in active agricultural production and harvest, there is no apparent or recognized need for farm worker housing.



C. EXTREMELY-LOW INCOME HOUSEHOLDS

Extremely Low-Income households are defined as households with income less than 30 percent of the MFI. The provisions of Government Code Section 65583 (a)(1) require quantification and analysis of existing and projected housing needs of Extremely Low-Income households. In 2000, 27.8 percent of Artesia households were within the Extremely Low-Income category (refer to Table H2-12; household income less than \$15,000).

Table H2-14 provides a summary of housing problems experienced by extremely low-income households in the City of Artesia. Extremely Low-Income renter-occupied households experience both overpayment and overcrowding. According to data from the 2000 CHAS provided by HUD, 64.8 percent of Extremely Low-Income households experience at least one type of housing problem.

**Table H3-14
Housing Problems- Extremely Low-Income Households, 2000
City of Artesia**

	Renters	Owners	Total Households
Extremely Low-Income Households- Household Income \leq 30% MFI	183	152	335
% with any Housing Problem ¹	76.0%	51.3%	64.8%
% Cost Burden ² > 30%	62.8%	51.3%	57.6%
% Cost Burden ² > 50%	62.8%	41.4%	53.1%

Notes:

¹"Housing Problem" defined as any occupied housing units lacking a complete kitchen, lacking complete plumbing, having more than 1.01 persons per room (overcrowded), or costing more than 30 percent of the occupant household's income.

²Percentage of household income spent on housing cost

Source: 2000 HUD CHAS data

The needs of Extremely Low-Income households include housing units designed for transient/homeless populations, multi-family rental housing, factory-built housing, mobile homes, housing for agricultural employees, supportive housing, single-room occupancy units, and workforce housing.



RESOURCES AND CONSTRAINTS

Actual or potential constraints can affect the development of new housing or the maintenance of existing units for all income levels. Governmental and non-governmental constraints in Artesia are similar to those in other jurisdictions in the region and are discussed below. One of the most significant constraints to housing in Artesia is the limited amount of available land and, as elsewhere in the Los Angeles County region, the high cost of land.

A. GOVERNMENTAL CONSTRAINTS

Governmental constraints can limit the supply of housing in the region, making it difficult to meet the demand for housing. Governmental constraints can include policies, standards, requirements, or actions imposed by the various levels of government upon land use and development. These constraints may include land use controls, growth management measures, building codes, fees and processing, and permit procedures.

1. Land Use Controls

Land use controls take a number of forms that affect the development of residential units. These controls include General Plan policies, zoning designations (and the resulting use restrictions, development standards, and permit processing requirements), development fees and local growth management programs.

a. General Plan

Each city and county is required by State Law to have a General Plan, which establishes policy guidelines for development. The General Plan is the foundation of all land use controls in a jurisdiction. The Land Use Element of the General Plan identifies the location, distribution, and density of the land uses within the City. General Plan residential densities are expressed as dwelling units per acre. The Artesia General Plan identifies three residential land use designations, as shown in Table H4-1.



Table H4-1 General Plan Residential Land Use Categories			
Designation	Description	Acreage	Density Range
Low Density Residential	Primarily single family detached units	429.1	1-7.3 du/ac
Medium Density Residential	Mix of single family detached and attached duplex structures	--	7.4-18 du/ac
High Density Residential	Typically include triplexes, four-plexus, and multifamily units as either rental or ownership real estate	93.5	19-24 du/ac

Source: City of Artesia Land Use Element, 1993

According to the General Plan’s Land Use Element, a total of 5,376 dwelling units would be possible at complete build-out. The Department of Finance (DOF) reports an estimated 4,713 units existed within the City as of January 2008.

To make a housing project economically feasible based on land costs, certain densities are necessary. HCD has established generally accepted standards for density based on desired affordability.

- **Very-low- and low income:** Minimum of 20 units per acre (based on AB 2348)
- **Moderate income:** Minimum of 11-30 units per acre
- **Above-moderate income:** Up to 11 units per acre

b. Zoning Code

The Zoning Code is the primary tool for implementing the General Plan. It is designed to protect and promote the public health, safety, and welfare.

Table H4-2 summarizes the permitted residential uses in each zone within Artesia. The A-1 (Agriculture-Single Family Residential), R-1 (Single-Family Residential), M-R (Multiple Family Residential), and MD-R (Medium Density Residential) zones are the primary residential zones. Single-family uses are permitted in all of the residential zones, while multi-family developments are permitted in M-R zones. Attached duplexes are permitted in the MD-R and M-R zones.



Table H4-2 Permitted Residential Uses					
Use	A-1	R-1	M-R	M-D-R	C-O
Single Family Detached (≤4 bedrooms)	P	P	P	P	--
Single Family Detached (≥5 bedrooms)	CUP	CUP	--	CUP	--
Congregate Living Health Facilities	--	CUP	CUP	--	--
Two and Three Family Dwellings	--	--	P	--	--
Apartment Houses	--	--	P	--	--
Homes for the Aged and Rest Homes	--	--	CUP	--	--
Attached Duplexes	--	--	--	P	--
Condominiums	--	--	--	--	CUP

Notes:
 P=Principal Use Permitted
 CUP=Permitted with a Conditional Use Permit
¹ Congregate living health facilities serve more than 6 persons or have more than 6 beds for persons who are terminally ill or who are catastrophically and severely disabled.
 Source: City of Artesia Municipal Code Title 9, Chapter 2

Single family detached units with 5 or more bedrooms and congregate living health facilities require a conditional use permit. Conditional use permits are granted by the Planning Commission through a public hearing process. The City has standard conditions, found in the Municipal Code, for each of these uses. The requirement for a conditional use permit is to ensure design compatibility with the surrounding neighborhood and ensure the project provides the adequate interior and exterior amenities for the residents.

Single family detached units with 5 or more bedrooms must satisfy the following conditions:

- The lot or parcel is adequate in size to accommodate a dwelling with five (5) or more bedrooms and still provide open space, landscaping, and other outdoor amenities as required by this chapter.
- The mass and scale of the dwelling unit is harmonious with the character of the neighborhood and with the existing development pattern on abutting lots or parcels.
- The proposed physical orientation of the dwelling unit on the lot or parcel is appropriate for the shape of the lot, the location of outdoor living areas, and the placement and orientation of surrounding homes and structures.



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- The dwelling is designed for only single-family use.

Congregate living health facilities must satisfy the following conditions:

- The lot or parcel has adequate outdoor area for all required parking, including parking required for employees and visitors while maintaining a residential appearance. In addition, an outdoor area in the rear yard shall be provided for residents and employees of the facility;
- The structure and lot to be utilized comply with any and all development standards applicable to single family dwellings except as otherwise provided in this subsection;
- The structure and lot or parcel to be utilized are physically and aesthetically compatible with surrounding structures and lots and the character of the neighborhood;
- The proposed facility will provide loading and unloading facilities as may be necessary to protect and ensure the safety of persons unloading or loading, and to avoid interference with traffic;
- In addition to the parking otherwise required for single-family residences pursuant to this Code, one paved parking space shall be provided for each nonresident employee or aide;
- No signage advertising the facility shall be allowed on or off the premises;
- Facilities necessary to accommodate medical waste shall be provided in a State authorized container that is secured and out of public access and public view;
- The applicant applies for and obtains Development Review Board approval of the proposed structure, site plan, landscaping, general design and development, setbacks, height, and vehicle and pedestrian ingress and egress;
- The applicant/operator obtains and maintains a current business license from the City. At the time of obtaining and/or renewing the required business license, the applicant/operator shall submit evidence of having obtained the necessary and current State license together with proof of the most recent inspection by the State of the facility; and
- The facility shall be operated in a manner that complies with the City of Artesia Noise Ordinance.
- The operator, as part of the application process, shall state whether or not the operator, or any business operating a congregate living health facility wherein the operator has or had a ten (10%) percent or greater ownership interest, has had any State license or City or County approval to operate such facility suspended or revoked, including the dates and locations of all such suspensions or revocations.

Artesia's residential zoning designations, as shown in Table H4-2, control both the use and development standards of each specific parcel.



Housing Sub-Element

Table H4-3 shows zoning standards for each zone designed for residential uses within Artesia.

Table H4-3 Residential Development Standards					
Standards	Zoning Districts				
	Agriculture-Single Family Residential (A-1)	Single Family Residential (R-1)	Medium Density Residential (M-D-R)	Multiple Residential (M-R)	Condominium (C-O)
Minimum Lot area	10,000 sf	6,000 sf	3,800 sf	5,000 sf	60,000 sf
Maximum Dwelling Units	1 unit/lot	1 unit/lot	2 units/lot	1 du/ 1,800 sf	1 du/3,000 sf
Maximum Density	4.4 du/ac ¹	7.3 du/ac ¹	23 du/ac ²	24.2 du/ac ³	14.52 du/ac ³
Maximum Height	2 stories/ 30 feet	2 stories/ 30 feet	2 stories/30 feet	2 stories/ 35 feet (may exceed maximum height with CUP)	--
Maximum Lot Coverage	50%	50%	50%	50%	
Minimum lot width	50 ft	50 ft	45 ft	50 ft	100 ft
Minimum Front Yard	20 ft	20 ft	14 ft	15 ft	15 ft
Minimum Interior Side Yard	10 % of lot width, not less than 3 ft in with and need not exceed 5ft	10 % of lot width, not less than 3 ft in with and need not exceed 5ft	5 ft	5 ft	5 ft
Minimum Rear Yard	15 ft	5 ft	16 ft	5 ft	15 ft
Notes: Sf = Square feet; Ft = feet 1 Maximum density based on minimum lot area required. 2 Maximum density based on a maximum of 2 dwelling units on a lot with the minimum lot area required. 3 Maximum density based on the minimum lot area required per dwelling unit. Source: City of Artesia Municipal Code Title 9, Chapter 2					

The A-1, R-1, and MDR residential zones require development to be built no higher than 2 stories or 30 feet while the MR zone permits development to be built no higher than 2 stories or 35 feet. Buildings in the MR zone may exceed the maximum height with a conditional use permit granted by the Planning Commission.



c. Parking Requirements

Table H4-4 summarizes the parking requirements that exist in the City. Parking requirements do not strain the development of housing directly; however, since required parking spaces in the City of Artesia must be located on the same lot or property, these requirements may reduce the amount of available lot area for residential development.

Table H4-4 Residential Parking Requirements		
Type of Residential Development	Required Parking Spaces	Comments
Single Family, up to 3 bedrooms	2 enclosed parking spaces	Plus 1 paved space in front of the garage if 3 bedrooms
Single family, 4-6 bedrooms	3 enclosed parking spaces plus 1 paved space in front of the garage	Plus 1 additional paved space for every bedroom over 4
Single family, 7-8 bedrooms	4 enclosed parking spaces plus 3 paved spaces in front of the garage	Plus 1 additional paved space if 8 bedrooms
2-family, 3-family and apartments	2 enclosed parking spaces per unit plus ½ space per bedroom in each unit exceeding 2 bedrooms	Plus 1 guest parking space for 4 or more units with 1 additional space for every 3 units after the 4 th unit
MD-R zone	2 spaces for 4 or less bedrooms, 3 spaces for more than 4 bedrooms	

Source: City of Artesia, Municipal Code, Section 9.2.113

Based on the units constructed or entitled during the current Planning Period, The City has not found the parking requirements to unduly impact the cost and supply of housing, nor the ability for projects to achieve maximum densities. However, to ensure the City's parking requirements are not a potential constraint to residential development, especially new housing units affordable to lower and moderate income households, the City will include a program in this Housing Element update to evaluate and make appropriate revisions to the residential parking requirements.

d. Affordable Housing Incentives and Density Bonus

The City of Artesia adopted Ordinance No. 640 in 2002, which created a density bonus and developer incentives for affordable housing. The City has not updated its Municipal Code to reflect the requirements set forth in Senate Bill 1818.

Currently, a density bonus of 25 percent is allowed for projects that provide for one of the following:



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1. At least 10 percent of the units are affordable to households earning no more than 50 percent of the median income;
2. At least 20 percent of the units are affordable to households earning no more than 60 percent of the median income; or
3. At least 50 percent of the units are designated for qualifying senior citizens.

A density bonus of 50 percent is allowed for projects that provide for one of the following:

1. At least 20 percent of the units are affordable to households earning no more than 50 percent of the median income; or
2. At least 40 percent of the units are affordable to households earning no more than 60 percent of the median income.

The developer must also provide on-site amenities based on the number of units constructed and the project must remain affordable for at least 30 years.

In addition to the density bonus, the developer is granted one incentive from the following list:

1. A reduction in the required amount of parking for the project, not to exceed ten percent;
2. A reduction in the required amount of open space for the project, not to exceed ten percent;
3. A reduction in the required setback dimensions for the project, not to exceed fifty percent of required setback dimensions, provided that a setback shall not be less than five feet; or
4. An increase in the maximum height permitted, not to exceed one additional story, provided that there is a minimum setback between the additional floor and the lower floors of the building of at least ten feet.

e. Second Dwelling Units

Second dwelling units provide additional opportunities to provide affordable housing. These are primarily intended for the elderly or family of the primary owner, or as a rental unit for additional income. Second dwelling units are permitted by-right in the A-1 and R-1 zones provided certain size, setback, and design conditions are met. In the A-1 zone, the lot size must be at least 12,000 square feet. In the R-1 zone, the lot size must be at least 10,000 square feet. Requirements for second units in both zones include the following:



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1. The second dwelling unit must be located to the rear of the primary residence;
2. The unit shall be a minimum of 150 square feet or the minimum size of an efficiency unit as defined by the State, whichever is greater;
3. The unit shall not exceed 640 square feet;
4. The primary residence and second dwelling unit shall not exceed a structural lot coverage of 50 percent;
5. The height of the second dwelling unit shall not exceed the height of the primary residence;
6. The same setbacks for the primary residence apply and there shall be at least 20 feet of separation between the primary residence and a detached secondary dwelling unit;
7. A maximum of one secondary dwelling unit is allowed on a lot;
8. One common front entrance is permitted for attached secondary dwelling unit within or a part of the primary residence. The entrance for a detached secondary unit shall be located so that it is not visible from the street or the entrance to the primary residence; and,
9. At least one enclosed parking space per bedroom shall be provided for the secondary dwelling unit.

In addition to the above requirements, the secondary dwelling unit shall be architecturally compatible with the primary residence. The property owner must reside in one of the residential structures and the secondary dwelling unit cannot be sold as a separate property.

f. Senior Housing

Rest homes and homes for the aged are permitted in the M-R zone. Since elderly persons require different dwelling characteristics, developments for seniors require a conditional use permit. Project proposals are evaluated for their design and compatibility with the surroundings. For rest homes and homes for the aged, one parking space for every four residents in accordance with the residential capacity of the home as listed on the required license or permit, and one parking space for each employee is required.

There are currently four senior housing facilities located within the City – The Christian Home for the Aged, Windsor Palms (formerly Twin Palms Care Center), Founder’s House of Hope, and New Man Horizons.

g. Emergency Shelters and Transitional Housing



Housing Sub-Element

Recent changes to State Law (SB 2) require that cities identify sites that are adequately zoned for emergency shelters and transitional housing. In addition, cities must not unduly discourage or deter these uses. There are no emergency shelters or transitional housing facilities within the City. The City's Municipal Code does not address or make reference to development of emergency shelters or transitional housing in the City.

Based on the provisions of SB 2, cities with an unmet need for emergency shelters are required to identify a zone(s) where emergency shelters will be allowed as a permitted use without a conditional use permit or other discretionary permit. The identified zone(s) must have sufficient capacity to accommodate the shelter need and, at a minimum, provide capacity for at least one year-round shelter.

To comply with SB 2, the City will consider amending the Light Manufacturing and Industrial Zone (M-1), or other suitable zone(s) with sufficient capacity, to permit emergency shelters without discretionary approvals. The City has analyzed the existing land uses and development standards of the M-1 Zone and has found the Zone has the capacity and is suitable to accommodate at least one year-round shelter meeting the local homeless needs described in Section 3: Housing Needs.

The M-1 Zone currently accommodates small to moderate sized industry as well as limited commercial and service uses. Parcels in the M-1 Zone are located in close proximity to Pioneer Boulevard, the primary north-south arterial in the City. Norwalk Transit and LA Metro operate bus lines along Pioneer Boulevard, making the M-1 Zone accessible by public transit. The M-1 Zone is also located adjacent to commercial areas, providing access to services and employment centers. The M-1 Zone encompasses approximately 28 acres.

Table H4-5 summarizes the development standards for the M-1 Zone.

Table H4-5 Development Standards M-1 Zone	
Development Standard	Minimum or Maximum
Lot Area	5,000 sq. ft. minimum
Lot Width	50 ft.
Front Yard Setback	No minimum
Side Yard Setback	None required, except parcels a residential zone shall have a minimum 10 ft. side yard setback on the side adjoining the residential zone.
Rear Yard Setback	None required, except parcels adjoining a residential or commercial zone shall a minimum 10 ft. rear yard setback on the. Building structures and parking areas abutting an alley shall be located a minimum of five (5) feet from



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	the alley line.
Building Height	35 ft. maximum
Source: City of Artesia, Municipal Code, Section 9.2.3403	

h. Housing for Persons with Disabilities

The City permits in the R-1 and M-R zones, subject to a conditional use permit, congregate living health facilities serving more than 6 persons or having more than 6 beds for persons who are terminally ill or who are catastrophically and severely disabled. The City does not address or make reference to development of housing for persons with disabilities when there are 6 or less residents. If there are 6 or less residents, the City does not differentiate the facility from any other residential use in the same zone.

The City's Municipal Code defines "family" as 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 persons, including roomers but excluding servants, unrelated by blood, marriage, or adoption, living together as a single housekeeping unit in a dwelling unit.

The City currently does not have formal procedures adopted for processing reasonable accommodation requests for persons with disabilities. The City handles such requests on a case-by-case basis through an administrative review process when possible. The City's Housing Plan shall include an action to develop formal reasonable accommodation procedures.

i. Building Codes and Enforcement

Building and safety codes are adopted to preserve public health and safety, and to ensure the construction of safe and decent housing. They also have the potential to increase the cost of housing construction or maintenance.

The City has adopted Title 26 (Building Code) of the Los Angeles County Code which adopts by reference the 2007 California Building Code. The California Building Code has established construction standards for all residential buildings. These codes provide minimum standards necessary to protect the health, safety, and welfare of Artesia's residents.

The City also requires that all new residential construction comply with the Federal Americans with Disability Act (ADA), which includes accessibility requirements for certain types of buildings. Specific accessibility requirements for residential buildings are also contained in the California Building Code.



The City’s Code Enforcement Officers are responsible for investigating complaints of violations of building codes, zoning ordinances, sign regulations, abatement, and public nuisance ordinances.

j. Development Fees

Various development and permit fees are charged by the City and other agencies to cover administrative processing costs associated with development. These fees ensure quality development and the provision of adequate public services, and are based on the type, size, and potential impacts on various services and infrastructures. However, because these fees are often passed down to renters and homeowners in the rent/purchase price of the unit, they affect the affordability of housing. One method of determining whether fees are excessive and represent barriers to affordable housing is by comparing fees to jurisdictions in the region.

Artesia’s building permit, permit plan check, and inspection services are provided by the County of Los Angeles’ Building and Safety Department, which also provides the same services for other cities in the area, including Lakewood and Cerritos.

The City of Artesia is unique to other cities in the region in that it does not charge developers’ or impact fees.

Table H4-6 Comparative Development Fee Summary				
Fee Charges	Artesia	Bellflower	La Palma	Cypress
Environmental				
Negative Declaration	\$270	\$127	N/A	\$350 mf/ actual cost
EIR Processing	\$800 + consultant’s fees	\$434	\$790	\$2,500 mf/ actual cost
Planning				
General Plan Amendment	\$760	\$1,304	\$748	\$600 mf/ actual cost
Zone Change	\$760	\$1,210	\$748	\$2,000 mf/ actual cost
Tentative Tract Map	\$2,270	\$547+ contract cost of City engineer	\$646	\$1,600/ actual cost
Site Plan Review/Precise Plan	\$180	N/A	\$585	N/A
Design Review	N/A	N/A	\$585	\$250-\$1,500 minimum fee/ actual cost



Table H4-6 Comparative Development Fee Summary				
Fee Charges	Artesia	Bellflower	La Palma	Cypress
Conditional Use Permits and Variances	\$470	\$1,210	\$585/157	\$700-\$2,000 minimum fee/ actual cost
Building				
Building	\$25.30 permit issuance fee	N/A	N/A	N/A
Plan Check %	Minimum charge \$137.20 plus fee according to building valuation	N/A	N/A	N/A
Electrical	\$365.00 ¹	N/A	N/A	N/A
Mechanical	\$25.30 permit issuance fee	N/A	N/A	N/A
Plumbing	\$25.30 permit issuance fee	N/A	N/A	N/A
Engineering and Subdivision				
Final Tract Map	N/A	\$1,998	\$441	N/A
Notes: ¹ Assumes construction of a 2,000 sq. ft residential home on vacant land NA=Information not available. Source: City of Artesia, City of Bellflower, City of Cypress, City of La Palma, 2008				

k. Local Processing and Permit Procedures

Considerable holding costs are associated with delays in processing development applications and plans. Two levels of decision-making bodies govern the review process in Artesia: the Planning Commission and City Council. The City previously had a separate Development Review Board. The duties and powers of the Development Review Board have been transferred to the Planning Commission.

Depending on the type of entitlement required, a development may be subject to various levels of review. All residential projects are subject to design review by the Planning Commission, except for those in the A-1 and R-1 zones. Single-family residential units in the A-1 and R-1, as well as residential projects with design review approval, proceed to plan check for building permit issuance. Projects requiring a conditional use permit or variance are also reviewed by the Planning Commission.

Table H4-7 outlines the estimated time for development review.



Table H4-7 Processing Time for Residential Project Approval				
Process	Required Time Period			
	A-1 Zone	R-1 Zone	MD-R Zone	M-R Zone
Design Review	Exempt (Admin. Review) 0-2 days	Exempt (Admin. Review) 0-2 days	2-4 weeks	2-4 weeks
Plan Check/Building Permit	(<600 sq. ft.) over-the-counter (>600 sq. ft.) 1-4 weeks	(<600 sq. ft.) over-the-counter (>600 sq. ft.) 1-4 weeks	(<600 sq. ft.) over-the-counter (>600 sq. ft.) 1-4 weeks	1-4 weeks
Conditional Use Permit	(4 bedrooms or less) over-the-counter (5 or more bedrooms) 3-4 weeks	(4 bedrooms or less) over-the-counter (5 or more bedrooms) 3-4 weeks	1-2 months	1-2 months
Variance	1-2 months			
Zone Change w/ EIR and Public Hearing	3-6 months			
General Plan Amendment w/ EIR and Public Hearing	3-6 months			
Source: City of Artesia Planning Department				

As shown in Table H4-7, processing times vary depending on the complexity of the project. Single-family homes and tenant improvements can be processed in 1 to 4 weeks. Multi-family projects can be processed in 3 to 8 weeks. More complex projects requiring a variance, zone change, or conditional use permit require a higher level of review and thus have a longer processing timeline.

2. Artesia Redevelopment Agency Housing Set-Aside Fund Resources

The City of Artesia Redevelopment Agency provides the funding source for many housing-related activities in the City. Table H4-8 summarizes the tax-increment projections from fiscal year 2006-2007 through fiscal year 2010-2011. The City's Redevelopment Agency anticipates using Housing Set-Aside Funds for two programs through the Planning Period. The First Time Homebuyer Tax Credit Program provides a loan of up to \$8,000. Because the program provides loans, the funds are available for reuse as loans are repaid. The Redevelopment Agency also anticipates using approximately \$3 million for land acquisition to assemble land for low to moderate income housing.



Table H4-8					
Tax Increment Projections for Housing Set-Aside Fund					
	2006/07	2007/08	2008/09	2009/10	2010/11
Tax Increment Revenue	\$955,354	\$1,074,772	\$1,398,477	\$1,591,263	\$1,682,416
Annual 20% Set-Aside	\$191,071	\$214,954	\$279,695	\$318,253	\$336,483
Cumulative 20% Set-Aside	-----	\$406,025	\$494,650	\$597,948	\$654,736
Source: City of Artesia Redevelopment Agency					

a. Redevelopment Agency Inclusionary Requirement

In accordance with California Community Redevelopment Law, the City of Artesia Redevelopment Agency requires production of affordable housing units in conjunction with Agency-developed housing or housing projects within the redevelopment project areas.

At least 30 percent of new or substantially rehabilitated housing units developed by the Agency must be restricted for very-low and low income households. Fifty percent of the total restricted units must be reserved for very-low income households.

At least 15 percent of the units developed by entities other than the Agency in a redevelopment project area must be reserved for very-low and low income households. Of those restricted units, at least 40 percent must be for very-low income households.

3. Community Development Block Grant and HOME Program

The City of Artesia participates in a consortium with the County of Los Angeles and 12 other cities known as the Los Angeles County Urban County Program. The Urban County receives Community Development Block Grant (CDBG) and HOME funding on a formula basis from the Federal government. Funds are distributed by the County of Los Angeles to individual jurisdictions.

CDBG funds can be used for the following activities:

- Acquisition
- Rehabilitation
- Home Buyer Assistance
- Economic Development
- Homeless Assistance
- Public Services



- Public Improvements
- Rent Subsidies

HOME funds can be used for the following activities:

- New Construction
- Acquisition
- Rehabilitation
- Home Buyer Assistance
- Rental Assistance

4. Environmental and Infrastructure Constraints

The City of Artesia has limited natural resources and pristine habitat due to its location and built out nature; however, as with most southern California cities, development may be limited due to exposure to a variety of environmental hazards.

a. Environmental Constraints

The City of Artesia has identified areas where land development should be carefully controlled. The following hazards may impact future development of residential units in Artesia.

Seismic Hazards: The City of Artesia, like other cities in Southern California, is located in a region of frequent seismic activity. While the City is located in the vicinity of active faults, no known earthquake faults or Alquist-Priolo Special Study Zones are located within the City. Major active fault zones located in the vicinity of the City include the Newport-Inglewood Fault Zone and the Whittier-Elsinore Fault Zone. The Newport-Inglewood Fault Zone is located approximately five miles southwest of the City. The fault is designated as active with a maximum credible magnitude of 7.0 to 7.5 on the Richter scale. The Whittier-Elsinore Fault Zone is located approximately eight miles northeast of Artesia. This fault zone has an expected maximum credible magnitude of 6.6 on the Richter scale.

The City of Artesia may be subject to ground shaking in the event of a nearby earthquake. The amount of ground shaking would depend on the proximity of the area to the fault, the depth, the location of the epicenter, the magnitude of the earthquake, and soil type in the area. Alluvial soils, such as those found in Artesia, are especially prone to intense ground shaking.

The City of Artesia is located within an identified liquefaction zone. Liquefaction is caused by a shock or strain from an earthquake and involves the sudden loss of soil strength and cohesion, and the temporary transformation of soil into a fluid mass.



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Flooding: The City of Artesia is located in the San Gabriel River alluvial plain. Drainage within the City flows southwest into the San Gabriel River. The entire city is located within the designated Federal Emergency Management Agency (FEMA) Zone C (minimal flooding).

The City of Artesia has adopted Floodplain Management requirements as part of Title 8 of the City's Municipal Code. These standards apply to construction in flood-prone areas, and are intended to protect the residents and property in Artesia.

Fire Hazards: The City of Artesia is located in a built-out, urbanized area and, therefore, the most serious fire threat within the City is by residents. Fire hazards within the City may be associated with heavy industrial uses, hazardous materials, and arson. The Los Angeles County Fire Department provides fire protection and paramedic services for the City. There are no fire stations located within the City; however, there are two fire stations (Fire Stations No. 30 and 115) located in surrounding cities that provide immediate fire protection services. Four other fire stations provide secondary service to the City.

Noise: Residential land uses are the most sensitive to noise in Artesia. Principal noise sources in the City are transportation noise sources, including primary and secondary highways, arterials, the Union Pacific Railroad/Los Angeles County MTA corridor and the 91 freeway. Other potential noise sources include stationary industrial, construction, and population noise. Title 5, Chapter 2 of the City's Municipal Code addresses permissible noise levels.

b. Infrastructure Constraints

The City of Artesia is generally a built out city. Anticipated residential development is either infill of smaller lots or intensification of use, such as larger single family lots being converted to a higher density use, such as multifamily. Main infrastructure is available at most locations in the city and developers may need to upgrade as required in order to ensure adequate fire flow or sewer capacity.

Water: Three companies provide water services in the City of Artesia: Southern California Water Company, County Water Company and Park Water Company. Approximately 87 percent of the City is served by the Southern California Water Company. The SCWC water system in Artesia receives water from the Metropolitan Water District and three active wells, two of which are located in Artesia. County Water Company provides water to approximately 10 percent of the City located in the northern and southeastern portions of the City. The source of water is a water connection with the City of Norwalk and a water connection to the SCWC system. Park Water Company provides water services to approximately 3 percent of the City. The source of water is from groundwater wells with the Company's Norwalk Water System.



The City has identified some limitations on new infill development based on inadequate fire flow from small pipes in residential neighborhoods. This constraint may cause an inability of property owners to obtain approval to build large homes.

Sewer: The City of Artesia maintains the sewer systems within the City. The City's local collector sewer lines connect to main sewer trunks owned and operated by the County Sanitation Districts of Los Angeles County (Sanitation Districts). The Sanitation Districts service 78 cities and unincorporated areas of Los Angeles County. The Sanitation Districts operate 11 wastewater treatment plants and treat approximately 500 million gallons per day.

Storm Drains: Storm drains within the City are predominantly owned by the Los Angeles County Flood Control District. The City typically requires no increase in run-off from any new development. In addition, Low Impact Development Practices are beginning to be implemented. Individual improvements within each developing lot would be required as necessary. Meeting future storm water regulations may require the City to acquire land in order to create storm water quality basins such as sand filter basins. This may impact the ability of the City to accommodate additional dwelling units. Said storm water requirements are currently in flux and it is difficult to assess how they may impact residential development at this time.

B. NON-GOVERNMENTAL CONSTRAINTS

A number of market and non-governmental factors contribute to the cost of housing. These constraints include the availability of land and costs of land and construction. The following is a discussion of these factors and their impact on affordable housing development.

1. Vacant and Underutilized Land

Vacant land in Artesia is minimally due to the built-out condition of the City. The greatest opportunities for development exist on underutilized parcels or areas available for redevelopment. The limited availability of raw vacant land has a direct effect on land prices, and although redevelopment and intensified land are viable options, development costs overall are increased by this factor. A thorough analysis of vacant and underutilized land is conducted in Appendix B of this Housing Element.

2. Land Prices

The cost of land directly influences the cost of housing. Land prices are determined by a number of factors, most important of which are land availability and permitted development density. As land becomes scarcer, the price of land increases. In terms of development, land prices have a positive correlation with the number of units permitted on each lot. In recent years, land prices have increased in Southern California.



3. Construction Costs

Construction costs can be strongly influenced by a variety of factors and have a direct correlation with the cost of housing. Construction costs are primarily determined by the cost of materials and labor. The cost of construction depends on the type of unit being built.

Table H4-9 provides a summary of estimated construction costs for Los Angeles County.

Table H4-9 Construction Cost Estimates	
Development Type	Cost per Square Foot
Single-Family Residential	\$100-125
Townhomes/Condominiums	\$150-180
Multi-family- garden-style apartments	\$200
Multi-family- stacked flats with structured parking	\$250
Source: RBF Consulting, 2007	

4. Financing

Mortgage interest rates have a large influence over the affordability of housing. Higher interest rates increase a homebuyer's monthly payment and decrease the range of housing that a household can afford. Lower interest rates result in a lower cost and lower payments for the homebuyer.

Typically, when interest rates rise, the market compensates by decreasing housing prices. Similarly, when interest rates decrease, housing prices begin to rise. Often times, there is a lag in the market. So when interest rates rise, housing prices continue to stay high until the market can catch up. It is this period when it is the most difficult for lower income households to purchase a home.

As shown in Table H4-10, the percentage of persons denied for a home loan in the Los Angeles region increases as income decreases. Approximately 30 percent of very-low income households were denied a loan, while 22.8 percent of above-moderate income households were denied.



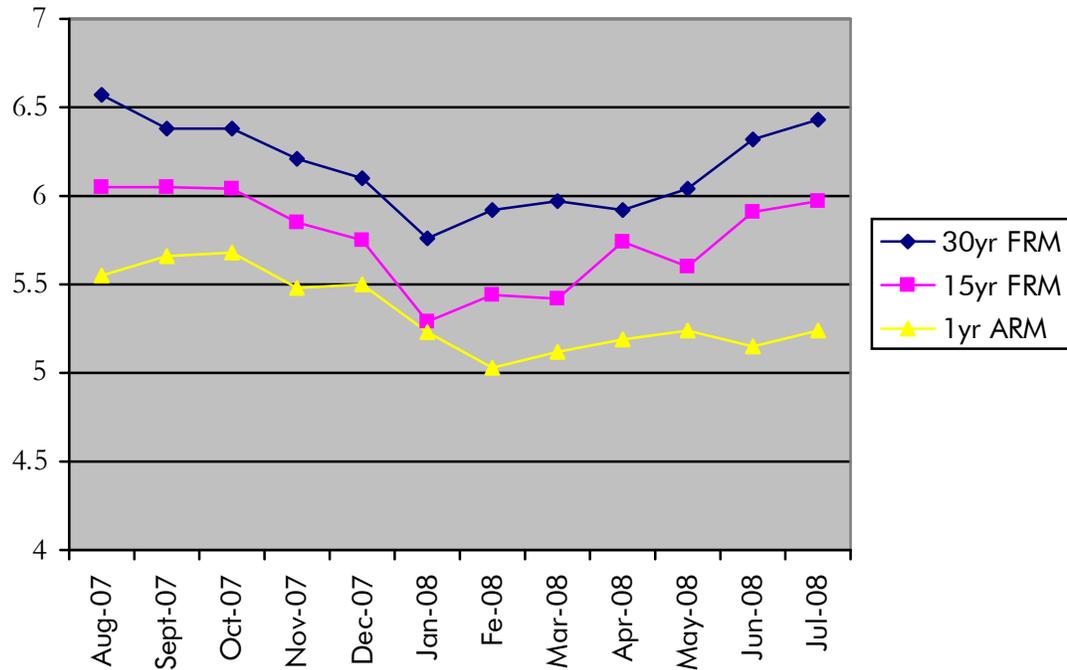
Table H4-10				
Mortgage Lending Rates-2006				
Los Angeles-Long Beach-Glendale Metropolitan Division				
Income Group	Total Applications	Loans Originated	Applications Denied	Percentage Denied
<50% MFI	1,016	183	305	30.0%
50-79% MFI	2,517	835	798	31.7%
80-99% MFI	3,802	1,532	1,084	28.5%
110-119% MFI	6,427	3,056	1,547	24.1%
≥120% MFI	260,014	135,744	59,375	22.8%
Total	273,776	141,350	63,109	23.1%
Source: Federal Financial Institutions Examination Council, HMDA Data, 2006				

Figure H4-1 shows the average interest rates between October 2006 and September 2007. Interest rates reached a high point in July 2007 and have decreased since. Interest rates are determined by national policies and economic conditions and there is little that a local government can do to affect these rates. However, in order to extend home buying opportunities to lower income households, jurisdictions can offer interest rate write-downs. Additionally, government insured loan programs may be available to reduce mortgage down payment requirements

There have been recent changes in the qualifications and lending standards for home loans. Nationwide, there has been a large increase in the number of delinquencies and foreclosures in the housing market. As a result, lenders have more stringent qualifications for home loans and lower income households may find it more difficult to qualify.



**Figure H4-1
Average Interest Rates
August 2007 - July 2008**



Source: Freddie Mac Primary Mortgage Market Survey, August 2008

Energy Conservation

The City of Artesia requires compliance with the 2008 County of Los Angeles Building Code, based on the 2007 California Building Code, for all new construction. Compliance with the 2008 County Building Code on the use of energy efficient appliances and insulation has reduced energy demand stemming from new residential development.

Southern California Edison, which provides electricity service in Artesia, also offers public information and technical assistance to developers and homeowners regarding energy conservation. Southern California Edison also provides incentives for energy efficient new construction and home improvements. Through the California Energy Star New Homes program, builders can receive up to \$700 per single family unit or \$275 per multi-family unit for constructing homes that are 15-20 percent more energy efficient than the County and State requirements. Builders also have the option of installing efficient appliances, insulation and/or tight ducts to receive similar monetary incentives. Owners of existing homes can receive monetary incentives for purchasing Energy-star



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qualified appliances or making other energy-saving improvements such as installing a whole-house fan in the attic.

One of the more recent strategies in building energy-efficient homes is following the U.S. Green Building Council's guidelines for LEED Certification. LEED-certified buildings demonstrate energy and water savings, reduced maintenance costs, and improved occupant satisfaction. The LEED for New Construction program has been applied to numerous multi-family residential projects nationwide. The LEED for Homes pilot program was launched in 2005 and includes standards for new single-family and multi-family home construction.



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HOUSING PLAN

A. INTRODUCTION

This section of the Housing Element describes the City's housing goals, policies, and action programs for the 2006-2014 Planning Period. The Housing Plan was developed based on the City's present and future housing needs, and addresses specific requirements of State law. In addition, the Housing Plan considers the input of residents and stakeholders. The goals, policies, and actions focus not only on increasing the housing stock, but also the maintenance, preservation, and improvement of housing for all Artesians.

The City's housing goals are organized to address five key areas:

1. Provision of Affordable Housing
2. Conservation and Improvement of Existing Housing Stock
3. Provision of Adequate Housing Sites
4. Provision of Equal Housing Opportunities
5. Removal of Governmental Constraints

B. HOUSING GOALS, POLICIES AND ACTIONS

1. Provision of Affordable Housing

Goal HE 1

Provide affordable, decent, safe and sanitary housing of all types and costs, regardless of race, color, religion, sex, sexual orientation, marital status, national origin, ancestry, familial status, source of income, or disability.

Policy HE 1.1

Provide homeownership assistance to low- and moderate-income households.



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Action HE 1.1a Mortgage Credit Certificate Program

Continue to promote the County of Los Angeles Mortgage Credit Certificate (MCC) Program for first-time homebuyers through handouts available at City Hall and announcements in the City's website and cable television station (RTA).

Objective:	MCC Program participation
Responsible Agency:	Housing Department
Funding Source:	County of Los Angeles
Time Frame:	Ongoing

Policy H 1.2

Increase the extremely low, very low, low and moderate income housing stock.

Action HE 1.2a Redevelopment Housing Set Aside Fund

Implement the Redevelopment Plan for the Artesia Redevelopment Project Area which will provide low- and moderate-income housing through Housing Set-Aside funds. The Redevelopment Agency is required to set aside 20 percent of the tax increment to a special Low and Moderate Income Housing Fund. The Housing Fund must be used to increase, improve and preserve the community's supply of low- and moderate-income housing. As part of the implementation of the Redevelopment Plan, the City, through the Agency, shall use the Housing Set-Aside funds to write-down the cost of land and assist in assembling property for the development of extremely low, very low, low- and moderate-income housing.

Objective:	20% of tax increment for Housing Set-Aside
Responsible Agency:	RDA
Funding Source:	RDA Housing Set-Aside
Time Frame:	Ongoing



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Action HE 1.2b Maximize External Funding Resources

Maximize use of external funding resources for affordable housing construction, rehabilitation, and rental assistance. The City shall monitor available County, State, and Federal funds and pursue funds based on the City's eligibility.

Objective:	Funding for affordable housing construction, rehabilitation and rental assistance.
Responsible Agency:	Housing Department
Funding Source:	County, State, HUD
Time Frame:	Ongoing

Action HE 1.2c Compliance with State Density Bonus Law

To encourage affordable housing development, the City currently offers density bonuses and developer incentives in Article 43 of the Municipal Code. To provide further incentives for affordable housing development and to comply with the provisions of State Density Bonus Law, City shall review and revise Article 43 of the Municipal Code.

Objective:	Review and revise Article 43 of the Municipal Code to reflect recent changes in State Density Bonus Law
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	June 2010

Action HE 1.2d Participation in Gateway Cities Council of Governments

Continue to participate in the Gateway Cities Council of Governments' effort to develop strategies to increase the sub-region's housing stock. Tasks include identifying available financial resources, modeling housing costs, and



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formulating programs that the sub-region could sponsor to help overcome some of the constraints to housing development. Potential categories of housing assistance could include programs to help meet infrastructure needs, impact predevelopment and feasibility costs, and undertake redevelopment with pooled funds.

Objective:	Participation in Gateway Cities COG
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Ongoing

Action HE 1.2e Second Units

The City understands that second units are an opportunity to provide affordable housing while maintaining the character of single-family neighborhoods. The City currently allows second unit housing on R-1 lots if the unit meets the requirements of the Second Unit Ordinance. The City shall review the Second Unit Ordinance and consider revisions or incentives to encourage development of second units. The City shall develop outreach materials to inform residents of the Second Unit Ordinance. The City will also implement a monitoring program that inventories the second units.

Objective:	Encourage and monitor second units.
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Review and revise Second Unit Ordinance by June 2010; Implement monitoring system by December 2010

Action HE 1.2f Housing for Extremely-Low Income Households

Encourage the development of housing units for households earning 30 percent or less of the Median Family Income for Los Angeles County. Specific emphasis



Housing Sub-Element

shall be placed on the provision of family housing and non-traditional housing types such as single-room occupancy units and transitional housing. The City will encourage development of housing for extremely-low income households through a variety of activities such as outreaching to housing developers on at least an annual basis, providing financial or in-kind technical assistance or land-write downs, providing expedited processing, identifying grant and funding opportunities, applying for or supporting applications for funding on an ongoing basis, reviewing and prioritizing local funding at least twice during the planning period and/or offering additional incentives beyond the density bonus provisions.

Objective:	Housing for extremely-low income households
Responsible Agency:	Planning Department, RDA
Funding Source:	General Fund, RDA Housing Set-Aside
Time Frame:	Outreach to developers on at least an annual basis; Apply for or support applications for funding on an ongoing basis; Review and prioritize local funding at least twice in the planning period

Policy HE 1.3

Encourage mixed-use (residential/commercial) development on existing commercial zoned land.

Action HE 1.3a Mixed Use in the C-G Zone

Amend the C-G zone of the Municipal Code to conditionally permit mixed-use development. Mixed-use development is intended to increase the supply of affordable housing in the city while promoting pedestrian access. The conditionally permitted uses shall include multiple-family dwelling units sited together with typical permitted commercial uses of the C-G zone, with the exception of uses that are incompatible with residential uses, such as light manufacturing, automotive servicing or



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other uses that may pose potential health and safety risks or nuisances to residents of the mixed-use development. In addition, development standards for mixed use residential and commercial uses shall be subject to the same development standards of the C-G zone as commercial use unless otherwise stated. However, certain development standards (parking requirements, and development fees, and maximum floor area) for mixed use development projects providing affordable housing shall be flexible. If affordable housing is provided in a mixed-use development project, the City shall amend the Municipal Code to provide for the following: a) the maximum allowable floor area of the commercial component may be increased by up to 10%; b) the parking requirement for both the commercial and the residential components shall be reduced; and c) development fees shall be waived.

Objective:	Amend C-G Zoning
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	June 2010

Action HE 1.3b Amend the South Specific Plan

Amend the South Specific Plan to designate the site as an Affordable Housing Optional Overlay (AHO) District which will allow higher commercial densities to the developer if affordable housing is provided. To facilitate affordable housing, and specifically very low- and low-income housing, the AHO designation will require that no less than 30 percent of the housing units be available to families of very low-income and 20 percent to families of low-income. The remaining 50% of the units shall be at market rate. In addition, the minimum housing density shall be 21 units per acre and the maximum 24 units per acre. However, the developer would retain the option of building at the lower density permitted by the Specific Plan's development standards. In addition, amend the Specific Plan to allow residential units to be developed above the first floor of commercial buildings. The specific development and design standards will reflect the residential and commercial goals of the City, and will be



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developed with the assistance of planners, architects, landscape architects, designers, and engineers.

Objective:	Amend South Specific Plan
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	June 2010

Action HE 1.3c Adopt the Downtown Specific Plan

The City shall adopt the Downtown Specific Plan to provide increased opportunities for housing development. The Downtown Specific Plan shall permit residential units at a minimum density of 20 du/ac within the Mixed Use Overlay.

Objective:	Adopt Downtown Specific Plan with Mixed Use Overlay.
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	June 2010

Policy HE 1.4

Provide housing opportunities for the special needs groups (elderly, female head of households, persons with disabilities, homeless, and large households).

Action HE 1.4a Expedited Processing for Special Needs Housing

Expedite processing for housing development projects for the special needs groups, giving highest priority to rental units with more than 3 bedrooms.

Objective:	Expedited processing
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Ongoing



Housing Sub-Element

Action HE 1.4b Technical Assistance for Special Needs Housing Development

Assist developers proposing special needs housing in applying for federal and state funding utilizing tax credit and/or bond processing.

Objective:	Technical assistance
Responsible Agency:	Planning Department
Funding Source:	Tax Credit/Bonds
Time Frame:	Project based, ongoing

Action HE 1.4c Adequate Sites for Emergency Shelters and Transitional Housing

In compliance with SB 2, the City will analyze and revise the existing Zoning Ordinance to allow for emergency shelters, transitional housing and supportive services to homeless individuals and families. The City will comply with the requirements of the State in the following manner:

- Provide at least one zoning category in which emergency shelters can be located without discretionary approvals. The subject zoning category(ies) shall include sites with sufficient capacity to meet the local need for emergency shelters. The City will amend the M-1, or other suitable zone(s) with sufficient capacity, to permit emergency shelters by-right and without a condition use or other discretionary permit.
- Ensure the provisions of the Housing Accountability Act are enforced and prohibit the denial of emergency shelter/transitional/supportive housing facility via discretionary approvals if it is consistent with adopted regulatory standards.
- Evaluate development standards and regulatory provisions to ensure that standards encourage rather than discourage development.
- Amend the Zoning Code to allow transitional/supportive housing as a residential use,



Housing Sub-Element

subject only to those requirements of other residential uses in the same zone.

Objective:	Compliance with SB 2
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Within 1-year of Housing Element adoption

Action HE 1.4d Revise the City's Definition of "Family"

According to case law Santa Barbara v. Adamson (1980), the Supreme Court found that a definition of "family" that made a distinction between related and unrelated persons in setting occupancy limits for single-family homes was unconstitutional. Therefore, the City will revise the current definition of "family" in the Municipal Code to comply with the definition found in the State's Health and Safety Code and in the Welfare and Institutions Code.

Objective:	Revise the definition of "Family" in the City's Municipal Code
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Revise and adopt new definition of "family" by July 2010

Policy HE 1.5

Encourage energy conservation in new residential development and rehabilitation or remodeling of existing housing units.

Action HE 1.5a Green Building Practices and Energy Conservation

To encourage the use of green building, energy conserving and sustainable development practices, the



Housing Sub-Element

City shall conduct a comprehensive review of existing local zoning and development standards, policies and programs. The City will analyze current trends and best practices and based on its findings, establish and market a program of information resources and/or incentives that will facilitate and encourage the incorporation of materials and technologies that promote green building and energy conservation and efficiency in new residential construction and remodeling. Potential incentives that will be evaluated include technical assistance, concessions, priority processing or other strategies to further encourage green building and energy conservation.

Additionally, the City will continue to promote energy conservation programs provided by the local utility providers by providing educational handouts and workshops in partnership with those providers.

Objective:	Encourage energy conservation in residential development
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Evaluate and develop green building/energy conservation program by June 2010. Continue to provide educational materials on an ongoing basis.



Housing Sub-Element

Conservation and Improvement of Existing Housing Stock

Goal HE 2

Maintain and Improve the Existing Housing Stock in Artesia.

Policy HE 2.1

Encourage the rehabilitation of the City's existing low- and moderate-income housing.

Action HE 2.1a Housing Rehabilitation Loans

Continue to offer low interest, deferred payment loans to eligible low- income homeowners for home repair. The City will distribute and make information available to homeowners regarding program eligibility, funding uses and assistance, and counseling at City Hall and on the City's website.

Objective:	10 Households
Responsible Agency:	Housing Department
Funding Source:	HOME
Time Frame:	Annually

Action HE 2.1b Outreach to Spanish-Speaking Residents

Continue to implement the outreach program in Spanish to inform Spanish-speaking residents of the low interest, deferred payment loans available for home repairs. The City shall also conduct housing assistance workshops that provide information on home rehabilitation programs available to the residents of the City.

Objective:	Spanish Outreach Program
Responsible Agency:	Housing Department
Funding Source:	General Fund
Time Frame:	Conduct workshops on an annual basis.



Housing Sub-Element

Action HE 2.1c Amend Redevelopment Plan

Conduct a feasibility study to amend the Redevelopment Plan to add targeted residential areas into the redevelopment project area. This will enable residents in the project area to take advantage of new rehabilitation programs available through tax increment as well as residents throughout the City with the additional funds from Redevelopment Housing Set-Aside which can be used for the purpose of increasing, improving, and preserving the City's supply of low- and moderate-income housing. If a new redevelopment project area is established in the residential area of the City, redevelopment funds shall be used to purchase and assemble residential properties for higher density residential use.

Objective:	Feasibility study for Redevelopment Project Area addition.
Responsible Agency:	RDA
Funding Source:	RDA
Time Frame:	Within 1-year of Housing Element adoption

Policy HE 2.2

Encourage the rehabilitation of the City's mobile homes in order to continue providing the residents with affordable housing.

Action HE 2.2a Rehabilitation Loans for Mobile Homes

Continue to offer HOME home improvement loans for the rehabilitation of mobile homes.

Objective:	See Action 2.1 a
Responsible Agency:	Housing Department
Funding Source:	HOME
Time Frame:	Annually



Housing Sub-Element

Policy HE 2.3

Continue to enforce the City's Municipal Code to ensure that the existing housing stock does not pose serious health and safety hazards to its occupants.

Action HE 2.3a Priority Code Enforcement

Identify target areas within the city that will require priority attention by the Code Enforcement Department. The City shall utilize the Artesia Housing Conditions Survey as the basis for identifying target areas. Subsequent to target area identification, prioritize the areas for proactive code enforcement programs.

Objective:	Identify and Prioritize Target Areas for Proactive Code Enforcement
Responsible Agency:	Code Enforcement
Funding Source:	General Fund
Time Frame:	Identify areas by December 2010.

Provision of Adequate Housing Sites

Goal HE 3

Provide suitable sites for housing development to accommodate all ranges of housing type, size, location, and price

Policy HE 3.1

Identify properties within the City that are suitable for housing development.

Action HE 3.1a Land Inventory

Maintain an updated land inventory that identifies vacant residential land and underutilized properties suitable for higher density residential development within the City. This land use and housing database shall be updated and



Housing Sub-Element

enlarged annually by the City's Planning Department in conjunction with the Code Enforcement Department.

Objective:	Vacant and Underutilized Land Inventory
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Annual update

Action HE 3.1b Redevelopment of Underutilized Sites

To encourage recycling of sites for residential development, the City shall work with interested developers to facilitate redevelopment of non-residential sites for residential use. In addition, the Redevelopment Agency shall evaluate purchasing underutilized sites offered for sale in the project area for future affordable housing development. These sites would be promoted to housing developers through informational bulletins and the City's website.

Objective:	Redevelopment of underutilized sites
Responsible Agency:	RDA
Funding Source:	RDA
Time Frame:	Ongoing

Action HE 3.1b Provide for Adequate Sites for Housing Development

To provide for adequate sites to accommodate the City's remaining very-low, low, and moderate income growth need of 75 dwelling units, the City shall re-zone a minimum of 3.75 acres of land to permit owner-occupied and rental single family and multifamily development by-right with a minimum net density of 20 du/ac. A minimum of 1.3 acres of the rezoned land shall allow exclusively by-right residential development to accommodate at least 50 percent of the City's very-low and low income growth need. The very-low and low income housing need shall be accommodated on sites with densities and development standards that permit at minimum of 16 units per site.



Housing Sub-Element

A portion of the City's unmet lower-income growth need is provided for through the adoption of the Downtown Specific Plan (Action 1.3c).

Objective:	Adequate Sites for Housing
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Rezone parcels by within 1-year of Housing Element adoption

Provision of Equal Housing Opportunities

Goal HE 4

Continue to provide free housing choice, equal opportunity, and access for all Artesia citizens, housed and non-housed alike.

Policy HE 4.1

Provide fair housing services to residents and ensure that all are aware of their rights and responsibilities regarding housing.

Action HE 4.1a Fair Housing Referrals

Continue to refer inquiries related to housing discrimination and fair housing practices to the Fair Housing Foundation. The Fair Housing Foundation provides fair housing education and outreach as well as tenant-landlord resolution, and investigates reports of discrimination. The City shall provide information about the Foundation's services in English, Spanish, and other languages, as found necessary, at City Hall and on the City's website and cable television station.

Objective:	Fair Housing Referrals
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Ongoing



Housing Sub-Element

Policy HE 4.2

Support local, non-profit agencies near Artesia that serve the homeless.

Action HE 4.2a Coordination with Homeless Service Providers

Coordinate efforts with the various non-profit organizations such as the Lutheran Social Services of Southern California in Long Beach and the L. A. Coalition to End Hunger and Homelessness.

Objective:	Coordination with service providers.
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Ongoing

Policy HE 4.3

Provide rental assistance to low-income households.

Action HE 4.3a Section 8 Housing Choice Vouchers

Continue to assist eligible low-income households receiving Section 8 rental assistance through the County Housing Authority. Information on the Section 8 program will be made available at City Hall and announced on the City website.

Objective:	22 Section 8 Vouchers
Responsible Agency:	Los Angeles County Housing Authority
Funding Source:	HUD
Time Frame:	Annual



Housing Sub-Element

Removal of Governmental Constraints

Goal HE 5

Remove governmental constraints to development, maintenance, and improvement of housing stock.

Policy HE 5.1

Provide guidance for decision-making regarding quality, inventory, and conservation of the City's housing stock

Action HE 5.1a Informational Manuals/Handouts

Continue to provide explanatory manuals and handouts to assist applicants, commissioners, and citizens in understanding regulations and procedures regarding land use and development permits.

Objective:	Informational manuals/handouts
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Ongoing

Action HE 5.1b Annual Housing Report

In compliance with State Law, the City shall submit an annual housing report to HCD. The report should describe changes to the City's housing stock and the progress in implementing the Housing Element policy program.

Objective:	Annual Report to HCD
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Annually

Policy HE 5.2

Provide efficient development of project processing



Action HE 5.2a Development Review Process Handouts

To assist the public in understanding the application and approval process, the City shall continue to distribute “The Development Review Process” handout to applicants. The City shall modify the handout as needed to reflect changes in the application process, timelines or requirements.

Objective:	Development Review Process handouts
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Ongoing, update as necessary

Action HE 5.2b Pre-Application Coordination with Developers

Continue to meet with prospective developers prior to formal submittal of a building permit application. The City will inform the applicant of the City’s requirements as they apply to the proposed development project, review the procedures outlined in the Municipal Code, explore possible alternatives or modification of the project, and identify any necessary technical studies or other required information relating to future entitlement review.

Objective:	Pre-application meeting with developers
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Ongoing, project based

Action HE 5.2c Expedited Processing and Fee Waivers

To encourage construction of affordable housing projects, the City shall review the existing development application, approval process, and required development fees. If the



Housing Sub-Element

development approval process and/or fees are found to be a constraint to affordable housing development, the City shall establish expedited processing procedures and/or fee waivers.

Objective:	Expedited processing/ fee waivers for affordable housing
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	Review process and fees by June 2010, Revise process and fees by December 2010

Policy HE 5.3

Provide flexible development standards

Action HE 5.3a Reasonable Accommodation Procedures

In compliance with SB-520, the City will analyze and determine the existing constraints on the development, maintenance, and improvement of housing intended for persons with disabilities. The analysis will include an evaluation of existing land use controls, permit and processing procedures, and building codes. If any constraints are found in these areas, the City will initiate actions to address these constraints, including removing the constraints or providing reasonable accommodation for housing intended for persons with disabilities. Flyers explaining the reasonable accommodation the City will provide will be periodically included with utility bills mailed to residents of the City. In addition, the flyer will be posted on the City's website and at the City's recreational center.

Objective:	Reasonable accommodation procedures
Responsible Agency:	Planning/Building Department
Funding Source:	General Fund
Time Frame:	June 2010



Housing Sub-Element

Action HE 5.3b Revise Parking Requirements for Housing for the Elderly and Persons with Disabilities

To encourage development of housing for the elderly and persons with disabilities, the City shall remove constraints associated with parking requirements. The City will review the Zoning Code and, based on its findings, revise the parking requirements to allow greater flexibility for elderly and special needs residential developments.

Objective:	Review and Revise Parking Requirements for Housing for the Elderly and Persons with Disabilities
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	June 2010

Action HE 5.3c Review and Revise Multi-family Parking Requirements

The City understands that parking requirements may impact the feasibility of residential development, especially the development of multi-family units. To ensure the City's parking requirements are not a constraint to residential development, especially new housing units affordable to lower and moderate income households, the City shall review the existing parking requirements and revise the requirements, as appropriate. Further study of these revisions shall be conducted as part of anticipated Zoning Code revisions as provided in this Housing Element.

The following items will be evaluated and implemented, as found appropriate:

- Reductions in the number of spaces required for affordable housing projects, if it can be demonstrated that the expected tenants will own fewer cars than the regular standards anticipate.



Housing Sub-Element

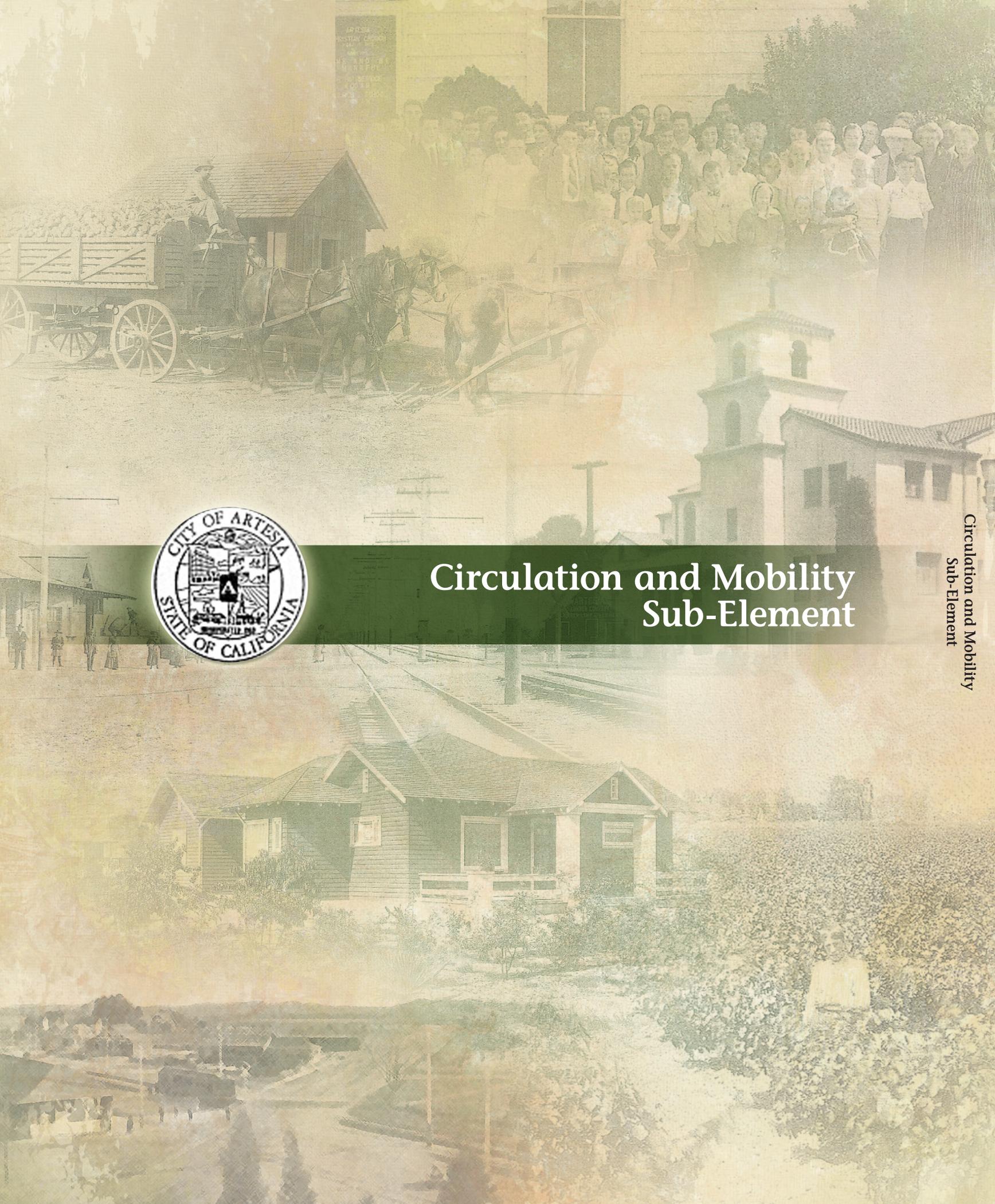
- Allowances for some of the spaces to be covered or uncovered space in-lieu of enclosed spaces in multi-family projects.

Objective:	Review and Revise Multi-family Parking Requirements
Responsible Agency:	Planning Department
Funding Source:	General Fund
Time Frame:	June 2010

C. QUANTIFIED OBJECTIVES SUMMARY

Table H5-1 summarizes the quantified objectives for the 2006-2014 Planning Period.

Table H5-1 2006-2014 Quantified Objectives	
Program/ Income Level	Objective
New Construction	
Extremely Low (subset of the Very Low Income Objective)	17
Very Low	33
Low	20
Moderate	22
Above Moderate	56
Total	132
Rehabilitation	
Extremely Low	0
Very Low	25
Low	25
Moderate	0
Above Moderate	0
Total	50
Preservation/Conservation	0



Circulation and Mobility Sub-Element

Circulation and Mobility
Sub-Element



CIRCULATION AND MOBILITY SUB-ELEMENT

A. INTRODUCTION AND PURPOSE



The Circulation and Mobility Sub-Element addresses the physical transportation system, such as streets, highways, bicycle routes and sidewalks; as well as various modes of transportation, including cars, buses, trucks, rail, bicycles, rideshare and walking.

The circulation and transportation system plays an important role in shaping the overall structure and form of the City—both dividing and connecting land uses. This

Sub-Element will serve as a guide for circulation and mobility improvements as they relate to the long-range growth of the City of Artesia.

The Circulation and Mobility Sub-Element has a critical relationship to the Land Use Sub-Element because the circulation system must adequately handle future traffic as the City and surrounding areas continue to grow. Circulation and land use must be closely tied to ensure that community members are able to move in and around the City to locations where they live, work, shop and spend leisure hours.

The State of California Government Code Section 65302 (b) requires that a General Plan include:

“A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”

The Circulation and Mobility Sub-Element describes existing circulation conditions in the City, establishes standards for implementation of future improvements in conjunction with planned growth, and provides a method for measuring system performance for future updates.

The Circulation and Mobility Sub-Element establishes official City policy regarding:

- The transportation facilities that will be required to serve both present and future vehicular and non-vehicular travel demand in the City;
- Classifications and design standards for circulation facilities; and
- Strategies to implement the City’s planned circulation system.



The Circulation and Mobility Sub-Element considers not only the physical parameters of the transportation system (roadway facility type, number of lanes, etc.), but also operation issues such as the provision of transit services, and programs and policies that encourage the use of alternative transit modes.

B. BACKGROUND

Relationship to Other Plans

Primary to effective land use is an orderly movement of people in a metropolitan region. The following regional plans have been developed and/or adopted which have relevance for circulation in the City of Artesia.

a. Regional Transportation Plan

On May 8, 2008, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2008 Regional Transportation Plan (RTP): Making the Connections. The RTP presents the transportation vision for this region through the year 2035 and provides a long-term investment framework for addressing the region's transportation and related challenges.

The goals of the RTP are to:

- Maximize mobility and accessibility for all people and goods in the region
- Ensure travel safety and reliability for all people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Maximize the productivity of our transportation system
- Protect the environment, improve air quality and promote energy efficiency
- Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures
- Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies

b. Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is a capital listing of all transportation projects proposed over a six-year period for the SCAG region. The projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc. The RTIP is SCAG's compilation of State, Federal and locally funded transportation projects. In addition to projects identified in the State Transportation Improvement Program (STIP), the RTIP includes projects eligible for Federal Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Program (STP) funds, other Federal funds and projects entirely funded out of local and private sources.



CIRCULATION AND MOBILITY SUB-ELEMENT

c. Congestion Management Program:

Urban traffic congestion is addressed by the Los Angeles County Metropolitan Transportation Authority (Metro) through a Congestion Management Program (CMP) in accordance with State law. This program requires local jurisdictions to examine the impact of land use decisions on the CMP regional transportation system and to be responsible for mitigating these impacts. CMP conformance allows local jurisdictions to continue receiving certain State gas tax (Section 2105) funds and to preserve their eligibility for other State and Federal transportation dollars. There are five components required for CMP conformance:

- Reporting traffic counts and LOS at selected intersections (biennial requirement);
- Implementation of the locally-adopted CMP TDM Ordinance;
- Following CMP transportation impact analysis guidelines for projects requiring an Environmental Impact Report (EIR) as incorporated in the locally-adopted CMP Land Use Analysis Program;
- Adoption of a Local Development Report (LDR), reporting new development activity, development adjustments, and exempted development activity; and
- After holding a noticed public hearing, adoption of a resolution self-certifying CMP conformance which incorporates the LDR mentioned above.

d. Los Angeles County Bicycle Transportation Strategic Plan

The Los Angeles County Bicycle Transportation Strategic Plan is “designed to be used by the cities, the County, and transit agencies in planning regionally significant bicycle facilities, setting priorities for improving mobility through the use of bicycles with transit, and filling gaps in the interjurisdictional bikeway network. The goal is to integrate bicycle use in all transportation planning: existing and future transit and transportation oriented development. This Plan provides a new look at bicycle use to relieve congestion, improve air quality, reduce vehicle miles traveled (VMT), and increase transit viability.” One gap identified in the inter-jurisdictional bicycle network falls within Artesia along the West Santa Ana Branch Metro Right-of-Way with the suggested improvement of a bike path between Bellflower and Coyote Creek/Orange County border.

Existing Circulation System

The existing regional and local roadway network in Artesia is a hierarchical system of highways and local streets developed to provide regional traffic movement and local access. The following section provides a description of the functional classification of the facilities within the City.

Street System

An existing series of major and secondary streets and highways in the City and surrounding urban metropolitan area connect local neighborhood areas with adjacent communities and the region. The General Plan identifies a hierarchy of streets providing

CIRCULATION AND MOBILITY SUB-ELEMENT



routes and road types consistent with those found throughout Los Angeles County. There are no scenic highways designated within the Artesia city boundaries. Exhibit CIR-1 illustrates the existing circulation system within the City, as categorized in the 1993 General Plan.

The roadway system in Artesia is fully developed. Future streets will be constructed through private sector assessments in conjunction with new development.



CIRCULATION AND MOBILITY SUB-ELEMENT

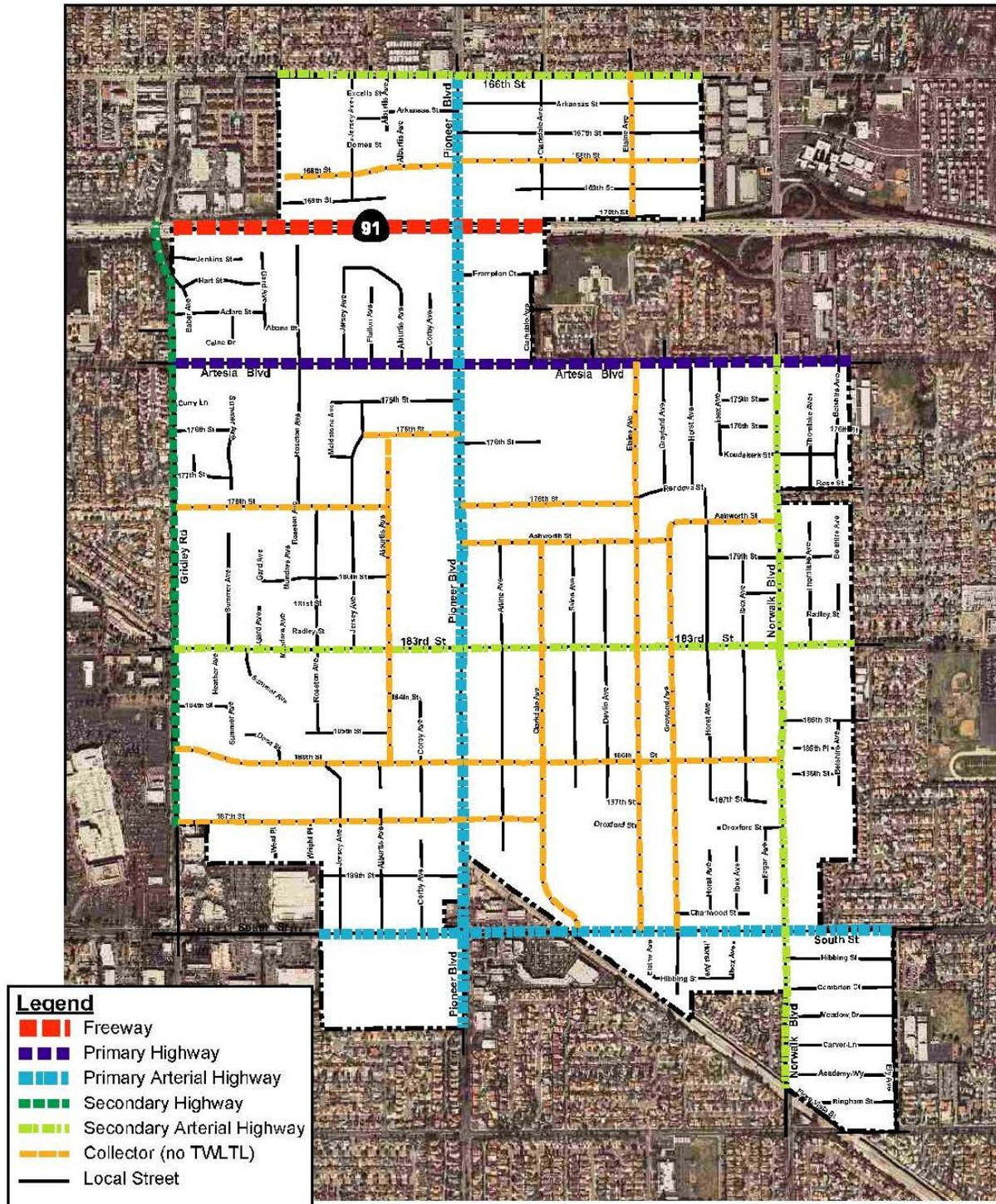
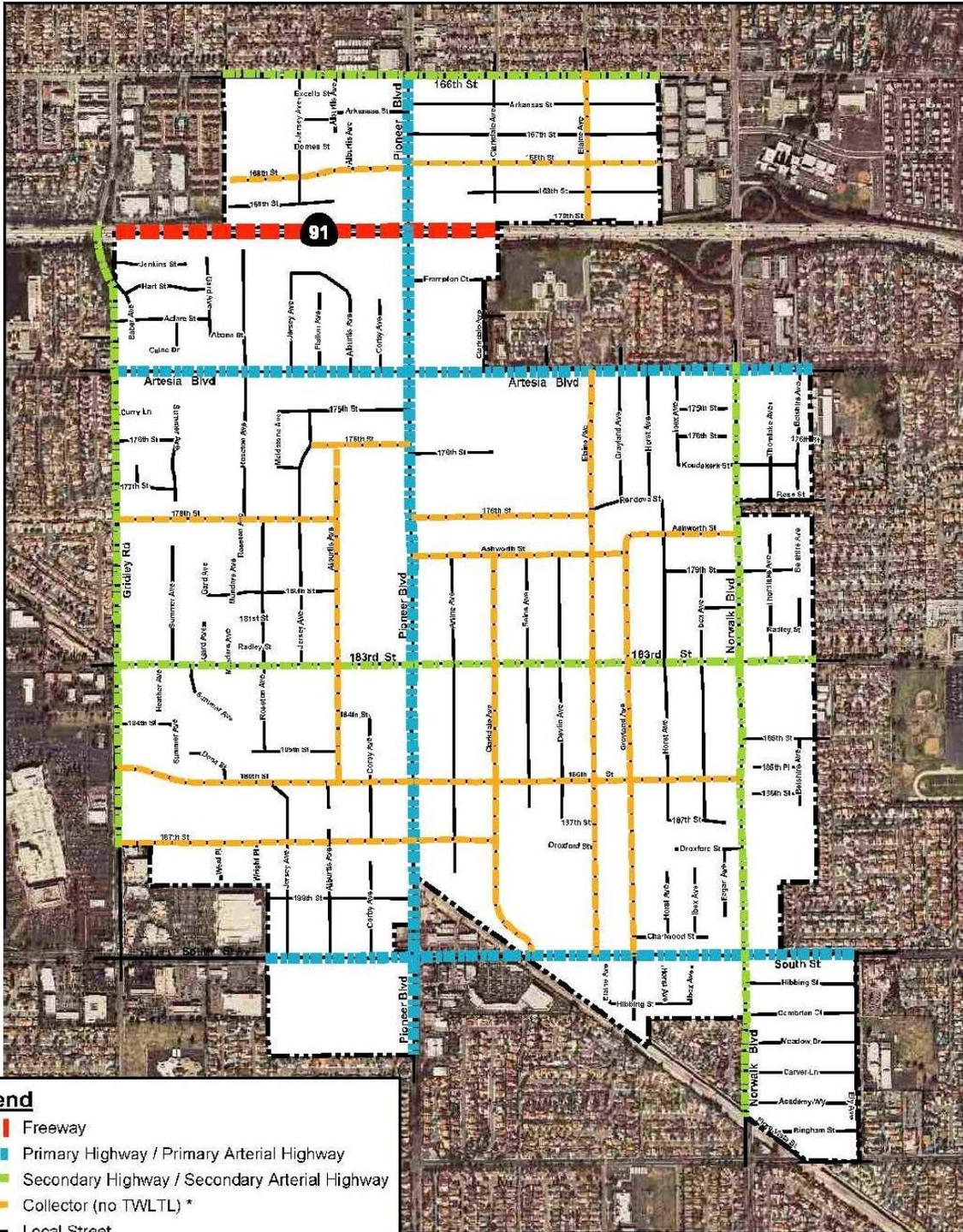


Exhibit CIR-1: 1993 General Plan Street Classifications

CIRCULATION AND MOBILITY SUB-ELEMENT



Legend

- ▬▬▬ Freeway
- ▬▬▬ Primary Highway / Primary Arterial Highway
- ▬▬▬ Secondary Highway / Secondary Arterial Highway
- ▬▬▬ Collector (no TWLTL) *
- ▬▬▬ Local Street

*Note: There are currently no 2-lane Collector streets in the City of Artesia with TWLTLs provided.

Exhibit CIR-2: 2030 General Plan Street Classifications



Street System Classifications

The Artesia street system consists of six basic functional classes of roads incorporated in the City's street/road standards, mapped in Exhibit CIR-2. The six basic types are as follows, with cross-sections and level of service thresholds detailed in Table CIR-1:

1. Freeways: A four or six lane divided arterial highway with full control of access and with grade separations at intersections.

As the highest type of road facility, freeways provide maximum service and safety for through traffic. Freeways serve as the principal arterials of the inter- and intrastate system of highways, carrying traffic between cities, traffic generators, and points of interest.

Strategically located within the northern portion of the corporate boundary of the City, the 91 Freeway provides convenient access east-west to beach cities and Riverside, respectively. Within one-half mile to the west of the City in Cerritos, the 605 Freeway offers access to the region in a north-south direction.

2. Primary Highway / Primary Arterial Highway: A divided six- or four-lane road with intersections at grade and partial control of access.

Primary Highways and Primary Arterial Highways serve as the highest types of facilities carrying local traffic within communities, with emphasis on through traffic carrying capability. These roads serve as principal access routes to shopping areas, places of employment, community centers, recreational areas, and other places of assembly. Primary Highways include Artesia Boulevard. Primary Arterial Highways in the City include Pioneer Boulevard and South Street.

3. Secondary Highway / Secondary Arterial Highway: An undivided four-lane road with intersections at grade and partial control of access.

Secondary Highways and Secondary Arterial Highways serve as secondary types of arterial facilities carrying local through traffic within communities. These highways frequently serve as access to shopping areas, employment centers, recreational areas, residential areas, and places of assembly. Secondary Highways include Gridley Road. Secondary Arterial Highways include Norwalk Boulevard, 166th Street, and 183rd Street.

4. Collector Road: A two lane undivided road with intersections at grade and designed to take a minimum interference of traffic from driveways. Collector Roads provide principal access to residential areas or connect streets of higher classifications to permit adequate traffic circulation. Collector Roads include 186th Street, 187th Street, and Elaine Avenue.

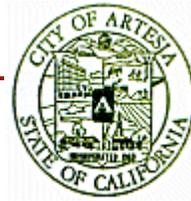


Table CIR-1 Street Classifications and Level of Service Thresholds							
Street Classification	Lanes	Cross Sections (Curb-to-Curb / R.O.W.)	Daily Level of Service (LOS)				
			A	B	C	D	E
Primary Highway / Primary Arterial	6	102'-108' / 122'-128'	25,000	35,000	50,000	55,000	60,000
Primary Highway / Primary Arterial	4	78'-82' / 98'-102'	15,000	21,000	30,000	35,000	40,000
Secondary Highway / Secondary Arterial	4	64'-72' / 84'-92'	10,000	14,000	20,000	25,000	30,000
Collector (with TWLTL)	2	50' / 70'	5,000	7,000	10,000	13,000	15,000
Collector (no TWLTL)	2	40' / 60'	2,500	3,500	5,000	6,500	8,000

In addition to these six basic functional classes of roads, Artesia recognizes County standards for lesser streets that serve particular types of land uses, and for alleys. Table CIR-2 lists these street types and their widths.

Table CIR-2 Typical Right-of-Way and Roadway Widths		
Type of Street	ROW (feet)	Roadway (feet)
Residential Entrance from General Plan Highways, Collector Streets, Streets Adjacent to Schools, Multiple Residential Use Streets	63	40
Interior Local Streets (1 or 2 Family Residential)	60	36
Cul-de-Sac Streets (Residential)	58	34
Industrial and Commercial Streets	80	64
Cul-de-Sac Streets (Industrial and Commercial)	64	46
Alleys	30	30

Source: County of Los Angeles, Department of Public Works, 1991

Existing Volumes and Levels of Service

The travel patterns in the City of Artesia are to a large extent influenced by the location of employment and population centers outside the city limits. These factors tend to create a significant travel demand on the City's highways and arterials. In addition, intra-city vehicle movement is significantly affected by the peak periods from commercial activities in the Los Cerritos Shopping Center.

Fifteen roadway segments were selected for the evaluation of current traffic conditions in

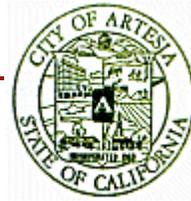


CIRCULATION AND MOBILITY SUB-ELEMENT

the City, and 24-hour traffic counts were conducted at the selected roadway segments. The evaluation methodology and analysis utilizing Traffix software results are presented below.

Table CIR-3 shows the roadway segment analysis for existing conditions. All of the roadway segments evaluated were operating at LOS D or better.

Table CIR-3 Roadway Segment Analysis for Existing Conditions						
Segment	Location	Existing Classification (# Lanes)	LOS E Capacity ⁽¹⁾	Existing Conditions (Average Daily Trips, Volume/Capacity, Level of Service)		
				ADT	V/C	LOS
Alburtis Ave.	North of 183rd St.	Collector (2)	8,000	3,127	0.391	A
Pioneer Blvd.	North of SR-91	Primary Arterial (4)	40,000	24,491	0.612	B
	SR-91 to Artesia Blvd.	Primary Arterial (4)	40,000	32,581	0.815	D
	Artesia Blvd. to 183rd St.	Primary Arterial (4)	40,000	22,325	0.558	A
	183rd St. to 186th St.	Primary Arterial (4)	40,000	16,410	0.410	A
	186th St. to 187th St.	Primary Arterial (4)	40,000	16,821	0.421	A
	187th St. to 188th St.	Primary Arterial (4)	40,000	14,142	0.354	A
	188th St. to South St.	Primary Arterial (4)	40,000	15,225	0.381	A
Norwalk Blvd.	South of South St.	Secondary Arterial (4)	30,000	24,472	0.816	D
176th St.	West of Pioneer Blvd.	Collector (2)	8,000	4,500	0.563	A
183rd St.	East of Norwalk Blvd.	Secondary Arterial (4)	30,000	14,219	0.474	A
South St.	West of Pioneer Blvd.	Primary Arterial (4)	40,000	22,889	0.572	A
	Pioneer Blvd. to Norwalk Blvd.	Primary Arterial (4)	40,000	24,087	0.602	B
	East of Norwalk Blvd.	Primary Arterial (4)	40,000	23,438	0.586	A



Build-out Volumes and Levels of Service

Table CIR-4 shows the roadway segment analysis for projected traffic conditions at buildout of the future land use development anticipated in the General Plan Land Use Sub-Element.

Table CIR-4 Roadway Segment Analysis for Buildout Conditions								
Segment	Location	LOS E Capacity ⁽¹⁾	Existing Conditions (Average Daily Trips, Volume/Capacity, Level of Service)			Buildout Conditions (Average Daily Trips, Volume/Capacity, Level of Service)		
			ADT	V/C	LOS	ADT	V/C	LOS
Alburtis Ave.	North of 183rd St.	8,000	3,127	0.391	A	3,773	0.472	A
Pioneer Blvd.	North of SR-91	40,000	24,491	0.612	B	29,335	0.733	C
	SR-91 to Artesia Blvd.	40,000	32,581	0.815	D	41,593	1.040	F
	Artesia Blvd. to 183rd St.	40,000	22,325	0.558	A	28,699	0.717	C
	183rd St. to 186th St.	40,000	16,410	0.410	A	21,468	0.537	A
	186th St. to 187th St.	40,000	16,821	0.421	A	21,781	0.545	A
	187th St. to 188th St.	40,000	14,142	0.354	A	18,477	0.462	A
	188th St. to South St.	40,000	15,225	0.381	A	19,657	0.491	A
Norwalk Blvd.	South of South St.	30,000	24,472	0.816	D	28,273	0.942	E
	176th St.	8,000	4,500	0.563	A	5,146	0.643	B
183rd St.	East of Norwalk Blvd.	30,000	14,219	0.474	A	16,198	0.540	A
South St.	West of Pioneer Blvd.	40,000	22,889	0.572	A	26,957	0.674	B
	Pioneer Blvd. to Norwalk Blvd.	40,000	24,087	0.602	B	27,833	0.696	B
	East of Norwalk Blvd.	40,000	23,438	0.586	A	26,854	0.671	B

Note: Deficient level of service indicated in **bold**.
⁽¹⁾ LOS capacity thresholds are based on the San Diego Association of Governments (SANDAG) Congestion Management Program (CMP) Traffic Impact Study Guidelines.

This analysis anticipates that at buildout, two of the evaluated road segments will be operating below LOS D: Pioneer Boulevard from SR-91 to Artesia Boulevard, and Norwalk Boulevard south of South Street. These two road segments are illustrated in Exhibit CIR-3.



CIRCULATION AND MOBILITY SUB-ELEMENT

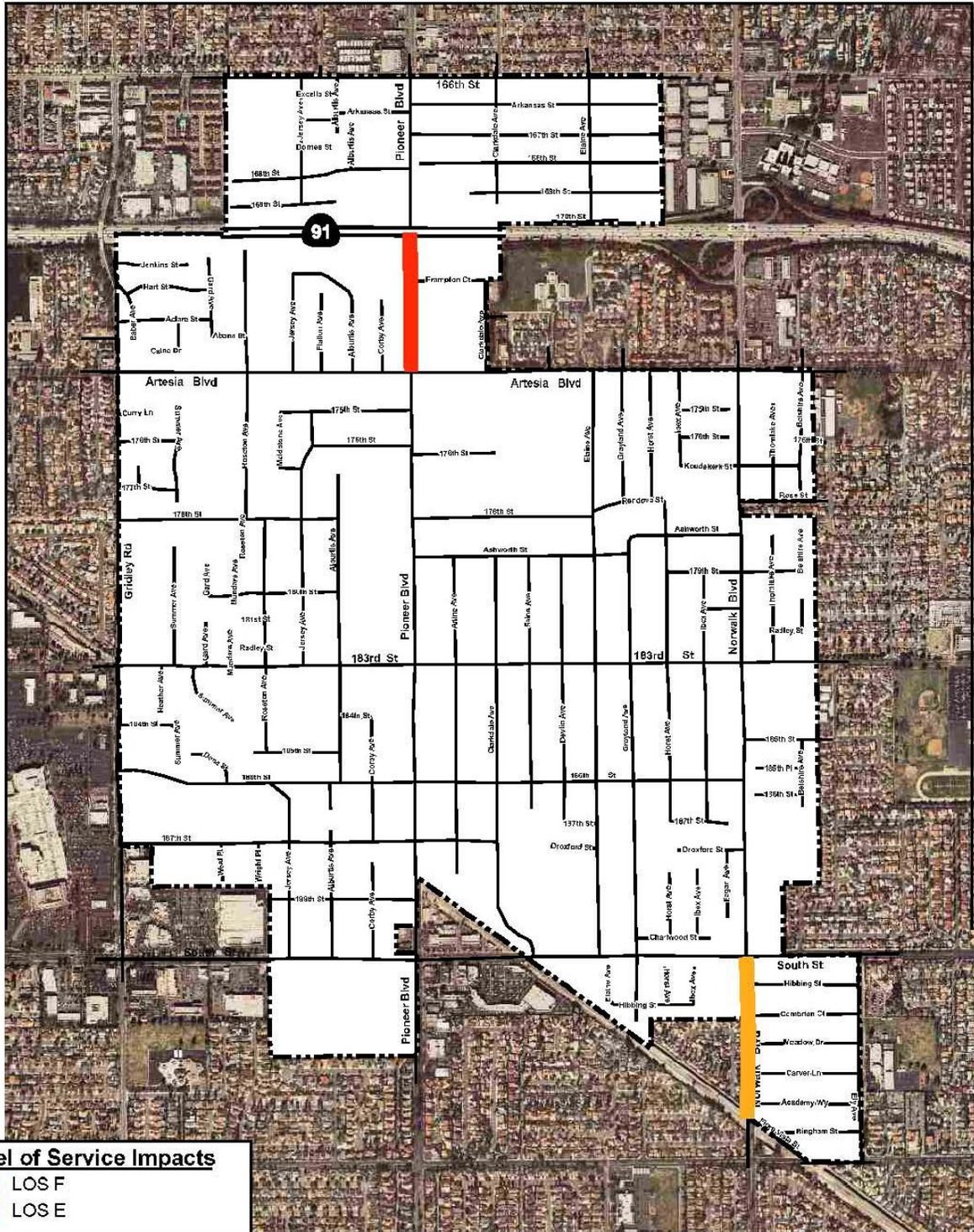


Exhibit CIR-3: Roadway Segment Level of Service Impacts



Public Transit

Public bus service is provided to Artesia by the Metropolitan Transportation Authority (MTA), the Orange County Transportation Authority (OCTA), the Long Beach Transit District, and the Norwalk Transit District as illustrated in Exhibit CIR-4. Expanded service and improved intercity routes make such alternative transportation accessible and inexpensive.

The City of Artesia offers free-of-charge transportation service, the "Artesia Express," to senior citizens (60 years of age or older), and individuals with disabilities who are Artesia residents.

The Los Angeles County 2008 Long Range Transportation Plan, developed by Metro, identifies an opportunity to construct "environmentally-friendly high-speed transit" along the "Santa Ana West Branch" ROW from Union Station to Orange County that passes through Artesia. Currently the ROW is not being utilized for rail service. Construction of a commuter rail line would provide additional options for Artesia residents, providing a convenient connection to Downtown Los Angeles and Orange County.



CIRCULATION AND MOBILITY SUB-ELEMENT

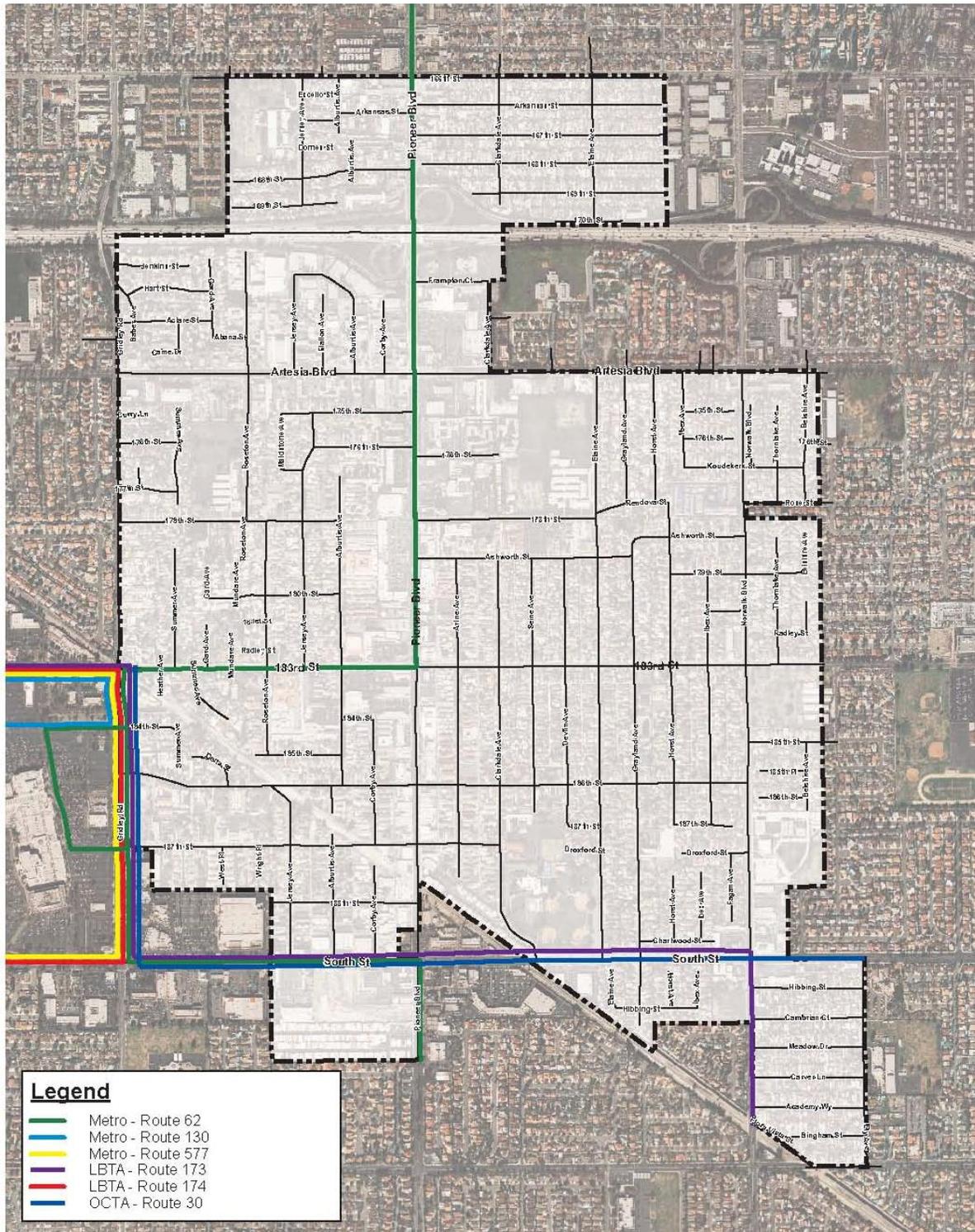
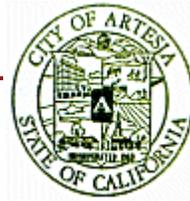


Exhibit CIR-4: Bus Routes



Bikeways

Currently, there are no designated bikeways within the City. However, there are Class II bike lanes adjacent to the City in the following locations:

- Pioneer Boulevard, south of 195th Street
- 195th Street, east of Bloomfield
- South Street, east of Bloomfield

There are Class I bike paths to the west of the City along the San Gabriel River and to the east of the City along Coyote Creek. The County Bicycle Transportation Strategic Plan identifies the opportunity to connect these bikeways through the creation of a new bikeway in Artesia.

The Los Angeles County 2008 Long Range Transportation Plan identifies an opportunity to construct a Class I bikeway along the "Santa Ana West Branch" ROW that passes through Artesia, in addition to the potential for developing transit along that ROW. This would create an off-street bikeway connection between the San Gabriel River and Coyote Creek bikeways. The Cerritos Bikeway System Route Map identifies this as a future Class I bike path.

The Cerritos Bikeway System Route Map also shows future bikeways (Class II and III) along Artesia Boulevard between the San Gabriel River and Coyote Creek, with a gap through the City of Artesia. Other bikeways on this map that border on Artesia include:

- Future Class III bike route on Gridley from 166th Street to Del Amo Boulevard;
- Existing Class II bike lane on Pioneer Boulevard south of the railway ROW;
- Future Class III bike route on Norwalk Boulevard south of the ROW; and
- Existing Class III bike route on 195th Street between Pioneer Boulevard and Bloomfield Avenue that connects to the Coyote Creek bikeway via Class II bike lane.

Near the Artesia City limits, an existing Class II bike lane on South Street starts at Bloomfield Avenue and leads eastward to another access point on the Coyote Creek bikeway.

Truck Routes

The City has designed three roadways as truck routes to provide for the regulated movement of trucks through the City. The designation of these roadways--Artesia Boulevard, Pioneer Boulevard and South Street--is intended to route truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise and other impacts would not be considered nuisances. The designation of truck routes does not prevent trucks from using other roads or streets to load or unload when such deviations are reasonable and necessary. Exhibit CIR-5 illustrates truck routes within the City.



C. COMMUNITY PLANNING PRINCIPLES

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 right-of-ways 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 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.



D. COMMUNITY POLICY PROGRAM

Community Goal CIR 1

A transportation system that balances mobility, cost efficiency of maintenance and quality of the environment while maximizing freedom of movement.

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.

Policy Action CIR 1.1.1

Require new development or redevelopment projects to identify direct project impacts and provide associated mitigation at the time of key decision points, such as site plan approval or significant change in the land use of an approved development.

Policy Action CIR 1.1.2

Look for opportunities to have new development or redevelopment, or expansion of existing development, pay the full cost of circulation improvements needed to serve the development (i.e. signalization, turn lanes, etc.)

Policy Action CIR 1.1.3

Identify necessary improvements associated with growth and land use change through the City's Capital Improvements Program.

Policy Action CIR 1.1.4

Actively pursue Federal, State and regional funds for local and regional roadway, bikeway, pedestrian walkway and other transportation improvements.

Community Policy CIR 1.2

Strive to achieve a minimum traffic Level of Service (LOS) D through the City.

Policy Action CIR 1.2.1

Ensure that new development can be accommodated within the existing circulation system, or planned circulation improvements, such that the standard of LOS D is maintained.

Policy Action CIR 1.2.2

Monitor key intersections where congestion is likely to occur as a result of increasing traffic volumes.



Community Goal CIR 2

Improved aesthetic quality and maintenance of arterial highways and local roadways.

Community Policy CIR 2.1

Provide landscaped medians and greenbelts along major arterials, highways, and freeways where economically feasible.

Policy Action CIR 2.1.1

Target and prioritize street beautification programs along major arterials.

Policy Action CIR 2.1.2

For targeted major arterials and entryways to the City, develop a comprehensive landscape, signage and entryway plan to efficiently direct traffic to appropriate routes and destinations.

Policy Action CIR 2.1.3

Select and locate landscape materials, streetscape furniture and public art in such a way as to avoid blocking motorists' sight distance or impeding vehicular movement.

Policy Action CIR 2.1.4

Work with Caltrans to ensure that sound walls along State facilities are landscaped and maintained with plant materials.

Policy Action CIR 2.1.5

Maintain and replace street trees as needed to achieve their aesthetic purpose and avoid damage to streets and sidewalks.

Community Goal CIR 3

Minimize intrusion of commuter traffic on local streets through residential neighborhoods.

Community Policy CIR 3.1

Create disincentives for traffic traveling through neighborhoods, where feasible.

Policy Action CIR 3.1.1

Review new development or redevelopment projects adjacent to established residential neighborhoods for potential traffic intrusion impacts. Should potential traffic intrusion impacts be identified, require development to implement access and traffic management plans that may include strategies such as turn restrictions, diverters, entrance treatments and/or travel demand strategies.



CIRCULATION AND MOBILITY SUB-ELEMENT

Policy Action CIR 3.1.2

Continue to enforce truck routes. Evaluate the City's truck routes to ensure that movement of truck traffic is accommodated by and confined to the designated streets to the greatest extent possible.

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.

Policy Action CIR 3.2.1

Identify and implement necessary improvements associated with growth and land use change to maintain adequate capacity on major arterials.

Community Goal CIR 4

Reduced vehicle miles traveled.

Community Policy CIR 4.1

Promote a balance of residential, commercial, institutional and recreational uses with adjacencies that reduce vehicle miles traveled.

Policy Action CIR 4.1.1

Encourage mixed use developments that combine residential and/or commercial or recreational uses, thereby improving convenience and reducing trip generation.

Policy Action CIR 4.1.2

Encourage infill development projects that create or support job centers and transportation nodes.

Policy Action CIR 4.1.3

Increase residential and commercial densities around bus transit facilities and major corridors.

Community Policy CIR 4.2

Encourage practices which reduce dependency on single-occupant vehicle trips.

Policy Action CIR 4.2.1

Encourage incentives for the creation and use of carpools or vanpools for City employees.



Policy Action CIR 4.2.2

Continue to implement the provisions of the Transportation Demand Management Ordinance.

Policy Action CIR 4.2.3

Promote and encourage ridesharing activities within the community.

Policy Action CIR 4.2.4

Encourage alternate modes of transportation, including but not limited to light rail, vanpooling, carpooling, pedestrian walkways, bicycling and Transportation Demand Management plans and programs.

Policy Action CIR 4.2.5

Encourage alternative commute patterns.

Policy Action CIR 4.2.6

Consider alternative work schedules for City employees to reduce employee driving.

Community Goal CIR 5

Increased awareness and use of alternate forms of transportation to circulate in the City and to/from surrounding communities.

Community Policy CIR 5.1

Promote the use of public transit.

Policy Action CIR 5.1.1

Explore development of City shuttle system using fuel-efficient/alternative fuel vehicles.

Community Policy CIR 5.2

Encourage bicycling as an alternative mode of transportation in the City.

Policy Action CIR 5.2.1

Identify potential bikeways through Artesia that would maximize linkages with regional and intercity bikeways, and pursue development of those bikeways where feasible.

Policy Action CIR 5.2.2

Encourage existing and new major traffic generators to incorporate facilities, such as bicycle racks and showers, into the development.



CIRCULATION AND MOBILITY SUB-ELEMENT

Policy Action CIR 5.2.3

Provide bicycle safety educational materials and classes in conjunction with the Sheriff's Department.

Community Policy CIR 5.3

Provide for safe pedestrian access throughout the City.

Policy Action CIR 5.3.1

Consider implementing the Safe Routes to Schools program to qualify for funding.

Policy Action CIR 5.3.2

Identify and implement improvements that remove barriers to pedestrians in the City.

Community Goal CIR 6

Coordination and partnerships with surrounding cities and regional agencies provides for an efficient and effective circulation system.

Community Policy CIR 6.1

Coordinate with Caltrans to monitor and improve the interface between the City's circulation network and that of the State.

Policy Action CIR 6.1.1

Work with Caltrans to review, monitor and improve as necessary on-/off-ramps at the 91 freeway.

Community Policy CIR 6.2

Continue to comply with and participate in Federal, State, and regional planning efforts as a means of maintaining eligibility for future transportation funding.

Policy Action CIR 6.2.1

Compliance with provisions of the Congestion Management Program (CMP).

Community Policy CIR 6.3

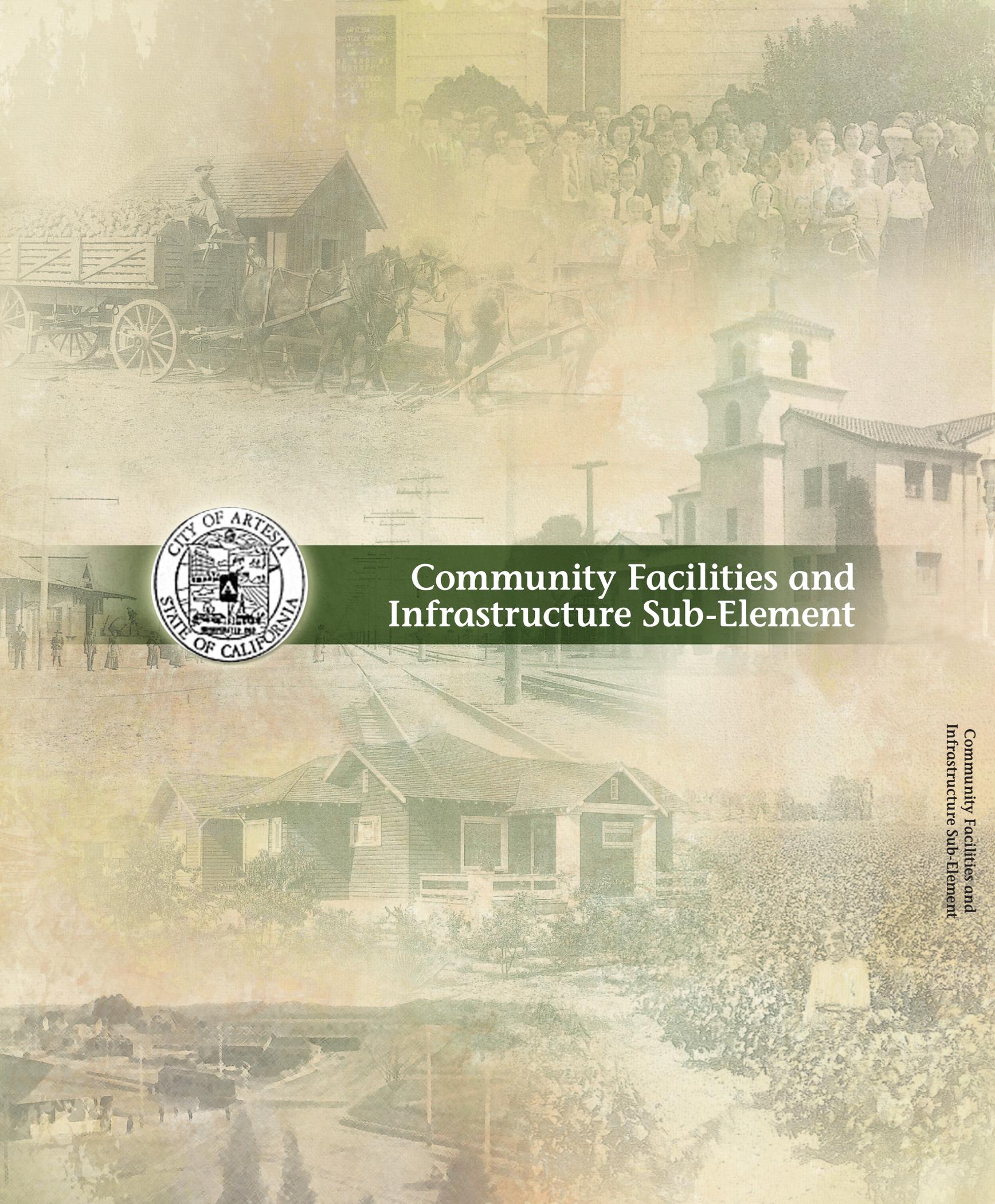
Continue to foster partnerships with adjoining cities and regional agencies, as well as utility companies and transportation agencies with right-of-ways within the City, in order to facilitate transit opportunities.

Policy Action CIR 6.3.1

Review and participate in planning for future transit hubs to ensure Artesia's interests are represented.



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Community Facilities and Infrastructure Sub-Element

Community Facilities and Infrastructure Sub-Element



COMMUNITY FACILITIES AND INFRASTRUCTURE SUB-ELEMENT

A. INTRODUCTION AND PURPOSE



The future growth of Artesia depends upon the safe, adequate and economical provision of public facilities and services. The Community Facilities and Infrastructure Sub-Element provides policy direction for the use, maintenance and location of general sanitary sewer, solid waste, drainage, potable water facilities and natural groundwater recharge areas in conformance with this General Plan's Land Use Sub-Element.

The State of California Government Code Section 65302(b) requires that the General Plan include "local public utilities and facilities, all correlated with the land use element of the plan."

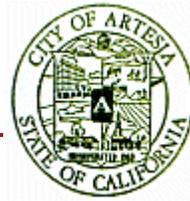
B. BACKGROUND

Water System

Three companies provide water services in the City of Artesia: Southern California Water Company (SCWC), County Water Company and Park Water Company. Approximately 87 percent of the City is served by the Southern California Water Company. The SCWC water system in Artesia receives water from the Metropolitan Water District and three active wells, two of which are located in Artesia. County Water Company provides water to approximately 10 percent of the City located in the northern and southeastern portions of the City. The source of water is a water connection with the City of Norwalk and a water connection to the SCWC system. Park Water Company provides water services to approximately 3 percent of the City. The source of water is from groundwater wells with the Company's Norwalk Water System.

Water infrastructure within Artesia is vital to the well-being of the community, and must be maintained and improved to meet the needs of residents and businesses alike. The reliability of the system is dependent on a variety of factors ranging from local precipitation and groundwater recharge, water conditions in northern California, changing population dynamics, adjudicated groundwater rights with the Central Basin, anticipated benefits from conjunctive use programs, and the continued availability of recycled water from local sources. The additional development accommodated under the General Plan update would increase water demand within the City, thus, requiring the construction of new water facilities and/or expansion of existing water facilities. Future development would be required to make all improvements necessary to extend water service to the development site, including any service upgrades. In addition to

COMMUNITY FACILITIES AND INFRASTRUCTURE SUB-ELEMENT



water demands placed on the system for domestic and commercial use, the system must be capable of providing adequate pressures for fire-fighting purposes. Since fires can occur at any time, the water system must be ready to provide the required flow.

Wastewater System

The City of Artesia maintains the sewer systems within the City. The City's local collector sewer lines connect to main sewer trunks owned and operated by the County Sanitation Districts of Los Angeles County (Sanitation Districts). The Sanitation Districts service 78 cities and unincorporated areas of Los Angeles County. The Sanitation Districts operate 11 wastewater treatment plants and treat approximately 500 million gallons per day.

As the population continues to grow, infrastructure facilities, including wastewater will receive additional pressure to serve the community. Expansions of existing facilities may be required on an as needed basis due to incremental increases in wastewater generation as a result of new development. Site-specific sewer evaluation may also be implemented to ensure that new development within the City does not exceed the wastewater conveyance capacity of facilities.

Storm Drain System

Storm drains within the City are predominantly owned by the Los Angeles County Flood Control District. The system is designed to control the movement of rainwater to a safe location where it can re-charge the natural and man-made water supplies. Meeting future storm water regulations may require the City to acquire land in order to create storm water quality basins. Two important planning considerations in regards to storm drain planning include: 1) ensuring adequate capacity to collect and carry storm water is available; and 2) working to reduce pollutants in storm water.

During rainstorms, pollutants such as trash, litter, silt, automotive chemicals, animal waste and other contaminants are washed into the storm drains. The Federal Pollution Control Act prohibits the discharge of any pollutant into navigable waters from a point source unless the discharge is authorized by a National Pollutant Discharge Elimination System (NPDES) permit. The City of Artesia participates in the NPDES permit program in conjunction with the County of Los Angeles and the County Flood Control District.

Storm Water and Urban Water Runoff

In accordance with the Clean Water Act, a National Pollutant Discharge Elimination System (NPDES) permit is required for certain municipal separate storm sewer discharges into surface waters. The City of Artesia is within the region originally covered by Order No. 01-182 issued December 13, 2000. The City is a permittee under the 2001 Permit and therefore is required by federal and state law to implement all requirements of the 2001 Permit. The goal of the 2001 Permit is to have discharges from land uses in Los Angeles County drainage basins meet water quality standards suitable for the protection of the beneficial uses of the receiving waters (lakes, rivers, ground water and the ocean).



COMMUNITY FACILITIES AND INFRASTRUCTURE SUB-ELEMENT

The Los Angeles Regional Water Quality Control Board (RWQCB) increased its requirements for the Municipal NPDES Permit. The new requirements of the Municipal NPDES permit require the development of a Standard Urban Stormwater Mitigation Plan (SUSMP). Guidelines for the requirements associated with the SUSMP are described in detail in the Development Planning for Stormwater Management - A Manual for the Standard Urban Stormwater Mitigation Plan (SUSMP) (2002) prepared by the Los Angeles County Department of Public Works.

C. COMMUNITY PLANNING PRINCIPLES

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 Planning Principle CFI 2

Artesia should maximize the use of existing facilities and infrastructure through the dedication of City resources for ongoing maintenance and upgrade of community facilities, including police stations, fire stations, sewers, and water systems.

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.

D. COMMUNITY POLICY PROGRAM

Community Goal CFI 1

Serve a diverse range of community needs.

Community Policy CFI 1.1

Maintain facilities and infrastructure to serve diverse community needs

Policy Action CFI 1.1.1

Provide storm drainage in accordance with best management practices and all adopted plans. Assess the system's ability to accommodate current and future users and include all necessary improvements in development plans.

COMMUNITY FACILITIES AND INFRASTRUCTURE SUB-ELEMENT



Policy Action CFI 1.1.2

Regularly review and update the City's waste management services, systems and associated programs.

Policy Action CFI 1.1.3

Assess the City's public utilities systems' ability to serve current and future residents, recommend improvements and identify funding mechanisms and partners for implementation.

Policy Action CFI 1.1.4

Continue to provide municipal water service that meets or exceeds State and Federal health standards and monitor water quality according to established criteria, with respect to health standards.

Community Policy CFI 1.2

Promote equitable distribution of community facilities and infrastructure

Policy Action CFI 1.2.1

Conduct a community needs assessment to determine where service gaps exist in community facilities and where particular types of programs could best meet neighborhood needs.

Policy Action CFI 1.2.2

Provide for the efficient and economic distribution of adequate water supply and pressure to all residential, commercial, industrial and public areas served by the City.

Policy Action CFI 1.2.3

Identify and improve areas experiencing localized storm drainage problems for storm drain improvements.

Community Policy CFI 1.3

Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.

Policy Action CFI 1.3.1

Coordinate development with the Capital Improvement Plan (CIP) to ensure completion of high-priority facility and infrastructure elements.

Policy Action CFI 1.3.2

Ensure that sewer improvements required for new development or redevelopment are installed prior to or concurrently with development.



COMMUNITY FACILITIES AND INFRASTRUCTURE SUB-ELEMENT

Community Goal CFI 2

Encourage efficient use of community facilities and provide adequate maintenance.

Community Policy CFI 2.1

Employ ongoing maintenance and upgrades to protect the City's long-term investment in community facilities.

Policy Action CFI 2.1.1

Continue to inspect, maintain and enhance City facilities relative to their water use.

Policy Action CFI 2.1.2

Continue to maintain, improve, and replace aging wastewater collection facilities and storm drain systems to ensure the provision of these services to all areas of the community.

Policy Action CFI 2.1.3

Update the City's Water Master Plan, as necessary.

Policy Action CFI 2.1.4

Update the City's Sewer Master Plan and Sewer System Management Plan, as necessary.

Policy Action CFI 2.1.5

Amend as necessary and adopt a Seven-year Capital Improvement Program.

Community Goal CFI 3

Promote green and sustainable standards and practices.

Community Policy CFI 3.1

Promote green and sustainable practices and approaches in planning, design, construction, renovation and maintenance of public facilities.

Policy Action CFI 3.1.1

Continue to sponsor and provide water conservation and educations programs.

Policy Action CFI 3.1.2

Examine and utilize the use of alternative water supplies, such as grey water and reclaimed water, where appropriate and feasible.

COMMUNITY FACILITIES AND INFRASTRUCTURE SUB-ELEMENT



Policy Action CFI 3.1.3

Support sustainable wastewater services that respect and improve the natural environment.

Policy Action CFI 3.1.4

Continue to participate in the National Pollutant Discharge Elimination System (NPDES) permit program

Policy Action CFI 3.1.5

Review the use of natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment in conjunction with new development or redevelopment projects.

Policy Action CFI 3.1.6

Provide public education information and outreach materials regarding proper materials handling practices to assist residents and businesses in complying with surface water quality regulations and to increase awareness of potential impacts to the environment resulting from improper containment or disposal practices.

Policy Action CFI 3.1.7

Review and revise planning and building codes to provide for new technologies (i.e. low flow fixtures, low flow toilets, drought tolerant landscaping, etc.)

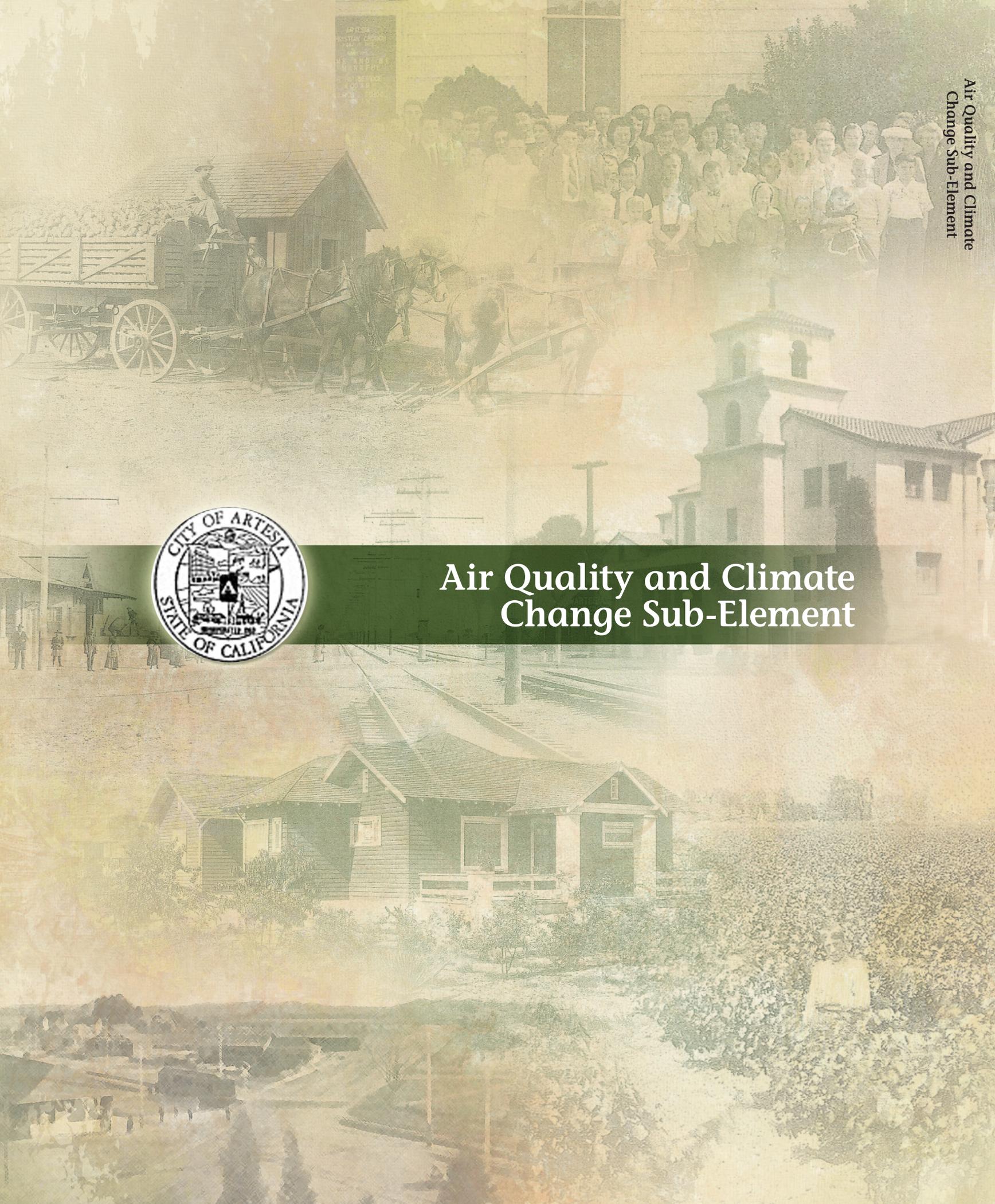


Community Resources and Wellness Element

- Air Quality and Climate Change Sub-Element
 - Open Space and Conservation Sub-Element
 - Community Safety Sub-Element
 - Noise Sub-Element



Air Quality and Climate Change Sub-Element





AIR QUALITY AND CLIMATE CHANGE SUB-ELEMENT

A. INTRODUCTION AND PURPOSE



The Air Quality and Climate Change Sub-Element is intended to protect the public's health and welfare by implementing the measures that allow the South Coast Air Basin to attain Federal and State air quality standards. Additionally, as it becomes more apparent that local decisions affect global climate change, the Air Quality and Climate Change Sub-Element sets forth programs to address new State and Federal

requirements. Additional information regarding the regulatory framework, background information and existing and future conditions can be found in the General Plan EIR.

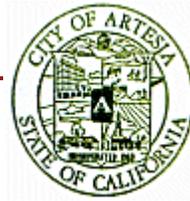
The State of California Government Code Section 65302(d), which provides the statutory requirements for the Conservation Element, also serves as the applicable Government Code section for the Air Quality and Climate Change Sub-Element. Further guidance is provided in the 2003 General Plan Guidelines regarding the assessment of air quality impacts in General Plans.

B. BACKGROUND

South Coast Air Basin

The City of Artesia is located in the South Coast Air Basin, a 10,743-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties, in addition to the San Geronio Pass area of Riverside County. The Basin's terrain and geographical location (i.e. a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.



Regulatory Framework

Regulatory oversight for air quality in the Basin rests with the South Coast Air Quality Management District (SCAQMD) at the regional level, the California Air Resources Board (CARB) at the State level and the U.S. Environmental Protection Agency (EPA) Region IX office at the Federal level.

Local Ambient Air Quality

Air Quality Monitoring Stations

The SCAQMD monitors air quality at 37 monitoring stations throughout the Basin. Each monitoring station is located within a Source Receptor Area (SRA). The communities within an SRA are expected to have similar climatology and ambient air pollutant concentrations. The City of Artesia is located in SRA 4 (South Coastal Los Angeles County). The monitoring stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations.

Pollutants Measured

The following air quality information briefly describes the various types of pollutants monitored:

Carbon Monoxide. Carbon monoxide (CO) is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies) and patients with chronic hypoxemia (oxygen deficiency), as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO. Exposure to high levels of CO can slow reflexes and cause drowsiness, and result in death in confined spaces at very high concentrations. The State and Federal standard for CO is 9.0 ppm.

Nitrogen Dioxide. Nitrogen oxides (NO_x) are a family of highly reactive gases that are a primary precursor to the formation of ground-level O₃, and react in the atmosphere to form acid rain. NO₂ (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries and other industrial operations). NO₂ can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes and cause pulmonary dysfunction.



AIR QUALITY AND CLIMATE CHANGE SUB-ELEMENT

For NO_2 , the Basin is designated as being in attainment under both State and Federal standards. The NO_2 ambient air quality standard was amended on February 22, 2007 to lower the State 1-hour standard to 0.18 ppm and establish a new Federal annual standard of 0.053 ppm.

Ozone. Ozone (O_3) occurs in two layers of the atmosphere. The layer closest to the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

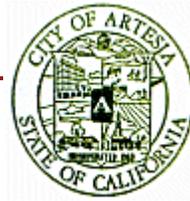
"Bad" O_3 is a photochemical pollutant, and needs reactive organic compounds (ROGs), NO_x , and sunlight to form. Therefore, ROGs and NO_x are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the stratosphere protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the negative health effects of O_3 . Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, chest pain, dry throat, headache and nausea.

The State 8-hour standard for O_3 is 0.07, and was approved by CARB on April 28, 2005. The exceedances for the State standards have not yet been provided by CARB. The Federal standard for O_3 has been revoked as of June 2005.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into the lungs and can potentially damage the respiratory tract. On June 19, 2003, CARB adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

The State standard for PM_{10} is 50 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) averaged over 24 hours. The Federal standard for PM_{10} is 150 $\mu\text{g}/\text{m}^3$ averaged over 24 hours.



Fine Particulate Matter (PM_{2.5}). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal PM_{2.5} standards have been created. Particulate matter primarily affects infants, children, the elderly and those with pre-existing cardiopulmonary disease. In 1997, the EPA announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the U.S. Supreme Court reversed this decision and upheld the EPA's new standards.

On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal PM_{2.5} standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were established due to increasing concerns that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

For PM_{2.5}, the Federal standard is 35 $\mu\text{g}/\text{m}^3$ over 24 hours. There is no separate State standard for PM_{2.5}.

Sulfur Dioxide. Sulfur dioxide (SO₂) is a colorless, irritating gas with a rotten egg smell. It is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with sulfur oxides (SO_x) and lead (Pb). Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics. Increased in resistance to air flow and reduced breathing capacity leading to severe breathing difficulties are observed in people with asthma after acute exposure to SO₂.

The Basin is designated as an attainment area for both State and Federal SO₂ standards. SO₂ did not exceed Federal or State standards between 2004 and 2008.

Reactive Organic Gases and Volatile Organic Compounds. Hydrocarbons are organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including reactive organic gases (ROGs) and volatile organic compounds (VOCs). ROGs comprise all hydrocarbons except those exempted by the CARB. Therefore, ROGs are a set of organic gases based on State rules and regulations. VOCs are similar to ROGs in that they comprise all organic gases, except those exempted by Federal law. VOCs are therefore a set of organic gases based on Federal rules and regulations. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions and paint (via evaporation).

The health effects of hydrocarbons result from the formation of ozone and its related health effects. High levels of hydrocarbons in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons are considered toxic air contaminants ("air toxics"). There are no



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separate health standards for VOCs, although some VOCs are also toxic. An example is benzene, which is both a VOC and a carcinogen.

Global Climate Change Gases. The natural process through which heat is retained in the troposphere is called the “greenhouse effect.”¹ The greenhouse effect traps heat in the troposphere through a three fold process summarized as follows: short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave (thermal) radiation; and greenhouse gases in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This “trapping” of the long wave radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant greenhouse gases are water vapor and carbon dioxide. Many other trace gases have greater ability to absorb and re-radiate long wave radiation. However, these gases are not as plentiful. For this reason, and to gauge the potency of greenhouse gases, scientists have established a Global Warming Potential for each greenhouse gas based on its ability to absorb and re-radiate long wave radiation. The Global Warming Potential of a gas is determined using carbon dioxide as the reference gas with a Global Warming Potential of one (1).

Greenhouse gases include, but are not limited to, the following:²

- Water Vapor (H_2O). Although water vapor has not received the scrutiny of other greenhouse gases, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively.

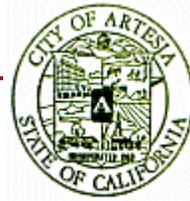
The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, this is not believed to contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The Intergovernmental Panel on Climate Change has not determined a Global Warming Potential for water vapor.

- Carbon Dioxide (CO_2). Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, the concentration of carbon dioxide in the atmosphere has increased 35 percent.³ Carbon dioxide is the most widely emitted greenhouse gas and is the reference gas (Global

¹ The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth’s surface to 10 to 12 kilometers.

² All Global Warming Potentials are given as 100 year Global Warming Potential. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. Climate Change (Intergovernmental Panel on Climate Change, *Climate Change, The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*, 1996).

³ United States Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990 to 2004*, April 2006, <http://www.epa.gov/climatechange/emissions/usinventoryreport.html>.



Warming Potential of 1) for determining Global Warming Potentials for other greenhouse gases.

- Methane (CH_4). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of methane are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The Global Warming Potential of methane is 21.
- Nitrous Oxide (N_2O). Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The Global Warming Potential of nitrous oxide is 310.
- Hydrofluorocarbons (HFCs). HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is growing, as the continued phase out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The Global Warming Potential of HFCs range from 140 for HFC-152a to 6,300 for HFC-236fa.
- Perfluorocarbons (PFCs). Perfluorocarbons are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semi conductor manufacturing. Perfluorocarbons are potent greenhouse gases with a Global Warming Potential several thousand times that of carbon dioxide, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years).⁴ The Global Warming Potential of PFCs range from 5,700 to 11,900.
- Sulfur hexafluoride (SF_6). Sulfur hexafluoride is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride is the most potent greenhouse gas that has been evaluated by the Intergovernmental Panel on Climate Change with a Global Warming Potential of 23,900. However, its global warming contribution is not as high as the Global Warming Potential would indicate due to its low mixing ratio compared to carbon dioxide (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm]).⁵

⁴ Energy Information Administration, *Other Gases: Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride*, October 29, 2001, http://www.eia.doe.gov/oiaf/1605/gg00rpt/other_gases.html.

⁵ United States Environmental Protection Agency, *High GWP Gases and Climate Change*, October 19, 2006, <http://www.epa.gov/highgwp/scientific.html#sf6>.



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In addition to the six major greenhouse gases discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric O₃ depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The Global Warming Potentials of HCFCs range from 93 for HCFC-123 to 2,000 for HCFC-142b.⁶
- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The Global Warming Potential of methyl chloroform is 110 times that of carbon dioxide.⁷
- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosol spray propellants. CFCs were also part of the EPA's Final Rule (57 FR 3374) for the phase out of O₃ depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent greenhouse gases with Global Warming Potentials ranging from 4,600 for CFC 11 to 14,000 for CFC 13.⁸

Attainment Status

The EPA and CARB have designated portions of the Basin as non-attainment for a variety of pollutants, and some of those designations have an associated classification. The Basin has been designated in attainment for carbon monoxide (CO), nitrogen dioxide (NO_x), and sulfur dioxides (SO_x) for both State and Federal standards and is non-attainment for ozone (O₃), PM₁₀ and PM_{2.5}. Despite implementing many strict controls, the Basin still fails to meet the Federal and State air quality standards for O₃. For the Federal standards, O₃ is designated non-attainment (Serious 17); refer to Table AQ-1.

⁶ United States Environmental Protection Agency, *Protection of Stratospheric Ozone: Listing of Global Warming Potential for Ozone Depleting Substances*, November 7, 2006, <http://www.epa.gov/fedrgstr/EPA AIR/1996/January/Day 19/pr 372.html>.

⁷ United States Environmental Protection Agency, *Protection of Stratospheric Ozone: Listing of Global Warming Potential for Ozone Depleting Substances*, November 7, 2006, <http://www.epa.gov/fedrgstr/EPA AIR/1996/January/Day 19/pr 372.html>.

⁸ United States Environmental Protection Agency, *Class I Ozone Depleting Substances*, March 7, 2006, <http://www.epa.gov/ozone/ods.html>.

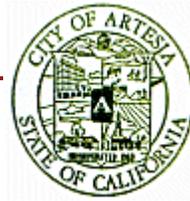


Table AQ-1 South Coast Air Basin Ambient Air Quality Classifications		
Pollutant	State	Federal
Carbon Monoxide	Attainment	Attainment
Ozone (1 hour standard)	Nonattainment (Extreme)	Revoked June 15, 2005
Ozone (8 hour standard)	Nonattainment	Nonattainment (Severe 17)
Nitrogen Oxides	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Particulate Matter <10 microns	Nonattainment	Nonattainment (Serious)
Particulate Matter < 2.5 microns	Nonattainment	Nonattainment

Source: California Air Resources Board, *State Area Designations*, February 2009 and U.S. EPA, *The Greenbook Nonattainment Areas for Criteria Pollutants*, updated March 2009.

Primary Sources Of Emissions

Air pollutants within the City of Artesia are generated by Stationary and Mobile Sources. These emission sources are described below.

Stationary Sources

Stationary source emissions refer to those that originate from a single place or object that does not move around. Typical stationary sources include power plants, mines, smokestacks, vents, incinerators, buildings, and other facilities using industrial combustion processes. Stationary point sources have one or more emission sources at a facility with an identified location and are usually associated with manufacturing and industrial projects. Examples include refinery boilers or combustion equipment that produces electricity or process heat.

Point Sources

The City of Artesia contains several point sources of air pollutants. A variety of pollutants, including reactive hydrocarbons from activities such as spray painting, are generated by smaller commercial and industrial uses. Industrial uses are generally located in the northwestern portion of the City.

Mobile Sources

Mobile sources of emissions refer to those moving objects that release pollution and include cars, trucks, buses, planes, trains, motorcycles, and gasoline-powered lawn mowers. Increased traffic volumes within the City of Artesia could contribute to regional incremental emissions of NO_x, VOC, CO, SO_x, and PM₁₀. The following is a listing of emissions that typically emanate from vehicular sources:

- Vehicle running exhaust (VOC, CO, NO_x, SO_x, and PM₁₀);
- Vehicle tire wear particulates (PM₁₀);
- Vehicle brake wear particulates (PM₁₀);
- Vehicle variable starts (VOC, CO, NO_x);
- Vehicle hot soaks (VOC);
- Vehicle diurnal (VOC);
- Vehicle resting losses (VOC); and



AIR QUALITY AND CLIMATE CHANGE SUB-ELEMENT

- Vehicle evaporative running losses (VOC).

Mobile source emissions may be classified as on- or off-road sources.

On-Road Sources. These sources are considered to be a combination of emissions from automobiles, trucks, and indirect sources. Major sources of mobile emissions in the City include the local and regional roadway network. State Route 91 (SR-91) passes through the City. Additionally, the primary roadways that service the City include South Street, Pioneer Boulevard, Norwalk Boulevard and Artesia Boulevard. Indirect sources are those that by themselves may not emit air contaminants, but indirectly cause the generation of air pollutants by attracting vehicle trips or by consuming energy. Examples of these indirect sources include an office complex or commercial center that generates trips and consumes energy resources.

Off-Road Sources. Off-road sources include aircraft, trains, construction equipment, and landscape equipment. Emissions from off-road sources include NO_x and diesel particulate matter, which contribute to serious public health problems. The EPA has set emission standards for the engines used in most construction, agricultural, and industrial equipment. The EPA has adopted off-road diesel fuel requirements to decrease the allowable levels of sulfur, which can damage advanced emission control technologies. Additionally, in 2007, CARB adopted a regulation to reduce diesel particulate matter and NO_x emissions from in-use off-road heavy-duty diesel vehicles in California.

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than are the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers and retirement homes.



C. COMMUNITY PLANNING PRINCIPLES

Community Planning Principle AQ 1

Air quality plays an important role in public health and safety. Transportation and land use decisions have the ability to impact the community's exposure to harmful air contaminants.

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 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.

D. COMMUNITY POLICY PROGRAM

Community Goal AQ 1

City air resources are protected and upgraded to promote consistent attainment of regional air quality standards.

Community Policy AQ 1.1

Work with community and regional partners to reduce the number of unhealthy air quality days per year based on an established baseline.

Policy Action AQ 1.1.1

Promote and participate in cooperative efforts with agencies and communities in the South Coast Air Basin to achieve clean air.

Policy Action AQ 1.1.2

Continue to implement the provisions of the Transportation Demand Management Ordinance.

Community Policy AQ 1.2

Increase awareness and participation throughout the community in efforts to reduce air pollution and enhance air quality.



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Policy Action AQ 1.2.1

Promote and encourage ridesharing activities within the community.

Policy Action AQ 1.2.2

Encourage, publicly recognize, and reward innovative approaches that improve air quality.

Policy Action AQ 1.2.3

Allow or encourage programs for priority parking in City and private parking lots for alternative fuel vehicles, especially zero and super ultra low emission vehicles (ZEVs and SULEVs)

Community Policy AQ 1.3

Strive to reduce particulate emissions from paved and unpaved roads, parking lots and building construction.

Policy Action AQ 1.3.1

Continue to enforce procedures that control dust from building demolition, grading, and construction activities.

Policy Action AQ 1.3.2

Support programs that reduce emissions from building materials and methods that generate excessive pollutants through incentives and/or regulations.

Community Goal AQ 2

The City's greenhouse gas and toxic air contaminant emissions are reduced.

Community Policy AQ 2.1

Encourage and, where feasible, mandate the implementation of best practices towards reducing greenhouse gas emissions.

Policy Action AQ 2.1.1

Encourage alternate modes of transportation, including but not limited to light rail, vanpooling, carpooling, pedestrian walkways, and bicycling.

Policy Action AQ 2.1.2

Encourage alternative commute patterns.

Policy Action AQ 2.1.3

Consider alternative work schedules for City employees to reduce employee driving.



Policy Action AQ 2.1.4

Coordinate with neighboring jurisdictions to create an integrated system of bike routes through such improvements as signage, additional bicycle lanes and paths, and additional bicycle racks.

Policy Action AQ 2.1.5

Coordinate efforts to increase pedestrian activity through improvements that make walking more safe, convenient, and enjoyable, including sidewalks, accessibility ramps, benches, traffic-calming measures, landscaping, and convenient and safe transit stops.

Policy Action AQ 2.1.6

Coordinate with regional agencies to provide convenient access to commuter-rail and other transit opportunities.

Policy Action AQ 2.1.7

Continue preventative maintenance and repair of City vehicles and equipment, and investigate the possibility of converting the vehicle fleet to clean fuel vehicles.

Community Policy AQ 2.2

Promote a balance of residential, commercial, institutional and recreational uses with adjacencies that reduce vehicle miles traveled.

Policy Action AQ 2.2.1

Encourage mixed use developments that combine land uses such as residential, commercial, institutional and recreational uses, thereby improving convenience and reducing trip generation.

Policy Action AQ 2.2.2

Encourage infill development projects that create or support job centers and transportation nodes.

Policy Action AQ 2.2.3

Increase residential and commercial densities around transit facilities and major corridors.

Community Policy AQ 2.3

Cooperate with the State, the Southern California Association of Governments, and the Gateway Cities Council of Governments to achieve mandates imposed by AB 32, which calls for reduction of greenhouse gas emissions to 1990 levels by 2020; by Executive Order S-3-05, which calls for a reduction of GHG emissions to 80% below 1990 levels by 2050; and by SB 375, which promotes and prioritizes transit-oriented development.



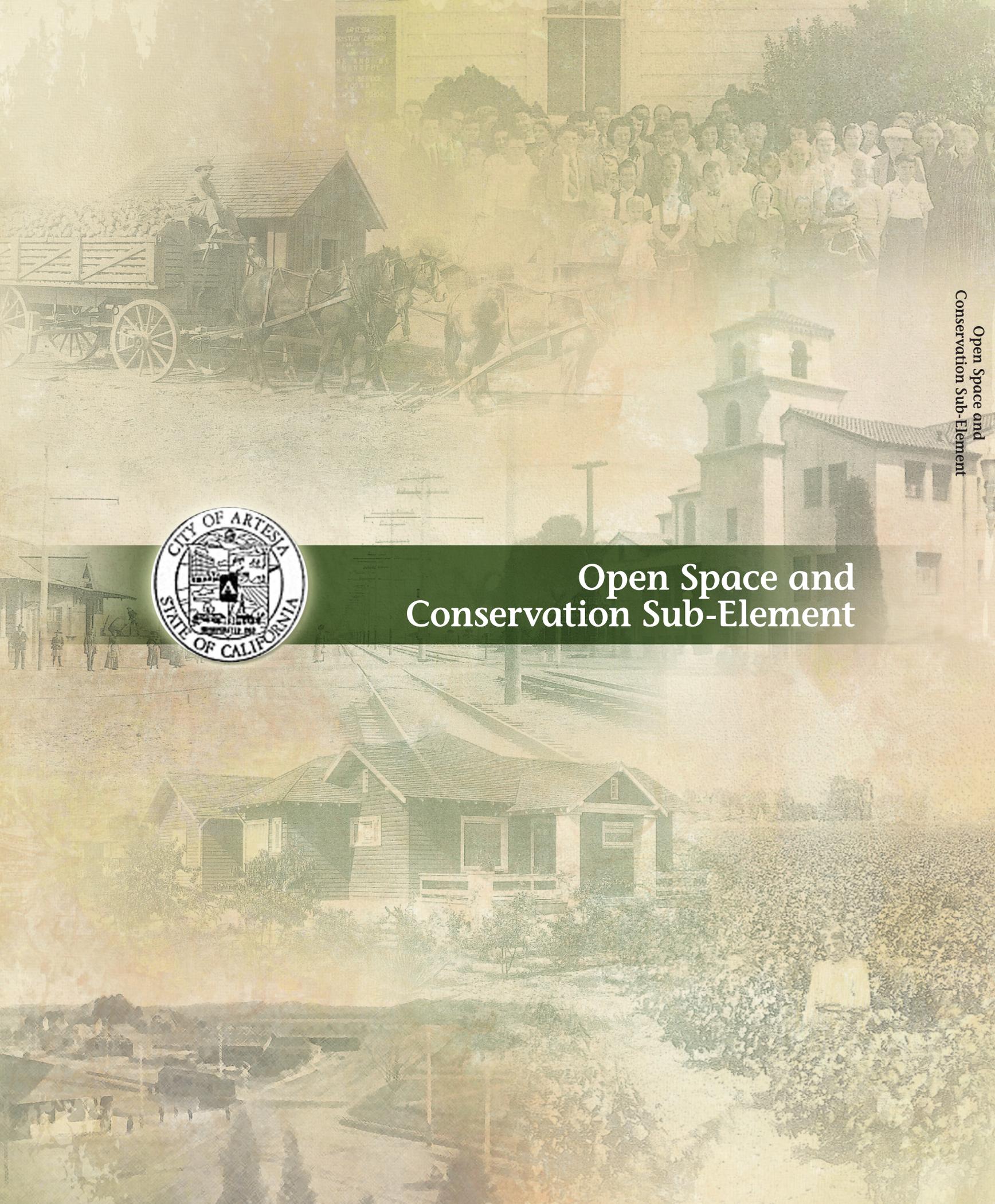
AIR QUALITY AND CLIMATE CHANGE SUB-ELEMENT

Policy Action AQ 2.3.1

Coordinate with Gateway Cities COG and participate in development of their Sustainable Communities Strategy, including a regional inventory of current GHG emissions, in compliance with SB 375.

Policy Action AQ 2.3.2

Consider pursuit of State or Federal funding available for sustainable planning efforts and projects that aim to reduce GHG emissions.



Open Space and
Conservation Sub-Element



Open Space and Conservation Sub-Element



OPEN SPACE AND CONSERVATION SUB-ELEMENT

A. INTRODUCTION AND PURPOSE



The Open Space and Conservation Sub-Element provides direction regarding the conservation and utilization of natural resources in the City. The Sub-Element includes biological and land resources. Water resources, energy resources and waste management are discussed in the Community Facilities and Infrastructure Sub-Element. Cultural and historic resources are discussed in the Cultural and Historic Resources Sub-

Element. Further discussion regarding conservation of resources is contained in the Sustainability Element.

This Sub-Element also outlines strategies and actions to preserve and enhance open space areas in the City and meet the recreational needs of its residents. Open space and recreational resources in the City of Artesia include parks, as well as community centers, school facilities and the former Union Pacific Railroad right-of-way.

The State of California Government Code Section 65302(d) requires “that a General Plan include a conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources.”

The California State Government Code Section 65560(b)(3) requires that the General Plan address “...Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historical and cultural value; areas particularly suited for park and recreation purposes, including access to lakes, shores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors...”

Recreation Elements are an optional element of the General Plan, pursuant to Section 65303 of the Government Code. Other relevant sections of the Government Code that are applicable to the Open Space and Recreation Sub-Element include Sections 65560, 65562, 65563, 65564, 65566 and 65567, as well as Public Resources Code Section 5076, which allows cities to consider the demands for trail-oriented recreational use. In addition, Government Code Section 66477, more commonly referred to as the Quimby Act, allows cities to adopt ordinances addressing park land and/or fees for residential subdivisions.



B. BACKGROUND

The City of Artesia is located in a highly urbanized area and is generally built out. There are essentially no areas within the City that have been undisturbed. The open space areas within the City are either developed as recreational areas or are previously developed areas where the use has expired.

Open Space

The total amount of open space, including parks and recreational facilities, is currently 65.8 acres, or 6.3 percent of the total City. Exhibit OS-1 and Exhibit OS-2 show the location of the City's open space and a summary of open space resources is provided in Table OS-1. Open space and parks fall generally into two categories: City-owned facilities and school district properties.

City Owned Parks and Recreational Facilities: These facilities consist of presently developed park sites and open space areas suitable for park expansion or park development.

The City of Artesia currently owns and maintains three parks: Artesia Park, A.J. Padelford Park, and Baber Park. These parks encompass 17.25 acres. An additional 6.88 acres of railroad right-of-way land area, owned by the Los Angeles County Metropolitan Transportation Authority, provides opportunities for development of additional recreational facilities.

School District Properties (Joint-Use): These properties are currently developed as school sites, but maintain considerable open space suited to community enjoyment when not in use by the school system.

This open space falls under the ownership of the ABC Unified School District. Four school sites lie within the City of Artesia: John H. Niemes Elementary, Luther Burbank Elementary, William F. Elliott Elementary, and Faye Ross Junior High. The net open space provided by these schools totals 31.41 acres. At present, the City's recreation department maintains active use of the fields at Faye Ross Junior High.



OPEN SPACE AND CONSERVATION SUB-ELEMENT

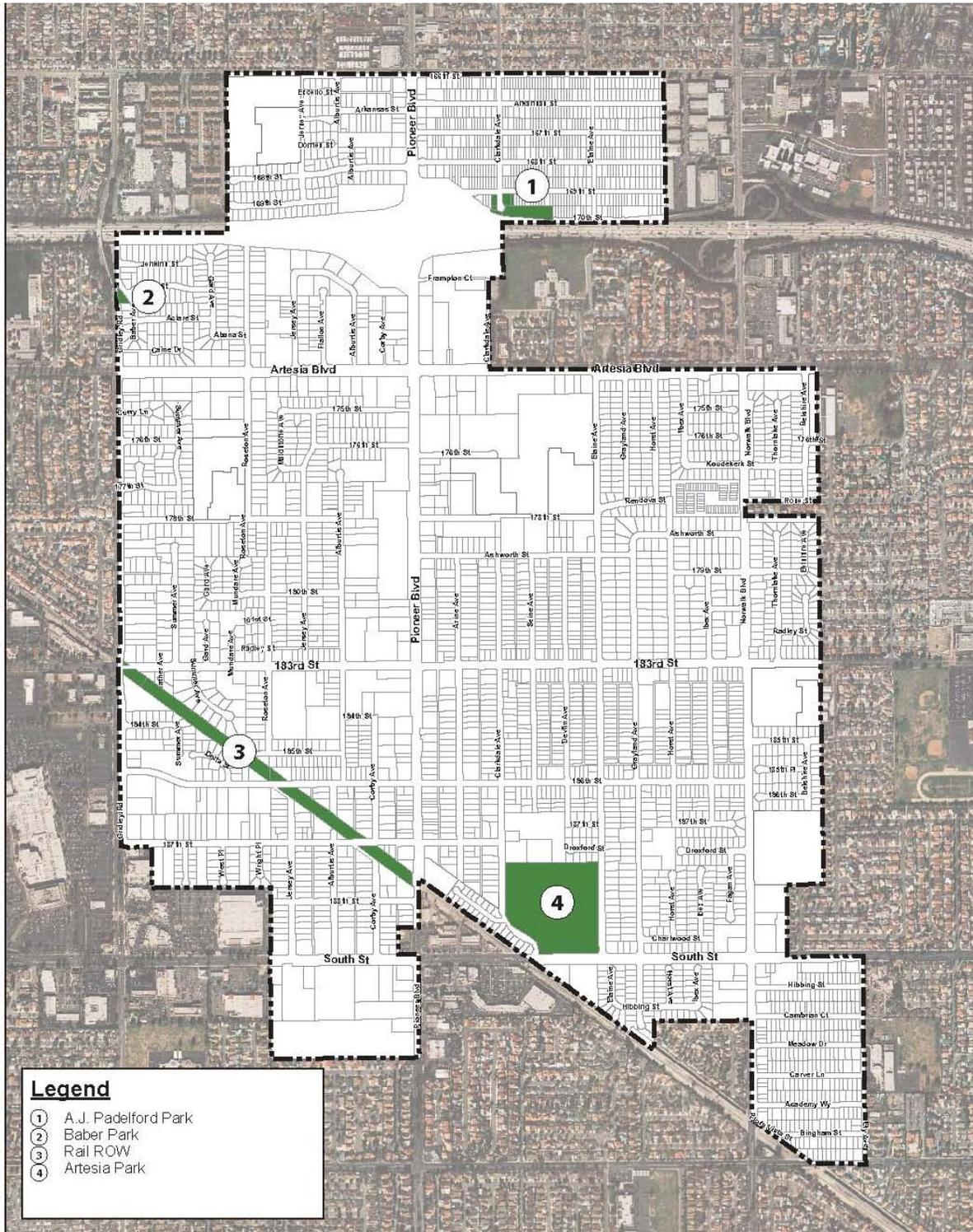


Exhibit OS-I: Open Space

OPEN SPACE AND CONSERVATION SUB-ELEMENT

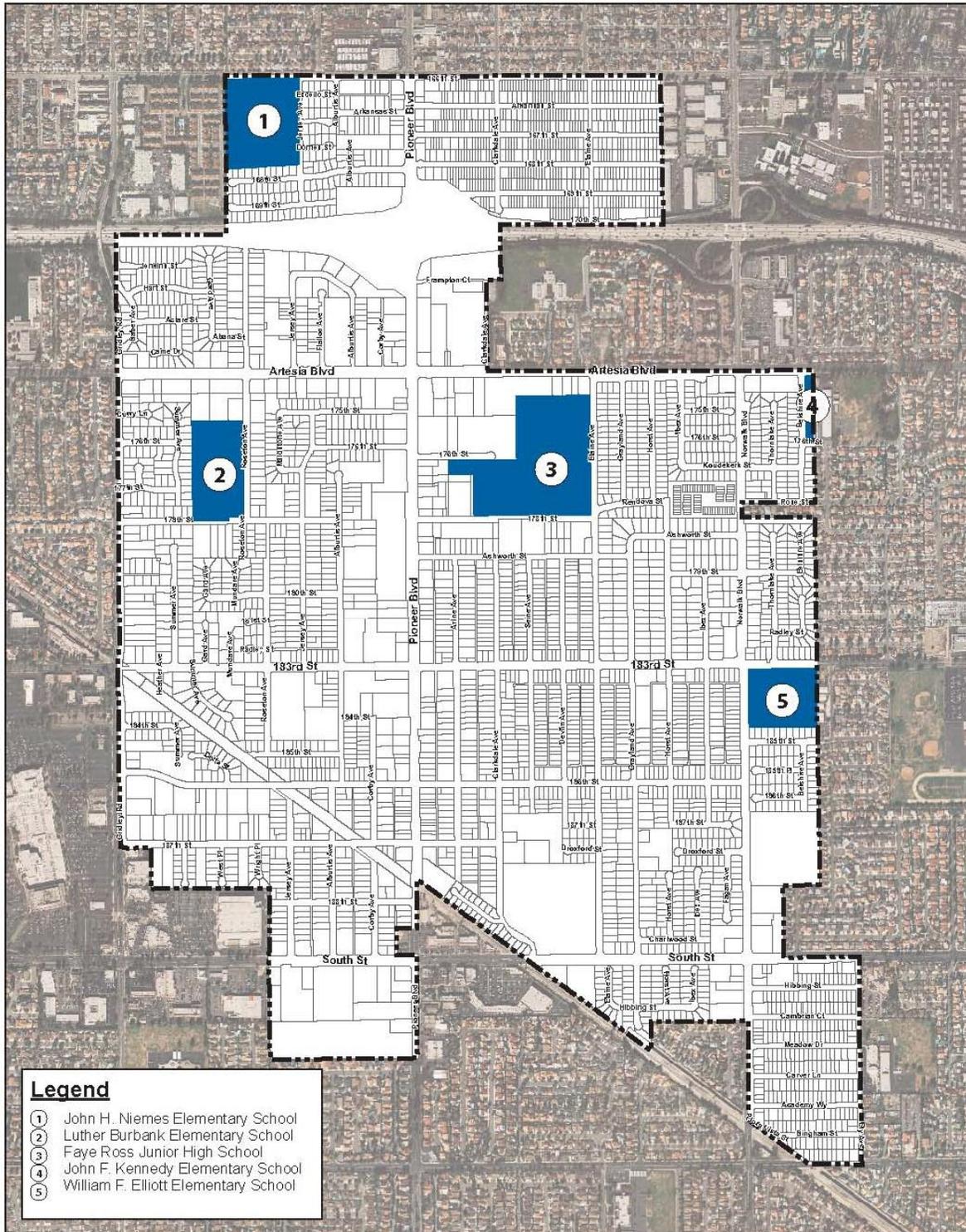
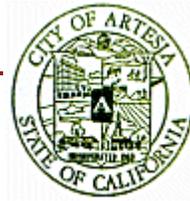


Exhibit OS-2: Public Schools



OPEN SPACE AND CONSERVATION SUB-ELEMENT

Recreational Programs

In addition to open space facilities, Artesia maintains an extensive schedule of recreational programs and activities for all ages and segments of the community.

Sports: Sports programs for youth and/or adults include baseball, softball, ice skating, and tennis.

Youth Programs: Examples of youth programs include day camps and excursions, YMCA child care, recreation classes, and a preschool program.

Adult Programs: Fitness, dance, martial arts, and special interest classes are offered for adults.

Family Activities: Movie nights and crafts workshops cater to families.

Special Events & Holiday Programs: In addition to multi-cultural events sponsored by community organizations, the City offers a variety of holiday celebrations and special events.

Senior Citizen Programs: Programs for the elderly include a senior nutrition program, home delivery meals, Portuguese social hour, seniors club, Artesia Express Dial-A-Ride Service, and trips to local and regional points of interest. Educational classes in partnership with Cerritos College are also available. Other activities include health and fitness programs, bingo, and social gatherings.

Regional Facilities

Regional recreation facilities are an important resource for the City of Artesia residents, though they lie outside the City boundaries. These facilities provide supplemental recreational opportunities that may not be offered by the City due to its size and limited resources. Regional recreational facilities are located within a convenient traveling distance of the City. The City of Cerritos, in conjunction with the County of Los Angeles, maintains the 56-acre Cerritos Regional County Park located less than one mile from Artesia's southern boundary. Ralph B. Clark Regional Park, a 105-acre County facility, is located in the City of Buena Park, approximately seven miles from Artesia's eastern boundary. These facilities provide additional amenities not offered in Artesia such as hiking trails, fishing, and volleyball courts.

OPEN SPACE AND CONSERVATION SUB-ELEMENT

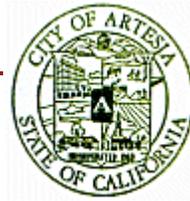


Table OS-1 Inventory of Open Space, Parks and Recreational Facilities				
Recreation Facility	Facility Type	Acres	Park Amenities/ Facilities	Other Facilities (not owned by Parks/Rec)
City-Owned Parks				
Artesia Park	Community Park	14.79	4 ball fields 5 youth size fields Tennis court Roller hockey 2 full size basketball courts 1 playground (under 5) 1 playground (age 5-12) Community Center Senior Center	County Library Preschool Private Preschool YMCA
A.J. Padelford Park	Neighborhood Park	1.56	1 full basketball court 2 playgrounds Teen Center 1 multi-purpose room	
Baber Park	Pocket Park	0.9		
Subtotal		17.25		
Public Schools ¹				
Faye Ross Junior High	Joint-Use	12.99	Use of ball and multi-purpose fields	
John H Niemes Elementary		7.74		
Luther Burbank Elementary		4.96		
William F. Elliott Elementary		5.72		
Subtotal		31.41		
Other				
Railroad Right-of-Way		6.88		
Total Open Space		56.05		



OPEN SPACE AND CONSERVATION SUB-ELEMENT

Regional Parks (located outside City boundaries)				
Cerritos Regional County Park	Regional Park	56	Fishing Swimming pool Gymnasium Multi-purpose room Tennis courts Basketball courts Picnicking	
Ralph B. Clark, Buena Park (Orange County)	Regional Park	105	Volleyball Fishing Tennis Interpretive Center Hiking trails Bike trails Baseball fields Barbeques/picnic tables Horseshoe pits Amphitheater	
Notes: ¹School acreage includes only the field/recreation acreage. School buildings and lots are not included in the open space or recreation acreage total.				

Parkland Standards

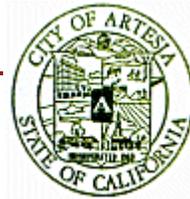
Having incorporated with the majority of its land already developed, the City of Artesia does not possess the physical resources to provide recreational facilities of regional significance. Rather, the City has historically focused on providing community and neighborhood facilities that can be used by residents in the immediate area.

The State of California Planning and Zoning Law (Government Code Sections 65000 through 66037) and the Quimby Act¹ (Government Code Section 66477) indicate that the legislative body of a municipality or county may, by ordinance, require the dedication of land, the payment of fees in lieu thereof, or a combination of both for park recreational purposes as a condition to the approval for a final tract map or parcel map. In cases where such dedication or in lieu fees have not been obtained for particular lots through a map, they may be imposed at a time that building permits are issued.

Among other requirements, the following conditions must be met:

- The ordinance must include definite standards for determining the proportion of a subdivision to be dedicated and the amount of any fee to be paid in lieu thereof;

¹ The Quimby Act was established by the California legislature in 1965 to provide parks for the grown communities in the State. The Act allows cities and counties to establish ordinances requiring new residential subdivisions to provide park/recreation land and/or in-lieu fees as well as specifying acceptable uses and expenditures of such funds.



and

- The legislative body has an adopted General Plan containing a Recreation Element, and any proposed park and recreational facilities are in accordance with definite principles and standards contained therein.

The City of Artesia Parks and Recreation Department does not have an established standard for City-provided parkland. By utilizing both the City-owned parks and the school sites as recreational facilities, Artesia currently provides 49.2 acres of recreational open space, or 2.8 acres per 1,000 of population.²

Limited opportunities exist to expand open space resources in the City of Artesia. Conversion of vacant lots into small pocket parks or creation of urban plazas or gardens as public open spaces would contribute to an increase in park and open space areas. Based on the Quimby Act target acreage of 3 acres per 1,000 of population, the City's target park acreage is 52.65 acres.

The railroad right-of-way could provide additional open space in Artesia that connects to regional bikeways. The Los Angeles County 2008 Long Range Transportation Plan has identified an opportunity to develop high-speed transit along the right-of-way as well as a Class I off-street bikeway, suggesting that a linear park may be feasible alongside rail.

Biological Resources

Biological resources include natural and altered biotic habitats (vegetative communities and corresponding wildlife habitat), as well as associated flora and fauna.

The City of Artesia is highly urbanized and landscaped with mostly non-native species. No rare or endangered plant or animal species have been identified within the City. There are no significant natural habitats in the City. Wildlife species present in the City are typical of any disturbed, highly urbanized setting and are not considered rare, endangered, or threatened.

The City is also devoid of wetland and riparian habitat. The City's most significant plant resources are imported trees and ornamental plants. While these offer only limited biological value, they do contribute to the aesthetic and historical character of the City.

² Based upon 2009 California Department of Finance population estimate of 17,551 persons.



OPEN SPACE AND CONSERVATION SUB-ELEMENT

C. COMMUNITY PLANNING PRINCIPLES

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 Planning Principle OS 2

Artesia provides a wide range of recreational opportunities for its community with programs and facilities for residents of all ages. Artesia strives to provide its residents access to the highest quality of recreational opportunities.

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.

D. COMMUNITY POLICY PROGRAM

Community Goal OS 1

Parks and open space are preserved, enhanced and expanded to provide access to open space in all of Artesia's neighborhoods.

Community Policy OS 1.1

Ensure no net loss of open space acreage occurs.

Policy Action OS 1.1.1

Continue joint-use agreements with the ABC Unified School District to utilize school sites as community open space resources.

Policy Action OS 1.1.2

Require new development and redevelopment projects to replace any public open space removed with an equal or greater amount of public open space.



Community Policy OS 1.2

Promote development of parks in areas of the community currently lacking access to nearby recreational facilities.

Policy Action OS 1.2.1

Identify where additional parks and recreational facilities are needed.

Policy Action OS 1.2.2

Encourage new development and redevelopment to provide parks, plazas or open space areas.

Policy Action OS 1.2.3

Consider land acquisition of vacant lots, abandoned properties, and unused rail right of way for neighborhood parks, pocket parks and linear parks within existing neighborhoods.

Policy Action OS 1.2.4

Pursue available resources to fund parkland acquisitions and development including Federal, State and local funding grants or donations.

Community Policy OS 1.3

Encourage community stewardship of parks and open space areas in each neighborhood through volunteerism and public involvement programs.

Policy Action OS 1.3.1

Continue and expand partnerships with local organizations to maintain, rehabilitate and improve park facilities.

Policy Action OS 1.3.2

Pursue volunteer opportunities for residents to participate in maintenance and rehabilitation of parks and open space.

Community Goal OS 2

Artesia residents of all ages and abilities have access to high quality recreational programs.

Community Policy OS 2.1

Consider the needs of persons with disabilities when providing park facilities and recreation programs including access points, path surfaces, play equipment and range of programs provided.

Community Policy OS 2.2

Continue to offer recreation facilities and programs that appeal to residents from different generations and cultural backgrounds, and that foster shared experiences across generations and cultures.



OPEN SPACE AND CONSERVATION SUB-ELEMENT

Policy Action OS 1.2.2

Research and secure public and private funding for recreational facilities and programs in the City.

Policy Action OS 1.2.2

Continue to provide and expand upon programs designed to meet the recreational, social, physical and economic needs of target populations such as senior citizens and youth.

Policy Action OS 1.3.2

Identify partnerships with schools and/or community organizations to offer joint programs or conduct cross-marketing of existing programs.

Community Goal OS 3

Opportunities for exposure to natural environments are maximized.

Community Policy OS 3.1

Promote visually appealing landscaped corridors and landscape buffers to introduce plant materials into urbanized areas.

Policy Action OS 3.1.2

Require landscaping and tree planting around structures and in parking areas in accordance with the landscaping requirements of the City Zoning Code.

Policy Action OS 3.1.2

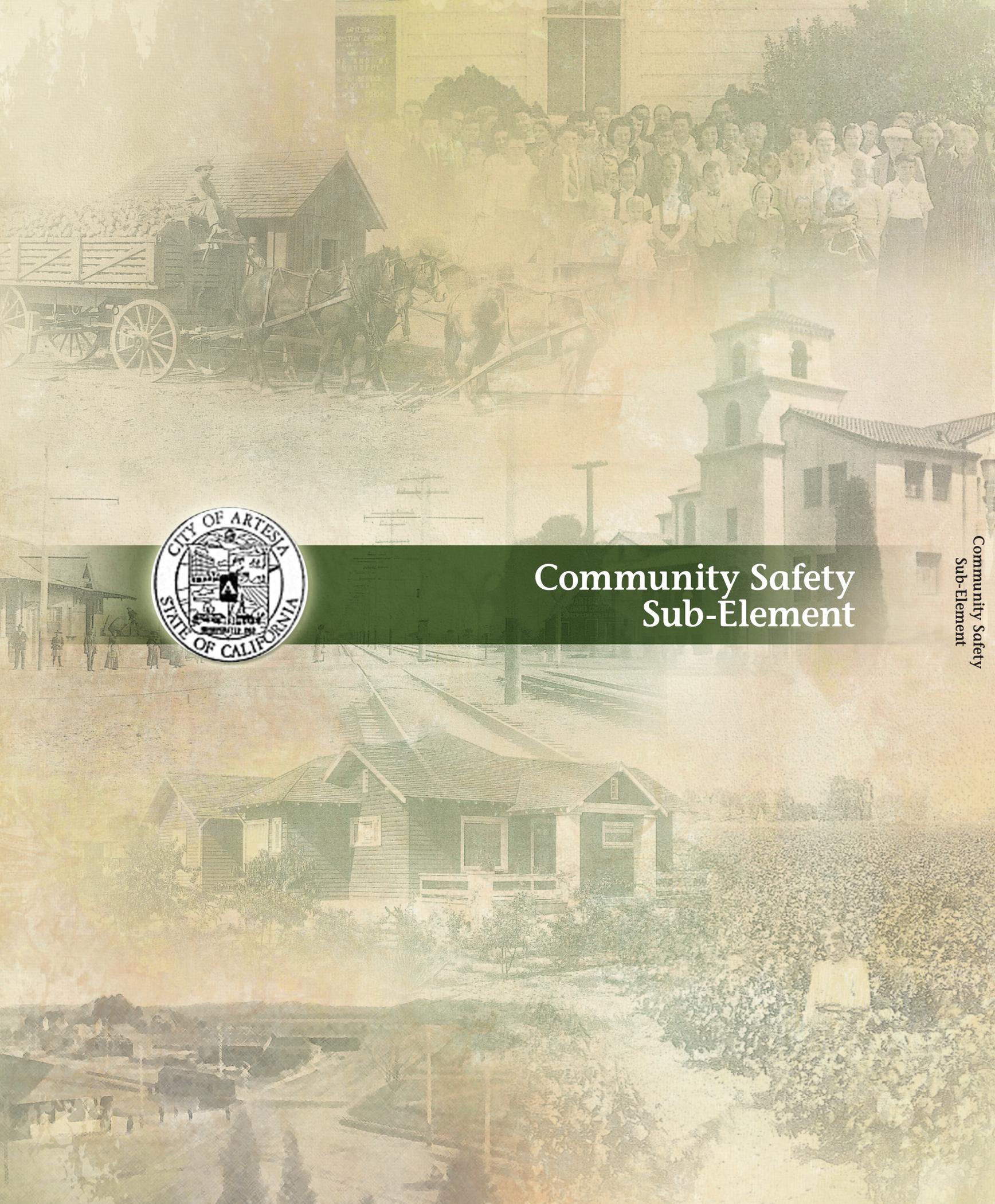
Require street trees and median landscaping designs and installations in accordance with the landscaping requirements of the City Zoning Code.

Community Policy OS 3.2

Encourage redevelopment of underutilized land with public green spaces.

Policy Action OS 3.2.2

Continue and expand partnerships with schools and colleges to seek opportunities for community garden spaces and related education.



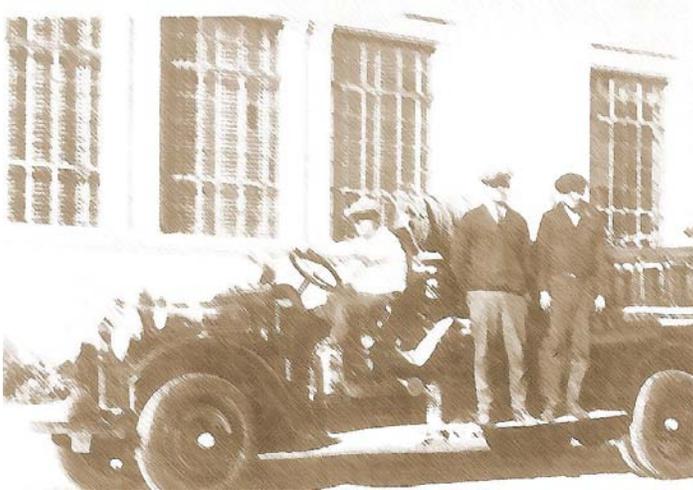
Community Safety Sub-Element

Community Safety
Sub-Element



COMMUNITY SAFETY SUB-ELEMENT

A. INTRODUCTION AND PURPOSE



The Community Safety Sub-Element provides comprehensive policies to prepare for and protect against fires, floods, and other major disasters. Its aim is to reduce the potential risk of loss of life, injuries, property damage, and economic and social dislocation resulting from hazards such as fires, floods, earthquakes and landslides. The intent of this Sub-Element is to identify and understand risks

associated with each specific type of hazard so that the City government and the public can make informed decisions about land use and development throughout the City.

The State of California Government Code Section 65302(g) requires that a General Plan include:

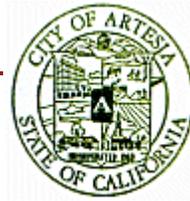
"...a safety element for the protection of the community from any unreasonable risk associated with the effects of seismically induced surface ruptures, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction and other seismic hazards identified pursuant to chapter 7.8 (commencing with §2690) of the Public Resources Code, and other geologic hazards known to the legislative body; flooding and wild land and urban fires."

B. BACKGROUND

The Community Safety Sub-Element addresses both natural and man-made hazards. Natural hazards include flooding and seismic activity. Man-made hazards include fire, crime and hazardous materials.

Geology and Soils

The City of Artesia is located within the Los Angeles basin, which is a depression several thousand feet deep in the earth's crust. This part of Southern California is characterized by elongated northwest-southeast trending ridges, valleys and structural features. The City is within the alluvial plain of the San Gabriel River, which is composed primarily of rocks, sand and soil from the mountains to the north. Artesia is characterized by level topography with slopes of less than five percent. Ground elevations are approximately



65 feet above sea level to the north and slope south to 45 feet above sea level.

Seismic Hazards

An earthquake is caused when potential strain energy is suddenly released within the earth's crust. The result is the movement of two adjacent areas of earth material and generation of vibration spreading from the point of origin (epicenter). As expected, an earthquake is most problematic when it occurs in a developed and populated area, resulting in impacts on buildings and people.

The magnitude scale, originally proposed by Charles F. Richter, is commonly used for describing the size of earthquakes. The scale is related to the total amount of energy released by an earthquake, recording magnitudes ranging from less than 1, up to 9 (the largest assumed earthquake).

The Modified Mercalli Intensity Scale measures the intensity of an earthquake's effects on a given locality. The Mercalli Scale can often be more meaningful to the general public than the magnitude scale or Richter Scale because it is based on observations of an earthquake's effects at a specific place. The Mercalli Scale provides a means of comparing the effects of intensity for different events. On the Modified Mercalli Intensity Scale, in which values range from I to XII, an earthquake will have only one magnitude, but many intensities, which decrease with distance from the epicenter.

Earthquake Faults

Artesia is not located within an Alquist-Priolo earthquake fault zone and there are no known faults within the City limits. However, active faults, structural zones and historically destructive earthquakes are characteristic of Southern California. The San Andreas Fault is approximately 50 miles to the northeast of Artesia.

Major active fault zones located in the vicinity of the City of Artesia include:

Newport-Inglewood Fault Zone. Located approximately five miles southwest of the City, this complex zone of northwest-trending faults extends from the Cheviot Hills in western Los Angeles County south to the City of Laguna Beach in Orange County. Major movement on this fault, such as the Long Beach Earthquake of 1933, can cause severe vibration in Artesia. The California Department of Conservation, Division of Mines and Geology designates the Newport-Inglewood fault as active, with a maximum credible magnitude of 7.0-7.5 on the Richter Scale.

Whittier-Elsinore Fault Zone. Located approximately eight miles northeast of Artesia, this fault zone extends from the southern portion of the San Gabriel Valley in Los Angeles County south to Lake Elsinore in Riverside County. The epicenter of the 1987 Whittier Narrows earthquake (magnitude 5.9) was located near the northern portion of the Whittier-Elsinore fault zone. This fault zone has an expected maximum credible magnitude of 6.6 on the Richter Scale.

Ground Shaking

Ground shaking is considered to be the earthquake action with the greatest potential to



COMMUNITY SAFETY SUB-ELEMENT

result in building damage and life loss. According to the Probabilistic Seismic Hazards Mapping Ground Motion on the California Geological Survey, the City of Artesia has a peak horizontal acceleration of 40 percent gravity. Forty percent gravity is not identified by the Geological Survey as a high risk area.¹

Artesia's topography is generally flat and devoid of hills, lakes and faults. Therefore, building codes, rather than land use policies, are the most significant tools for reducing this seismic hazard. The City of Artesia has adopted Title 26, Building Code, of the Los Angeles County Code, which is based on the California Building Code and addresses seismic hazards. The City contracts with the Los Angeles County Department of Public Works for building and safety services.

Liquefaction

Liquefaction is caused by a shock or strain from an earthquake, and involves the sudden loss of soil strength and cohesion. The result is a temporary transformation of soil into a fluid mass. The entire City lies within an identified liquefaction hazard zone according to the *Seismic Hazard Evaluations of the Los Alamitos 7.5 Minute Quadrangle* (March 1999).

Measurements provided by the Los Angeles County Department of Public Works, Hydraulic Water Conservation Division in July 1992 indicate a depth to water range in Artesia of 38 to 85 plus feet over the past year. As levels within 50 feet occur intermittently due to well pumping, the potential for liquefaction is considered moderate. To minimize the potential risk, the precise nature of the earth material and water table beneath proposed developments should be analyzed to accurately determine liquefaction potential.

Landslide Hazards

According to the Department of Conservation, Division of Mines and Geology's report *Seismic Hazard Evaluations of the Los Alamitos 7.5 Minute Quadrangle* (March 1999), the City of Artesia does not have the potential for landslides.

Hydrology and Drainage

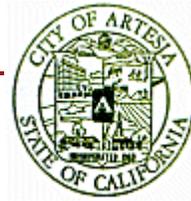
The City of Artesia is located in the San Gabriel River alluvial plain. Drainage within the City flows southwest into the San Gabriel River.

Flooding

The City of Artesia is located in flood zone "C." Areas in this zone have been determined by the Federal Emergency Flood Agency (FEMA) to have minimal flood hazard and are higher than the elevation of the 0.2-percent-annual-chance flood.²

¹ California Geological Survey, Probabilistic Seismic Hazards Assessment California Geological Survey, Probabilistic Seismic Hazards Assessment, <http://redirect.conservation.ca.gov/cgs/rghm/pshamap/pshamap.asp?Longitude=-118.08&Latitude=33.868>, Accessed November 20, 2007.

² Los Angeles County Flood Control District, data provided by the City of Artesia, city staff, personal communication, January 10, 2008.



Dam Inundation

Dam inundation is flooding that occurs due to the structural failure of a dam. Failure of a dam may be caused by seismic activity, severe flooding that causes water to exceed the capacity of the dam or landslides that flow into a reservoir displacing the water.

The City of Artesia faces a potential hazard from dam inundation resulting from the failure of either of two dams: Brea Dam and Whittier Narrows Dam.

The Brea Dam is located approximately 10 miles east of Artesia. The Brea Dam is an earth dam built in 1942 for flood control and storm water management. Dam failure poses a high potential hazard to downstream areas.

The Whittier Narrows Dam is located approximately 15 miles northeast of the City. The Dam is owned and operated by the Los Angeles District, Corps of Engineers. All of Artesia is within the dam's floodplain/inundation path.

The City of Artesia has adopted Floodplain Management requirements as part of Title 8 of the City's Municipal Code. These standards apply to construction in flood-prone areas, and are intended to protect the residents and property in Artesia.

Fire Protection

Fire protection services in Artesia are provided through the Los Angeles County Fire Department (LACFD). Fire Station No. 30, headquarters of Battalion 9, is located south of Artesia in the City of Cerritos at 19030 Pioneer Boulevard. The station staff consists of 27 fire fighters, 2 chief officers, 2 secretaries, 1 community service representative (CSR), and 6 fire prevention personnel. Staff are divided between three shifts consisting of 9 fire fighters and 1 chief officer each. The CSR acts as a liaison between the fire department and the cities within the service area. Fire equipment at Station No. 30 includes 1 fire engine, 1 paramedic squat, 1 quint (ladder truck), and 1 battalion chief command vehicle.³

Fire Station No. 115 at 11317 Alondra Boulevard in the City of Norwalk provides service to the northern portion of the City.⁴ Station No. 115 is equipped with 1 engine and 1 mobile air unit. Shifts consist of four staff at this station.

The City has entered into an automatic response agreement with the Cities of Norwalk and Cerritos to provide dispatch regardless of the city boundaries. Additionally, Station No. 30 is part of a Mutual Aid Agreement with the County of Orange to provide overlapping coverage in case of additional service need.

The LACFD response time goal is four minutes, but response time may vary depending on the type of call.⁵

³ Los Angeles County Fire Department, Mike Row, telephone conversation, November 30, 2007.

⁴ Artesia Redevelopment Project Area Draft EIR.

⁵ Artesia Redevelopment Project Area Draft EIR.



COMMUNITY SAFETY SUB-ELEMENT

In addition to fire suppression and prevention activities, the Department provides paramedic and emergency ambulance services through a contract with Care Ambulance.

Fire Flow

Required fire flow is closely related to land use. Fire flow requirements depend on a number of factors including building use, type of construction, size and presence of an automatic fire sprinkler system. Fire flow requirements established by LACFD are shown in Table SAF-1. The water system must be able to provide the required fire flow at a minimum residual pressure of 20 psi. The City's Water System Master Plan prepared in 1995 found that the existing water supply system was inadequate to provide the maximum day demand plus a fire event.

Table SAF-1 Fire Flow Requirements		
Land Use	Fire Flow (gallons per minute)	Duration
Single-Family Residential	1,250	2 hours
Two-Family Residential	1,500	2 hours
Medium Density Residential, Apartments	2,500	2 hours
Light Commercial, Neighborhood Shopping Center	3,000	3 hours
Schools, Medium Commercial	3,500	3 hours

Source: City of Artesia Water System Master Plan, 1995

Police Protection

Police service is provided under contract with the County of Los Angeles Sheriff's Department. The City is served by the Sheriff's Lakewood Station at 5130 Clark Avenue in Lakewood. The station and its two substations provide service to a 55-square mile area, including six contract cities.⁶ Thirteen deputies are currently assigned to work in the City of Artesia. There are no civilian employees assigned exclusively to the City.⁷

In 2007, the average response time for units responding to routine calls for service was 11 minutes and responses to emergency calls averaged 3 minutes. Response times are computed beginning when the desk officer taking a call sends a computer message to the dispatcher and ending when the first unit arrives on the scene. Emergency calls are also voiced over the radio.⁸

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

⁶ Artesia, Bellflower, Cerritos, Hawaiian Gardens, Lakewood, and Paramount.

<http://www.lasd.org/stations/for3/lakewood/index.html>, Accessed July 15, 2010.

⁷ Greg Knapp, Sergeant, Los Angeles County Sheriff's Department, Telephone Conversation, November 20, 2007.

⁸ Ibid.



patterns or problems and specific city priorities.

Evacuation Routes

Major arterial streets that connect to the 91 and 605 freeways, such as Pioneer Boulevard, Norwalk Boulevard, and South Street, would serve as potential evacuation routes during a disaster⁹, as shown in Exhibit SAF-1. These streets maintain right-of-way widths of 80 to 100 feet and form a grid pattern across the City at approximately one-half mile intervals. This grid pattern provides a variety of evacuation routes to local and regional hospitals and shelters in the event of a fire or other emergency situation.

⁹ Captain Rivero, Los Angeles County Fire Department, Station 30, Telephone Conversation, December 3, 2007.



COMMUNITY SAFETY SUB-ELEMENT

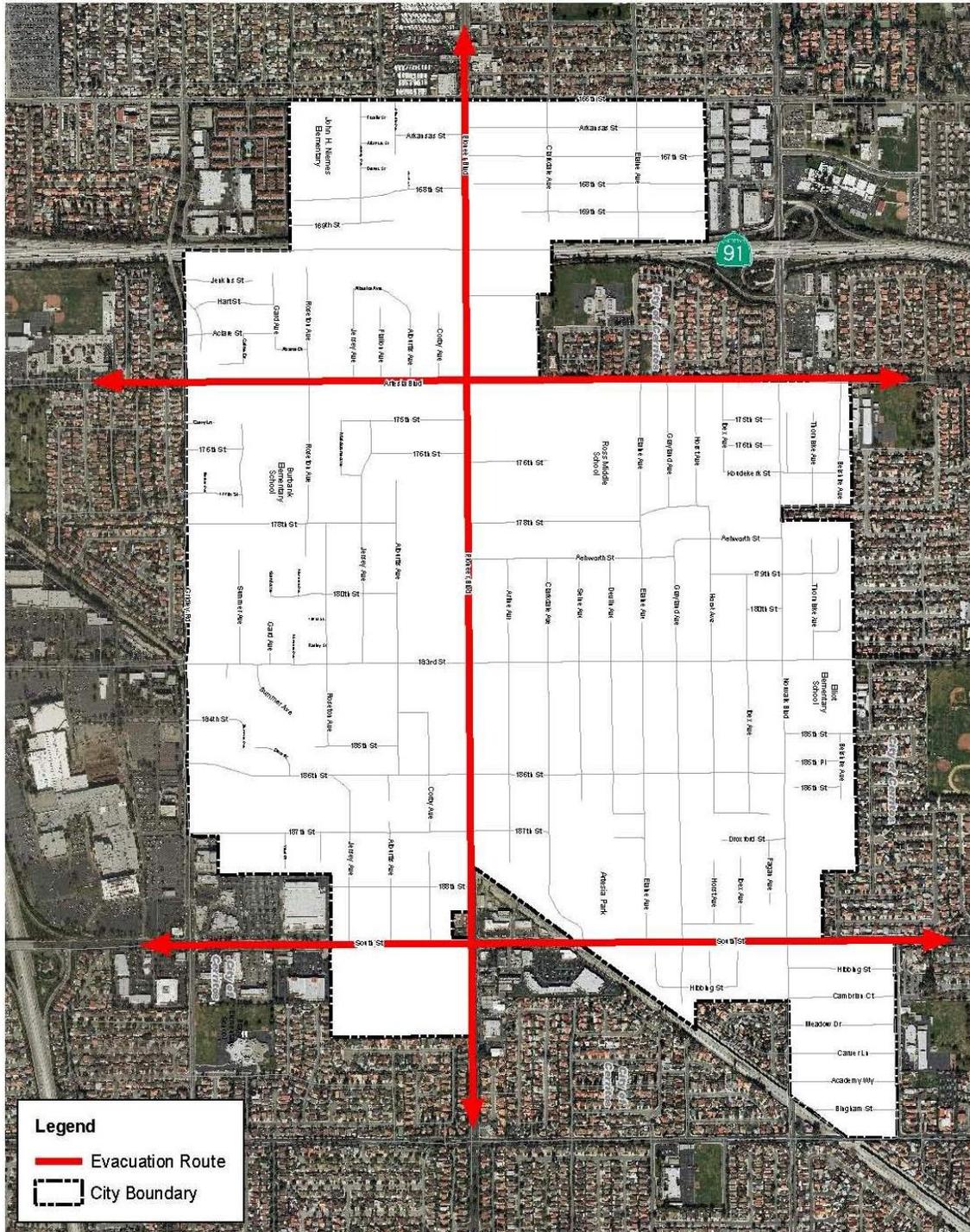


Exhibit SAF-I: Evacuation Routes



C. COMMUNITY PLANNING PRINCIPLES

Community Planning Principle SAF 1

Because Artesia is a small city with limited resources, it relies on strong partnerships with outside agencies including the Los Angeles County Fire Department, Sheriff's Department, and Department of Public Works for public safety services. These strong partnerships help the City ensure quality public safety services are available for all Artesians.

Community Planning Principle SAF 2

Artesia's location in an active seismic region heightens the need for seismic safety and preparedness. The City seeks to protect its community members from the impacts of seismic activity and reduce potential for loss of life, injuries and property damage.

Community Planning Principle SAF 3

While likelihood for flooding is minimal in Artesia, the City can implement standards and requirements which reduce the potential impacts that could occur in the event of a flood.

Community Planning Principle SAF 4

Hazardous materials pose a threat to the health and safety of community members. Materials are used, stored and manufactured by various businesses and residences throughout the City. These materials are also transported in and across the City on the streets and freeway.

Community Planning Principle SAF 5

Creating and maintaining safe neighborhoods and reducing crime are important to the quality of life in Artesia. Police services enforce laws and assist in educating the community on public safety. Residents and other community members can assist in creating safe neighborhoods through programs such as Neighborhood Watch. Crime prevention can also be achieved through design techniques.

Community Planning Principle SAF 6

The City of Artesia is located in a built-out, urbanized area. Therefore, the most serious fire threat within the City is man-made. Fire hazards within the City may be associated with industrial uses, hazardous materials and arson. High-quality fire protection services contribute to the overall protection of health, safety and welfare in the City. Adequate personnel and equipment, minimization of hazards, and community education allow Artesia to protect its residents from the threat of urban fires.



Community Planning Principle SAF 7

Being prepared for a large-scale disaster is critical in protecting life and property within the City. Anticipating natural or man-made disasters enables the City to put in place appropriate plans and programs to protect life and property.

D. COMMUNITY POLICY PROGRAM

Community Goal SAF 1

Community safety is achieved through ongoing collaborative efforts between the community, the City of Artesia and outside agencies.

Community Policy SAF 1.1

Provide opportunities for community involvement in crime prevention and control through community policing and public participation programs.

Policy Action SAF 1.1.1

Continue to support Neighborhood Watch programs community-wide.

Policy Action SAF 1.1.2

Continue to utilize the Artesia Public Safety Commission to make recommendations regarding community safety programs and policies.

Policy Action SAF 1.1.3

Encourage cooperative agreements between the Sheriff's Department and local organizations such as schools and business groups.

Policy Action SAF 1.1.4

Encourage the Sheriff's Department to conduct outreach efforts in neighborhoods and ethnic communities throughout Artesia.

Policy Action SAF 1.1.5

Work with the Sheriff's Department, Artesia Beautification and Maintenance Commission and community groups to promote litter pick-up, graffiti removal, and other neighborhood beautification efforts.



Community Goal SAF 2

Artesia community members are protected from potential harm caused by seismic activity.

Community Policy SAF 2.1

Ensure that new structures and alterations to existing structures minimize seismic hazards through proper design and construction.

Policy Action SAF 2.1.1

Review all development proposals to evaluate the presence of any geologic and/or seismic problems and require mitigation measures if necessary.

Policy Action SAF 2.1.2

Adopt and require compliance with the most current versions of State or County building codes, or other relevant codes.

Policy Action SAF 2.1.3

Continue to contract with the County of Los Angeles Public Works Department for building safety review services.

Community Policy SAF 2.2

Encourage rehabilitation or elimination of structures susceptible to collapse or failure in a seismic event.

Community Goal SAF 3

Artesia community members are protected from potential harm caused by flooding.

Community Policy SAF 3.1

Reduce risks associated with flooding through enforcement of regulations.

Policy Action SAF 3.1.1

Continue to require compliance with floodplain management requirements in the Municipal Code and update requirements as necessary.



Community Goal SAF 4

The threat to public health and safety and to the environment associated with the transport, use, storage and disposal of toxic and/or hazardous materials is minimized.

Community Policy SAF 4.1

Reduce risks associated with hazardous waste through community education and enforcement of laws and regulations.

Policy Action SAF 4.1.1

Continue to publicize and conduct household hazardous waste roundups in conjunction with the County of Los Angeles.

Policy Action SAF 4.1.2

Enforce Federal, State and local laws and regulations relating to the use, storage, transport and cleanup of hazardous materials to prevent unauthorized discharges.

Policy Action SAF 4.1.3

Educate residents and businesses about the dangers of hazardous materials by urging minimum use and proper storage, management and disposal of hazardous materials.

Community Goal SAF 5

Artesia is a community with low crime rates and safe neighborhoods.

Community Policy SAF 5.1

Ensure quality police protection services are provided to meet the needs of all Artesia community members.

Policy Action SAF 5.1.1

Continue to contract with the Los Angeles County Sheriff's Department to provide quality police protection for the City's population and regularly communicate to ensure needs are met.

Policy Action SAF 5.1.2

Review development proposals for potential impacts to the provision of emergency services.

Community Policy SAF 5.2

Encourage the use of techniques for Crime Prevention through Environmental Design (CPTED), design that discourages crime and promotes safety, for all new development and redevelopment projects.



Community Goal SAF 6

Artesia's residents, employees and visitors are protected from the threat of urban fires.

Community Policy SAF 6.1

Ensure quality fire prevention and protection services are provided to meet the needs of all Artesia community members.

Policy Action SAF 6.1.1

Continue to contract for service from the Los Angeles County Fire Department to provide quality fire protection services for the City's population and regularly communicate to ensure needs are met.

Policy Action SAF 6.1.2

Strive to maintain necessary water pressure throughout the City and provide necessary water storage to meet peak fire demand.

Community Policy SAF 6.2

Ensure that new structures and alterations to existing structures are properly designed and constructed to minimize fire hazards.

Policy Action SAF 6.2.1

Adopt and require compliance with the most current versions of the California Fire Code, or other relevant codes.

Policy Action SAF 6.2.2

Continue to contract with the County of Los Angeles Public Works Department for building safety review services.

Policy Action SAF 6.2.3

Continue to include the local fire district in the review of development proposals and incorporate their recommendations as conditions of approval as necessary to ensure public safety.



Community Goal SAF 7

Effective emergency and disaster preparedness on the part of the City and its community members minimizes the social and economic impacts a natural or urban disaster could have on Artesia.

Community Policy SAF 7.1

Develop a Citywide Disaster Preparedness Plan

Policy Action SAF 7.1.1

Ensure that adequately trained staff is available to provide essential emergency public services.

Policy Action SAF 7.1.2

Work cooperatively with the Public Safety Commission, community organizations, adjacent jurisdictions and regional agencies to prepare Artesia for emergencies.

Policy Action SAF 7.1.3

Coordinate with regional, State and Federal agencies to prepare for and respond to potential terrorism threats.

Community Policy SAF 7.2

Provide community members with information and education on disaster preparedness.

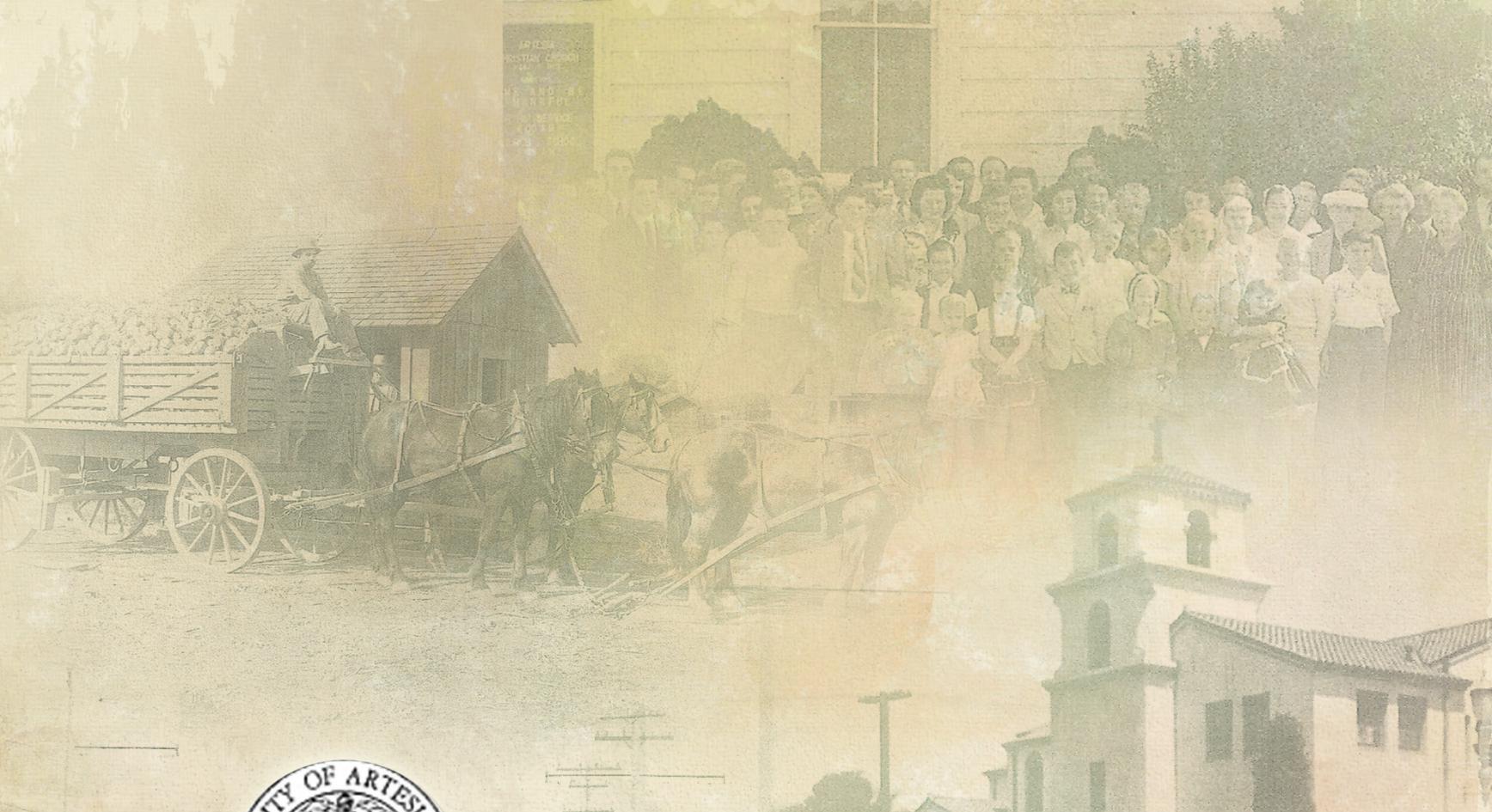
Policy Action SAF 7.2.1

Promote public education and awareness regarding individual fire prevention and safety, earthquake safety, and other emergency preparedness topics through information resources, programs and seminars in conjunction with the County of Los Angeles and other partners.

COMMUNITY SAFETY SUB-ELEMENT



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Noise Sub-Element



Noise Sub-Element



A. INTRODUCTION AND PURPOSE



The Noise Sub-Element identifies noise sources in the City, evaluates the potential for noise conflicts and problems, and identifies ways to reduce existing and potential noise impacts. The Sub-Element discusses compatibility of land uses, presence of sensitive receptors, and stationary noise generators. The Sub-Element

also identifies projected noise levels and contains policies and programs to achieve and maintain appropriate noise levels, including how to prevent high noise levels in sensitive areas. It is important to note that the Sub-Element addresses noise that affects the community at large, rather than noise associated with site-specific conditions.

Government Code Section 65302(f) requires that a General Plan include:

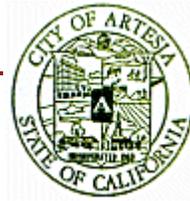
"... a noise element which shall identify and appraise noise problems in the community. The Noise Element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify...current and projected noise levels for all of the following sources: (1) highways and freeways; (2) primary arterials and major local streets; (3) passenger and freight on-line railroad operations and ground rapid transit systems; (4) commercial, general aviation, heliport, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation; (5) local industrial plants, including but not limited to, railroad classification yards; (6) other ground stationary noise sources identified by local agencies as contributing to the community noise environment."

B. BACKGROUND

Noise Definitions

Noise is often defined as unwanted sound. Health studies have shown that excessive noise can cause adverse physiological and psychological effects on human beings. While sound levels can be easily measured, impacts on an individual person vary based on subjective and physical responses.

Sound is created when an object vibrates and radiates part of its energy as acoustic pressure waves through a medium such as air, water, or a solid. The ear, which is the hearing mechanism of humans and most animals, receives these pressure waves and converts them to neurological impulses, which are then transferred to the brain for interpretation. The interpretation of sound depends both on the characteristics of the sound and the characteristics of the individual person hearing it.



Standard Units of Measurement

Sound is technically described in terms of its loudness (amplitude) and frequency (pitch).

The standard unit of measurement of loudness of sound is the decibel (dB). Everyday noises typically range from 30 dB (very quiet) to 100 dB (very loud). Decibels are based on a logarithmic scale. The scale compresses the wide range in noise levels to a more usable range of numbers, relating the sound pressure level of a noise source to the reference pressure level.

Frequency is the rate of repetition of sound pressure oscillations (waves) as they reach our ears and is expressed in hertz (Hz). When analyzing the total noise of any source, the frequency components are sometimes analyzed to determine the relative amounts of low-frequency, middle-frequency and high-frequency noise. Our ear is better equipped to hear mid- and high-frequencies than lower frequencies. Thus, we find mid- and high-frequency noise to be more annoying. High-frequency noise is also more capable of causing hearing loss. Engineering solutions to noise issues are different for different frequency ranges. Low-frequency noise is generally harder to control. The normal frequency range of hearing for most people extends from about 20 Hz to about 10,000 to 15,000 Hz. People respond to sound most readily when the predominant frequency is in the range of normal conversation, typically around 1,000 to 2,000 Hz.

Since the human ear is not equally sensitive to sound at all frequencies, several filters or scales have been developed that match the sensitivity of the human ear and thus help us evaluate the relative loudness of various sounds made up of different frequencies. The "A" filter is the most commonly used for environmental noise sources. The A-weighted decibel scale (dBA) performs this compensation by filtering or weighting frequencies to approximate the response of the human ear to sound. The A-weighted filter significantly deemphasizes those parts of the total noise that occur at frequencies that we do not hear as well (frequencies below about 500 Hz and above 10,000 Hz). The filter has very little effect, or is nearly "flat," in the middle range of frequencies, where our ears are most sensitive. Because this filter generally matches our ears' sensitivity, sounds having a higher A-weighted sound level or dBA are usually judged to be louder than those with a lower A-weighted sound level.

Equivalent Sound Level (L_{eq})

The equivalent sound level (L_{eq}) is a measure of the exposure resulting from the accumulation of A-weighted sound levels over a particular time period (e.g., 1 hour, 8 hours, a school day, nighttime, or a full 24-hour day). Since the length of the period can be different based on the timeframe of interest, the applicable period is identified along with the metric (e.g. $L_{eq}(24)$).

L_{eq} may be thought of as a constant sound level over the period of interest, containing as much total sound energy as the actual sound level that varies over time with peaks and valleys. The two signals (the constant one and time-varying one) would sound very different from each other if compared in real life. Variation in the "average" sound level suggested by L_{eq} is not an arithmetic value, but a logarithmic ("energy-averaged") sound level. Therefore, loud events dominate any noise environment described by the metric.



Community Noise Equivalent Level (CNEL)

Cumulative noise metrics were developed to assess community response to noise. These metrics take into account the loudness and duration of the noise, the total number of noise events and the time of day these events occur in one single-number rating scale. They are also designed to account for the known health effects of noise on people. These metrics are useful when evaluating noise within developed areas and developing policies for noise.

The community noise equivalent level (CNEL) is a 24-hour, time-weighted energy-average noise level based on dBA that measures the overall noise during the entire day. Noise that occurs during certain sensitive time periods is penalized and weighted higher by adding decibels to its L_{eq} measurement. On the CNEL scale, noise occurring between 7:00 p.m. and 10:00 p.m. is penalized by approximately five dB to account for the greater potential for noise to interfere during these hours, as well as the typically lower ambient (background) noise levels during these hours. Noise occurring during the night (from 10:00 p.m. to 7:00 a.m.) is penalized by 10 dB to account for our higher sensitivity to noise during the nighttime and the expected further decrease in ambient noise levels that typically occur at night.

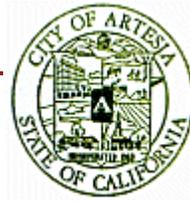
Day-Night Average (L_{dn})

The day-night average noise level (L_{dn}) is a measure of the 24-hour average noise level at a given location. It was adopted by the EPA for developing criteria to evaluate community noise exposure. L_{dn} is based on a measure of the average noise level over a given time period. The L_{dn} is calculated by averaging the L_{eq} for each hour of the day at a given location after weighting or penalizing the nighttime hours (10:00 p.m. to 7:00 a.m.) by 10 dBA to take into account the increased sensitivity of people to noises that occur at night.

Other Noise Factors

As previously discussed, changes in the loudness of sound or the sound pressure are described in a logarithmic manner. In general, a 1dBA change in the sound pressure level of a given sound is detectable only under laboratory conditions. A 3 dBA change in sound pressure level is a detectable difference in most situations. A 5 dBA change is readily noticeable and a 10 dBA change is considered a doubling (or halving) of the subjective loudness.

When looking at noise generated by traffic, a 3 dBA increase or decrease in the average traffic noise level occurs through a doubling or halving of the traffic volume; or by about a 7 mile per hour increase or decrease in speed. Noise barriers can provide approximately a 5 dBA CNEL noise reduction, depending on the material, length, location, and height. A row of buildings provides up to a 5 dBA CNEL noise reduction with a 1.5 dBA CNEL reduction for each additional row up to a maximum reduction of approximately 10 dBA. The exact level of noise attenuation depends on the nature and orientation of the structure and intervening barriers.



Existing Conditions

Ambient Noise

Ambient noise is described as the all-encompassing background noise associated with a given environment and is usually a composite of sounds from a variety of close and distant sources.

Artesia's noise environment is primarily dominated by vehicular traffic along the 91 freeway and the major arterials. The major arterials that traverse the City are Artesia Boulevard, South Street and Pioneer Boulevard.

A Technical Memorandum identifying the existing noise conditions within the City was prepared by RBF Consulting in 2007. Locations for noise measurements were selected utilizing aerial photographs and a land use map. RBF utilized the aerial photograph to divide the City into a concentric grid pattern. The grid was then further grouped into similar land uses to determine specific areas to be measured. RBF determined seven areas that would provide sufficient data to establish an acoustical baseline for the City. RBF conducted one short-term noise measurement (10 minutes in length) in each designated area. Additionally, RBF conducted one long-term noise measurement (24 hours in length). The noise measurement sites were representative of typical existing noise exposure adjacent to major roadways as well as within residential and commercial uses.

Short-Term Measurements

Noise monitoring equipment used for the ambient short-term noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a 4189 microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are indicated in Table N-1. Existing measured short-term noise levels ranged from 50.8 dBA to 66.5 dBA.

Long-Term Measurement

Noise monitoring equipment used for the ambient long-term noise survey consisted of a Larson Davis Laboratories Model LDL 820 sound level analyzer equipped with a Larson Davis Random Incidence Model 2561 microphone. The instrumentation was calibrated prior to use with a Larson Davis Model CAL250 acoustical calibrator to ensure the accuracy of the measurements, and complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The result of the field measurement is indicated in Table N-1. The long-term noise level is approximately 63.1 dBA.



Table N-1 Noise Measurements			
Site No.	Location	Leq (dBA)	Time
LT-1 ¹	Located along Pioneer Boulevard near service and professional uses.	63.1	10:02 A.M.
2	Located within residential uses.	50.8	10:35 A.M.
3	Located along abandoned railroad right-of-way within and adjacent to low and high density residential uses.	51.4	10:58 A.M.
4	Located along South Street within commercial general land uses.	66.5	11:22 A.M.
5	Located within residential uses to the south of South Street.	57.6	12:22 P.M.
6	Located within residential uses (specifically located at Trinity Christian Center and First Baptist Church) to the south of 183 rd Street.	55.3	12:44 P.M.
7	Located within residential uses (to the north of Artesia Boulevard) that adjoin light manufacturing and industrial uses as well as commercial uses.	53.7	1:18 P.M.
8	Located within residential and commercial general uses to the east of Pioneer Boulevard and to the north of SR-91.	65.4	1:44 P.M.
Notes: ¹ Noise Measurement Long-Term 1 (LT-1) was taken over a 24-hour time period.			
Source: Noise Monitoring Survey conducted by RBF Consulting, April 19 and 20, 2007.			

Noise Sensitive Receptors

Human response to noise varies widely depending on the type of noise, time of day and the sensitivity of the receptor. The effects of noise on humans can range from temporary or permanent hearing loss to stress and annoyance due to such things as sleep deprivation and speech interference. Prolonged stress, regardless of the cause, is known to contribute to a variety of health disorders.

Sensitive populations are more susceptible to the effects of noise and air pollution than are the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers and long-term care and mental care facilities. Some jurisdictions also consider day care centers, single-family dwellings, mobile home parks, churches, and libraries to be sensitive to noise. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick persons) are present, and where there is a reasonable expectation of continuous human exposure to noise.

Moderately sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories and outpatient clinics. Land uses less sensitive to noise are business, commercial and professional developments. Noise receptors categorized as being least



sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, motorcycle parks, rifle ranges, warehousing, liquid and solid waste facilities, salvage yards and transit terminals. Some of these land uses generate high noise levels.

Current land uses located within the City of Artesia that are sensitive to intrusive noise include residential uses, schools, churches, and parks.

Noise and Land Use Compatibility Matrix

The State of California Office of Planning and Research (OPR) Noise Element Guidelines include recommended interior and exterior level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR Guidelines describe the compatibility of various land uses with a range of environmental noise levels in terms of dBA CNEL.

A noise environment of 50 dBA CNEL to 60 dBA CNEL is considered to be “normally acceptable” for residential uses. The State indicates that locating residential units, parks, and institutions (such as churches, schools, libraries, and hospitals) in areas where exterior ambient noise levels exceed 65 dBA CNEL is undesirable. The OPR recommendations also note that, under certain conditions, more restrictive standards than the maximum levels cited may be appropriate. As an example, the standards for quiet suburban and rural communities may be reduced by 5 to 10 dB to reflect their lower existing outdoor noise levels in comparison with urban environments.

In addition, Title 25, Section 1092 of the California Code of Regulations sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. Whenever multiple-family residential dwelling units are proposed in areas with excessive noise exposure, the developer must incorporate construction features into the building’s design that reduce interior noise levels to 45 dBA CNEL or lower.

Table N-2, Noise and Land Use Compatibility Matrix, illustrates the guidelines established by the State Department of Health Services for acceptable noise levels. These guidelines are incorporated into the land use planning process to reduce future noise and land use incompatibilities. This table is the primary tool that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.



**Table N-2
Noise and Land Use Compatibility Matrix**

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50 - 60	55 - 70	70-75	75-85
Residential - Multiple Family	50 - 65	60 - 70	70 - 75	70 - 85
Transient Lodging - Motel, Hotels	50 - 65	60 - 70	70 - 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	80 - 85
Auditoriums, Concert Halls, Amphitheatres	NA	50 - 70	NA	65 - 85
Sports Arenas, Outdoor Spectator Sports	NA	50 - 75	NA	70 - 85
Playgrounds, Neighborhood Parks	50 - 70	NA	67.5 - 75	72.5 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	NA	70 - 80	80 - 85
Office Buildings, Business Commercial and Professional	50 - 70	67.5 - 77.5	75 - 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	75 - 85	NA

NA: Not Applicable

Source: Office of Planning and Research, California, *General Plan Guidelines*, October 2003.

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

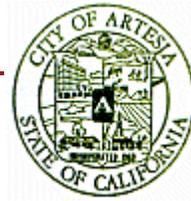
Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable – New construction or development should generally not be undertaken.

City of Artesia Noise Standards

The City of Artesia has established citywide interior and exterior noise level standards in a comprehensive Noise Ordinance within the Municipal Code. The purpose of the Ordinance is to control loud, unnecessary and unusual noises, sounds, or vibrations emanating from areas of the City. The Noise Ordinance (Municipal Code Title 5, Chapter 2: Noise) establishes daytime and nighttime permissible sound limits or levels for all residentially zoned properties in the City as well as prohibited noises.

NOISE SUB-ELEMENT



Permissible Exterior Sound Limits or Levels

The City's Noise Ordinance establishes permissible exterior sound limits provided below.

The source cannot cause the noise level to exceed the greater of either the actual measured ambient noise level, or the following ambient noise level for a cumulative period of more than thirty minutes in any hour as measured at any property line:

Time Period	Permissible Noise Level
7:00 a.m.- 10:00 p.m.	55 dBA
10:00 p.m.- 7:00 a.m.	50 dBA

If the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, the permissible noise level set forth above is reduced by 5 dBA.

The Ordinance allows for short term increases in noise levels as follows:

Permitted Increase in Noise Level	Duration of Increase in Minutes Per Hour
5 dBA	15
10 dBA	5
15 dBA	1
20 dBA	Less than 1 minute

Permissible Interior Sound Limits or Levels

The City's Noise Ordinance establishes permissible interior sound limits provided below.

The source cannot cause the noise level to exceed the greater of either the actual measured ambient noise level, or the following ambient noise level for a cumulative period of more than five minutes in any hour:

Time Period	Permissible Noise Level
7:00 a.m.- 10:00 p.m.	55 dBA
10:00 p.m.- 7:00 a.m.	45 dBA

If the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, the permissible noise level set forth above is reduced by 5 dBA.

The Ordinance allows for short term increases in noise levels as follows:

Permitted Increase in Noise Level	Duration of Increase in Minutes Per Hour
5 dBA	1
10 dBA	Less than 1 minute



Prohibited Noises

The Noise Ordinance states that it is unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, or unusual noise, sound or vibration which unreasonably disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

The Ordinance also regulates specific noise sources such as radios, mechanical devices near residential areas, construction, emergency signaling devices, commercial establishments adjacent to residential property, and leaf blowers.



C. COMMUNITY PLANNING PRINCIPLES

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.

D. COMMUNITY POLICY PROGRAM

Community Goal N 1

Land use planning decisions, including planning for new development, consider noise impacts.

Community Policy N 1.1

Permit only those new development or redevelopment projects that have incorporated appropriate mitigation measures, so that standards contained in the Noise Sub-Element or adopted ordinances are met.

Policy Action N 1.1.1

Enforce noise standards, as contained in the City's Noise Ordinance.



Policy Action N 1.1.2

Require a noise impact evaluation for projects, if determined necessary through the environmental review process. If noise abatement is found necessary, require implementation mitigation measures based on a technical study prepared by a qualified acoustical professional.

Policy Action N 1.1.3

Implement noise mitigation by placing conditions of approval on development projects, and require a clear description of mitigation on subdivision maps, site plans, and building plans for inspection purposes.

Community Policy N 1.2

Consider noise impacts associated with the development of non-residential uses in the vicinity of residential uses.

Policy Action N 1.2.1

Require that any proposed development near existing residential land uses demonstrate compliance with the City's Noise Ordinance prior to the approval of the project.

Policy Action N 1.2.2

Review the Noise Ordinance to determine if additional or modified standards are necessary to address mixed use development.

Policy Action N 1.2.3

Require the design of mixed use structures to incorporate techniques to prevent the transfer of noise and vibration from the non-residential to residential uses.

Policy Action N 1.2.4

Encourage commercial uses that are not noise intensive in mixed use developments.

Policy Action N 1.2.4

Orient residential uses away from major noise sources, particularly in mixed use areas.

Community Goal N 2

Noise impacts from transportation sources are minimized.

Community Policy N 2.1

Encourage outside agencies to minimize impacts of noise from regional transportation corridors.



Policy Action N 2.1.1

Coordinate sound attenuation projects with Caltrans to meet the State standard of 65 dBA CNEL for exterior noise levels for the 91 Freeway.

Policy Action N 2.1.2

Coordinate sound attenuation projects with Caltrans to mitigate noise to keep interior residential levels below the State standard of 45 dBA CNEL.

Community Policy N 2.2

Reduce noise impacts from transportation corridors under the City's jurisdiction.

Policy Action N 2.2.1

Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the City to reduce noise impacts to residential neighborhoods.

Policy Action N 2.2.2

Evaluate truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.

Policy Action N 2.2.3

Discourage through traffic on residential local streets to reduce noise.

Community Policy N 2.3

Encourage programs to retrofit existing homes to reduce noise impacts in the homes.

Community Goal N 3

Noise impacts from non-transportation sources are minimized.

Community Policy N 3.1

Ensure non-transportation sources of noise have incorporated appropriate mitigation measures, so that standards contained in the Noise Sub-Element or adopted ordinances are met.

Policy Action N 3.1.1

Require that noise mitigation techniques are incorporated into all construction-related activities.

Policy Action N 3.1.2

Enforce the Noise Ordinance to ensure that stationary noise and noise emanating from construction activities, private development, and/or special events are minimized.



Community Goal N 4

Noise impacts to noise sensitive receptors are minimized, ensuring that City and State interior and exterior noise levels are not exceeded.

Community Policy N 1.1

Ensure Community Noise Equivalent Levels (CNEL) for noise sensitive land uses meet normally acceptable levels, as defined by State standards.

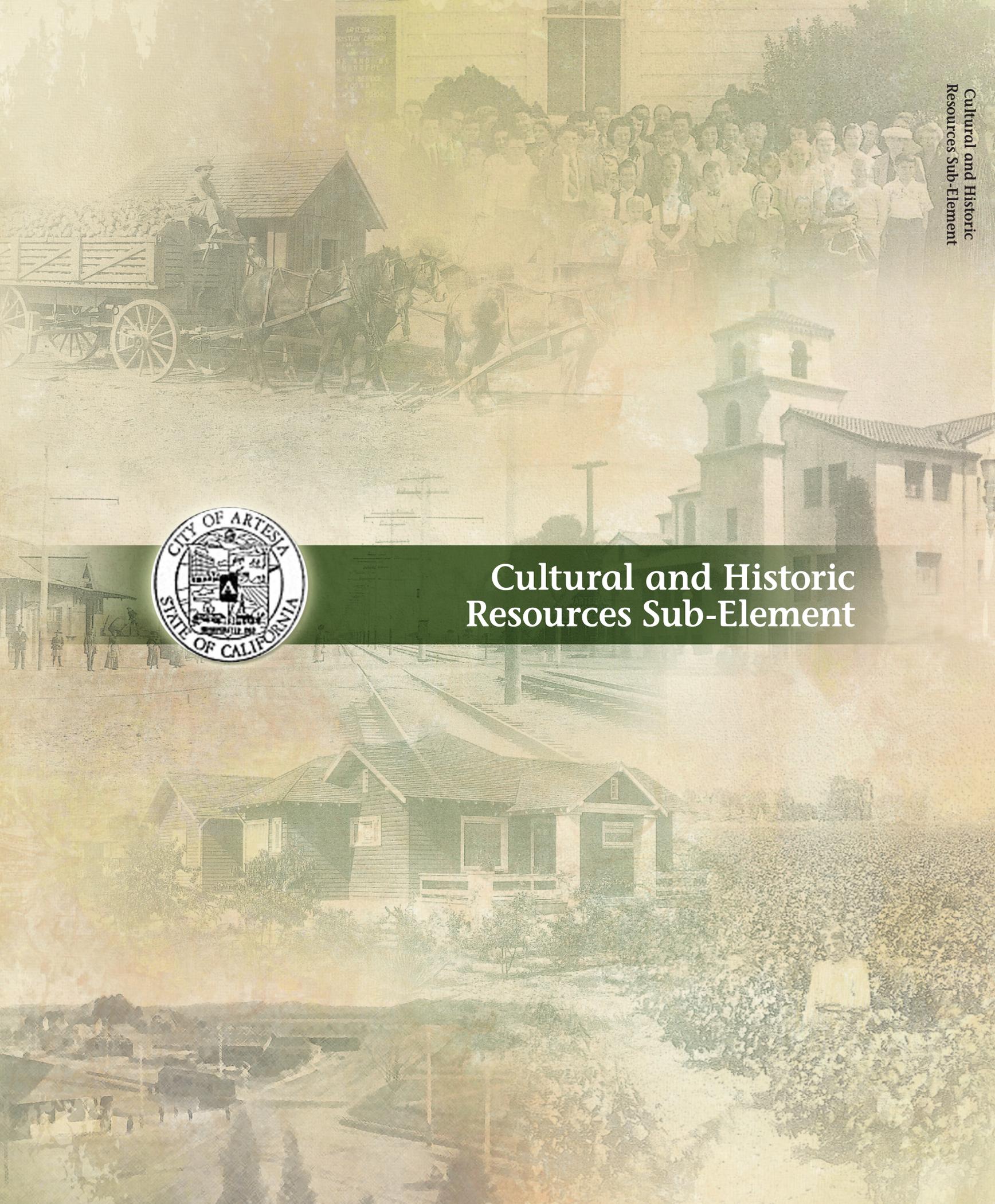
Policy Action N4.1.1

Require buffers or appropriate mitigation of potential noise sources on noise sensitive areas.



Community Culture and Economy Element

- Cultural and
Historic Sub-Element
- Economic Development
Sub-Element



Cultural and Historic Resources Sub-Element



CULTURAL AND HISTORIC RESOURCES SUB-ELEMENT

A. INTRODUCTION AND PURPOSE



The Cultural and Historic Resources Sub-Element provides comprehensive policies to guide the preservation, protection, restoration, and rehabilitation of cultural and historic resources in the City of Artesia. The policies will address the improvement of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic

preservation.

Legal Basis for the Cultural and Historic Resources Sub-Element

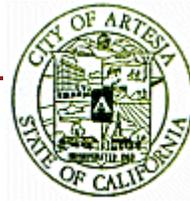
The Cultural and Historic Resources Sub-Element is not required per California Government Code Section 65302; however, as cultural and historic preservation is of importance to the community, it is prepared as an optional element per California Government Code Section 65303.

Federal Law

The National Historic Preservation Act (NHPA) enacted in 1966 established the National Register of Historic Places, authorized funding for state programs with participation by local governments, created the Advisory Council on Historic Preservation, and established a review process for protecting cultural resources. The NHPA provides the legal framework for most state and local preservation laws. The National Register of Historic Places is the nation's official list of cultural resources worthy of preservation. It is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The NHPA was amended in 1980 to create the Certified Local Government (CLG) program, administered through the State Office of Historic Preservation (OHP). This program allows for direct local government participation and integration in a comprehensive statewide historic preservation planning process. Cities and counties with CLG status may compete for preservation funds allocated by the Congress and awarded to each state.

State Law

The California Register of Historical Resources was established in 1992, through amendments to the Public Resources Code. It serves as an authoritative guide to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected from substantial adverse change. The California Register includes resources that are formally determined eligible for, or listed in, the National Register; State Historical Landmarks numbered 770 or higher; Points of Historical Interest recommended for listing by the State Historical Resources Commission (SHRC); resources nominated for listing and determined eligible



in accordance with criteria and procedures adopted by the SHRC; and resources and districts designated as city or county landmarks when the designation criteria are consistent with California Register criteria.

With establishment of the California Register and the SHRC, the State legislature amended the California Environmental Quality Act (CEQA) in 1992 to define historical resources as a resource listed in (or determined eligible for listing in) the California Register; a resource included in a local register of historical resources or identified as significant in a historical resource survey that meets certain requirements; and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant. Generally, a resource is considered to be historically significant if it meets the criteria for listing in the California Register. However, a lead agency under CEQA is not precluded from determining a resource is significant that is not listed in (or determined eligible for listing in) the California Register, not included in a local register, or identified in a historical resources survey as a historical resource, as defined in the Public Resources Code.

CEQA was further amended to clarify that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. While demolition and destruction are obvious significant impacts, it is more difficult to assess when change, alteration, or relocation crosses the threshold of substantial adverse change. The state CEQA guidelines provide that a project that demolishes or alters those physical characteristics of a historical resource that convey its historical significance, (i.e., its character-defining features), can be considered to materially impair the resource's significance. However, a project that conforms to the *Secretary of the Interior's Standards for the Treatment of Historic Properties* can generally be considered to be a project that will not cause a significant impact.

B. BACKGROUND

History of Artesia

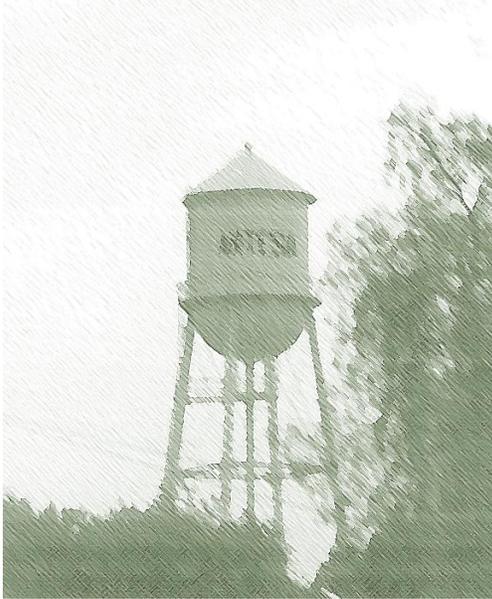
The village of Artesia formally became a community when the Artesia School District was established on May 3, 1875. The first school was located on 183rd Street and Alburdis Avenue. Artesia was named from the many naturally flowing artesian wells in the area. The rural countryside with its rich soil and abundant water supply was ideal for farming, and many early residents grew grapes, sugar beets, and other vegetables and fruits.

In the 1920s and 1930s, Dutch and Portuguese farmers developed Artesia into one of the most important dairy districts in Southern California. After World War II, as with many other cities in the region, Artesia was pressured by developers to build residential tracts. The city of Dairy Valley was incorporated in 1956, and later became the city of Cerritos. As the demand for housing continued, dairymen moved their operations further east into Chino and north into the Central Valley. Artesia finally incorporated on May 29, 1959.



CULTURAL AND HISTORIC RESOURCES SUB-ELEMENT

Cultural and Historic Resources



Artesia Water Tower

The Artesia Water Tower, the inactive water storage tank located on Clarkdale Avenue just south of 183rd Street, has been a familiar sight for citizens of Artesia for many years. However, little is known of its active past or when it was actually constructed. In an attempt to declare the Tower a Historical Landmark the City is asking citizens who may have information to share about its past, or have dated pictures of the tower, to come forward.

The Tower, which can store up to 50,000 gallons of water, was once owned by the Southern California Water Company, and was sold to the City of Artesia as an inactive water storage facility in 1988. The Tower was purchased by the City to be used only as a

point of historical interest, and to provide a special identity to the community. At that time, the then-green Tower was quickly painted to its current color and the name Artesia was painted on two sides.

Although the site was the actual site of an artesian well in 1911, no records can be found that show when the existing Tower was actually built. It also may have been the site of a smaller wood structure water tower. To qualify for historic designation through the State of California, factual documentation must be presented.

Frampton-Dantema Home

In 2002, in partnership with the City of Artesia, the Artesia Historical Society saved the historic 1929 Spanish Style Frampton-Dantema home which was moved to a former park site. This home was restored and has become the Artesia Historical Museum which is now open to the public. The museum is located at 18644 Alburdis Avenue and is open the second Saturday of every month, from 1 to 3 p.m.

Portuguese in Artesia

Artesia DES (Divino Espírito Santo) was founded in 1927 with the idea to promote the traditions of the Portuguese in Artesia. It came about after the founding of the Holy Family Catholic Church in 1925 by the Portuguese community and by Father Manuel Vicente, its first Pastor. In 1974, the Artesia DES went through a massive re-organization due to the ideas of a growing number of immigrants, primarily from the Azores, who wanted to become more active in the community. This re-organization helped make Artesia DES one of the most successful Portuguese societies in California. The DES hall at 11903 East Ashworth Street serves as a community center for celebrations and sporting events, including "bloodless" bullfights.

The International Cultural District

There are a large number of Indian-owned stores and restaurants along Pioneer



Boulevard in Artesia. The area represents a major economic source for the City and an important tourist destination.

C. COMMUNITY PLANNING PRINCIPLES

Community Planning Principle CHR 1

Cultural and historic resources, sites and districts represent a valuable physical component of a community's heritage. Structures such as the Artesia Water Tower and the Frampton-Dantema home provide local points of interest that link the City's future growth with its past traditions.

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.

D. COMMUNITY POLICY PROGRAM

Community Goal CHR1

Resources with cultural and historic significance are preserved.

Community Policy CHR 1.1

Enhance and protect resources that have cultural and historic significance.

Policy Action CHR 1.1.1

Pursue opportunities for the identification, documentation and evaluation of significant cultural and historic resources in the City.

Policy Action CHR 1.1.2

Encourage continued private ownership and utilization of historic structures.

Policy Action CHR 1.1.3

Promote the maintenance, restoration and rehabilitation of cultural and historic resources.

Community Policy CHR 1.2

Strengthen cultural and historic preservation planning.

Policy Action CHR 1.2.1

Integrate the consideration of cultural and historic resource preservation into the land use planning process.



CULTURAL AND HISTORIC RESOURCES SUB-ELEMENT

Community Goal CHR 2

Artesia's cultural and historic resources are a source of public pride and a draw for visitors.

Community Policy CHR 2.1

Foster public appreciation for Artesia's cultural and historic resources.

Policy Action CHR 2.1.1

Promote events and activities highlighting cultural and historic resources, and integrate cultural and historic aspects into City-sponsored events and programs.

Policy Action CHR 2.1.2

Maintain information about important cultural and historic resources on the City's website.

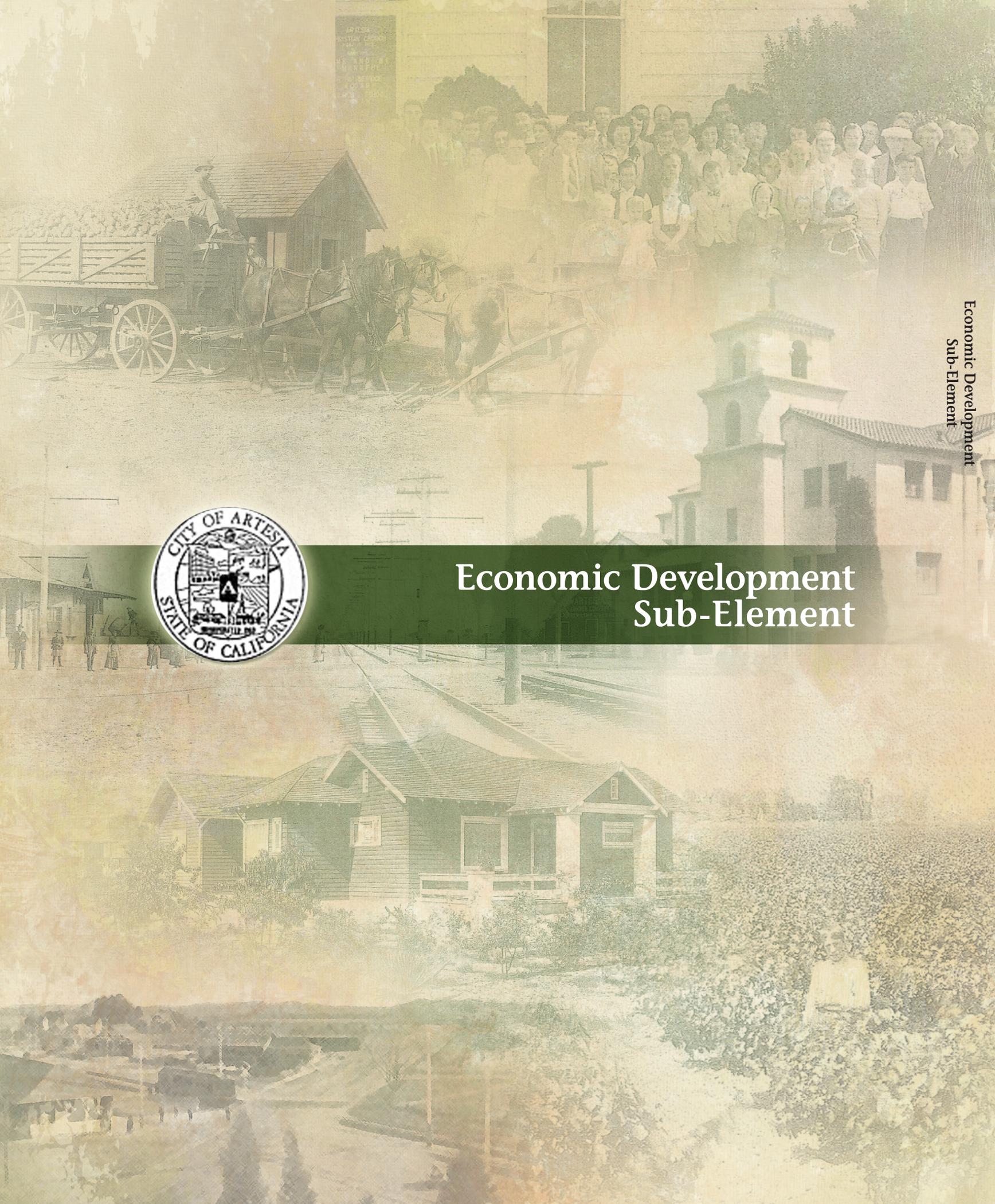
Policy Action CHR 2.1.3

Increase opportunities for cultural heritage tourism by supporting efforts such as signage, marketing and beautification.

CULTURAL AND HISTORIC RESOURCES SUB-ELEMENT



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Economic Development
Sub-Element



Economic Development Sub-Element



ECONOMIC DEVELOPMENT SUB-ELEMENT

A. INTRODUCTION AND PURPOSE



The Economic Development Sub-Element presents policies to support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy. Such an economy allows the City to raise revenue in order to deliver quality services, and enhances the prosperity of residents. The Economic Development Sub-Element expands the traditional focus of a General Plan to include a variety of economic development policies that have

a less direct effect on land use, but are designed to achieve a rising standard of living. These include policies aimed at supporting existing and new businesses that reflect the changing nature of industry, creating the types of jobs most beneficial to the local economy, and preparing the City's workforce to compete for jobs in the global marketplace.

The policies in this Sub-Element are intended to improve economic prosperity by ensuring that the economy grows in ways that strengthen local industries, retain and create good jobs with self-sufficient wages, increase average income, and stimulate economic investment in the Artesia community.

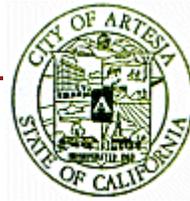
Legal Basis for the Economic Development Sub-Element

The Economic Development Sub-Element is not required per California Government Code Section 65302; however, as economic development is of importance to the community, it is prepared as an optional element per California Government Code Section 65303.

B. BACKGROUND

The City of Artesia is a confluence of residential and commercial uses, characterized by key retail corridors that serve both the local population and adjacent municipalities. In December 2007, a market analysis was conducted for the City of Artesia. The report identified current market conditions and overall development potential of the City. Generally, the analysis found that Artesia is home to:

- 508 retail establishments with \$190 million in total retail sales in 2006;
- A largely middle class, diverse population, with an average household income of \$52,323 per year;
- 5,000 jobs within City limits primarily in the health care, retail trade, restaurant, and professional service sectors; and
- Four hotels, with an average occupancy of 75.8 percent.



Retail Sector

Artesia's current retail performance and future retail potential are influenced by the larger context of Los Angeles County's retail market. Los Angeles County retail sales have grown only slightly over the past few years, and that increase has been predominantly due to population growth rather than increased spending per capita. Taxable retail sales totaled \$190 million in Artesia in 2006, an increase in absolute sales from 2001, but a decrease after adjusting for inflation. The 2007 market study found a decline in auto sales over the 2001-2006 period, but expansion, in the same period, of some retail categories including: service stations, food sales, and home furnishings.

The overall negative sales trend is a reflection of increasing retail leakage from Artesia, which experiences retail leakage in auto sales, general merchandise and apparel. However, retailers capture more sales than expected in restaurants, home furnishings, food stores, and building materials.

The City's economy has been bolstered by its thriving commercial/retail centers, mainly City Plaza at South Street and Pioneer Boulevard and the International Cultural District (unofficially referred to as "Little India"). These areas serve as major retail destinations and tourist attractions that should serve as a focal point in the overall strategy aimed at business attraction and retention.

Overall Competitiveness

The surrounding cities of Cerritos and Long Beach are direct retail competitors to Artesia. In 2005, Cerritos had total sales of \$2.4 billion and Long Beach had total sales of \$4.3 billion. The City of Artesia has outperformed most surrounding cities on a retail sales per resident basis. After adjusting for inflation, retail sales were down across all cities in the surrounding area between 2000 and 2005.

Hotel Market

While Artesia's share of the regional travel and tourism sector is small, it has seen significant growth in recent years, with increases in daily room rates, occupancy rates, and total revenues. Its hotels serve both the business and leisure visitor, and the average daily room rate is consistent with a market dominated by middle tier hotels. Artesia's hotel market lacks a quality higher-end hotel which could capture travel demand that is currently served by other area hotels.

Business Environment

In the face of harsh economic times and the disbandment of the Artesia Chamber of Commerce, both the public and private sector in Artesia have realized the importance of maintaining constant dialogue and positive relationships. In 2009, private sector representatives voted in the Board of Directors to represent the newly formed Artesia Business Association. As the City looks ahead with this General Plan, it is essential to work in partnership with the business community to retain and attract companies.



Labor Force

As of 2007, 10% of the population of Artesia is between the ages of 18-24, 28% is between the ages of 25-44, 13% is between the ages of 45-54, and 10% is between the ages of 55-64. Artesia is very ethnically diverse, with White (over 40 percent), Asian (34.5 percent), and Other Race (15 percent) as the largest racial categories. Latinos of all racial categories make up 36 percent of the population. Over 80 percent of the population has graduated from high school and 25 percent has a bachelor's degree or higher.

The California Employment Development Department projected job growth in Artesia in retail; information; real estate, rental and leasing; education services; and health care and social assistance. Programs to increase the job preparedness of residents can develop a qualified workforce for these opportunities.

C. COMMUNITY PLANNING PRINCIPLES

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.

D. COMMUNITY POLICY PROGRAM

Community Goal ED 1

Artesia has a competitive and diverse local economy.

Community Policy ED 1.1

Maximize market potential to enhance and retain retail opportunities.

Policy Action ED 1.1.1

Encourage clusters of tourist-supported commercial activities in selected areas of the City in order to create identifiable centers of interest for visitors and opportunities for joint marketing efforts.

Policy Action ED 1.1.2

Monitor the conditions and status of older shopping centers and underutilized commercially zoned parcels.

Community Policy ED 1.2

Attract new businesses while supporting and assisting those already located in the City.



Policy Action ED 1.2.1

Continue to explore traditional, non-traditional, and international marketing approaches to attract local, regional and foreign tourism.

Policy Action ED 1.2.2

Focus on upgrading dilapidated centers in order to encourage new or expanding businesses to relocate to these areas.

Policy Action ED 1.2.3

Support a business friendly environment for businesses to locate in Artesia and existing businesses to flourish.

Policy Action ED 1.2.4

Foster dialogue with local businesses to understand their needs and discover economic growth opportunities.

Community Policy ED 1.3

Encourage programs that increase the ability of residents to find quality employment.

Policy Action ED 1.3.1

Continue to promote resident access to job training, skill enhancement and educational excellence.

Policy Action ED 1.3.2

Encourage partnerships between local employers and educational providers to match training with careers that have favorable growth prospects.

Policy Action ED 1.3.3

Initiate strategies to pursue employers that can provide well-paying jobs.

Community Goal ED 2

A stable fiscal environment provides resources for desired facilities and services.

Community Policy ED 2.1

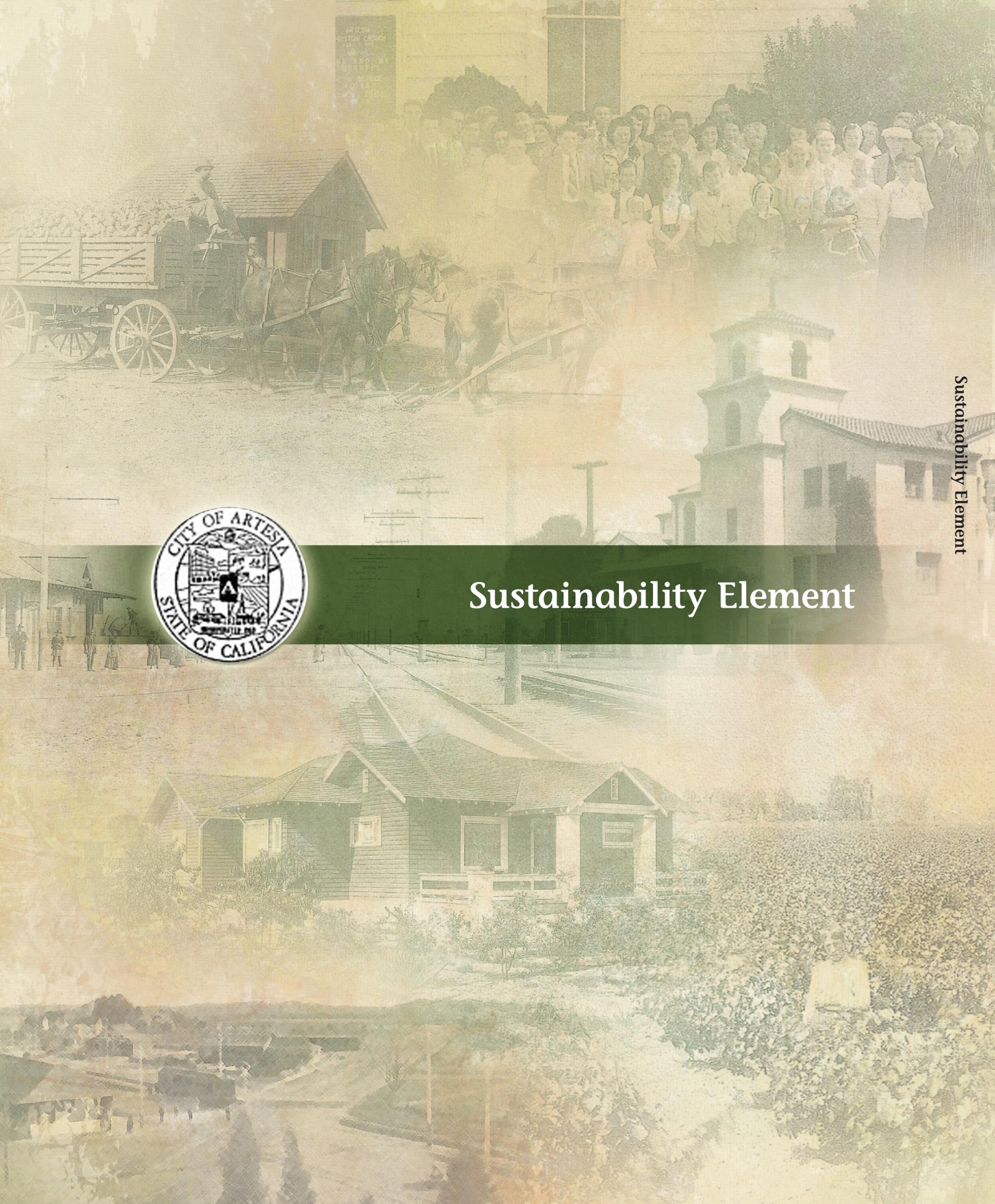
Maintain a responsible balance of revenue and expenditures.

Policy Action ED 2.1.1

Monitor the fiscal health of the community and prioritize capital improvement investments based on the anticipated revenue stream.

Policy Action ED 2.1.2

Explore opportunities to encourage growth in sectors that provide fiscal revenue.

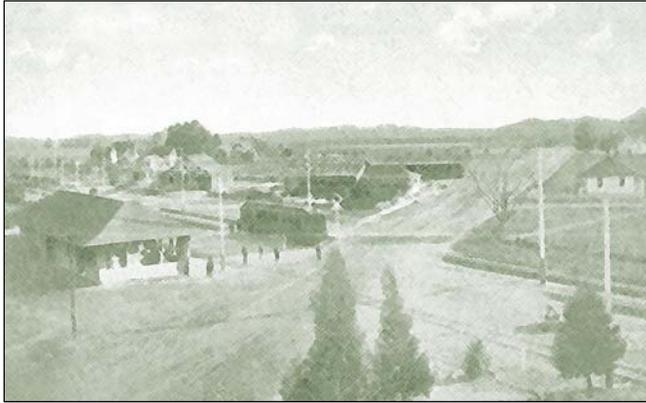


Sustainability Element

Sustainability Element



A. INTRODUCTION AND PURPOSE



Current environmental, social and economic trends dictate the need for a focus on sustainability. There is growing international scientific consensus that the human contribution of greenhouse gas emissions is a significant cause of accelerated global climate change. The use of fossil-fuel energy in buildings, transportation and industrial operations is primarily responsible for these emissions.

The resulting consequences of our changing climate are well documented. Sea level rise, more extreme weather and heat waves, prolonged drought and depleted resources are just a few of the major concerns that unite the residents and business owners of Artesia with the region, the State, and beyond. Increased poverty, hunger, job loss and economic disparity are both symptoms of and contributors to the current global crisis.

Based on this understanding, the City of Artesia recognizes the need for a new consciousness and commitment with respect to local planning decisions to strive for a healthy environment, a stable economy and increased quality of life.

Definition of Sustainability

The most widely acknowledged definition of sustainability comes from the Brundtland Commission Report in 1987, which described sustainability as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” Sustainability requires that the social and economic decisions made by the City, its residents and business owners allow our economy and community to thrive without destroying the natural resources that support our way of life.

This Sustainability Element charts the City’s course for progress towards this objective, through goals, policies and actions that are based on the three pillars of sustainability: Environment, Economy and Equity.

Environmental Quality

Environmental sustainability maintains a stable, quality resource base, avoiding over-exploitation of renewable resource systems and depletion of non-renewable resources. This includes maintenance of biodiversity, clean air, and other ecosystem functions.

Economic Vitality

Economic sustainability produces goods and services on a continuing basis and keeps the local economic capital intact, with employment opportunities for workers of all skill levels. This principle encourages new approaches to economic development that involve



coordination and integration of environmental and social concerns.

Equal Opportunity

The principle of social equity works to achieve distributional equity, adequate provision of social services including health and education, and political accountability and participation--regardless of factors like race, income level, sexual orientation, or age. Social equity strives to continually enhance and renew the skills and attributes of people and their social environments.

Relation to Other City Policies

Sustainability is, by its nature, a holistic, broad-ranging concept that pulls from, contributes to, and creates synergies with multiple planning goals and focus areas within the City. As a result, there is abundant overlap between this Element and other Elements of the General Plan. This Sustainability Element provides the big-picture goals and policies which may be addressed or expanded upon in other Elements. The Sustainability Element provides a comprehensive policy framework to guide the City's green efforts and provide a foundation upon which to build future programs and practices.

The Sustainability Element is consistent with the rest of the General Plan and will enable the City to collaborate with other jurisdictions and create public/private partnerships to achieve sustainability, as many of the goals and policies are similar to other programs within the State.

The Sustainability Element was developed as part of the General Plan as a direct result of the established vision for the future of Artesia. The Element pulls goals, policies and targets into one place to emphasize the City's focus on environmental, economic and social sustainability. This focus on sustainability will require the City to develop new and/or change existing programs, establish new priorities, and commit resources to these priorities. While some of the actions identified will require additional resources, the Sustainability Element, as part of the General Plan, has the potential to increase local and regional job production as well as reduce long-term energy costs for local residents and businesses.

Artesia's focus on sustainability is new, but many of the City's existing policies and programs already contribute to sustainability. Land use policies and goals encourage a stable economic base and provide for social needs while mitigating environmental impacts and providing for open space. The Circulation Element includes language that prioritizes traffic demand management and anticipates a potential commuter light-rail transit station along the existing railroad right-of-way. The Infrastructure Element includes policies regarding water conservation and source reduction and recycling. The newly adopted Water Conservation Ordinance and Water Efficient Landscape Ordinance are intended to reduce water use and demand for water. The Open Space/Conservation Element prioritizes the establishment of open space and recreation opportunities, and promotes water conservation through drought tolerant landscaping.

There are numerous examples of efforts to improve the City's performance with respect to sustainability. It is the intention of this Element to focus and expand these efforts to allow for greater prosperity, environmental health, and quality of life.



B. BACKGROUND

Existing Policy and Gap Assessment

While the previous General Plan provided reasonable attention to environmental, social and economic sustainability, there were areas that needed improvement within the existing policies and programs. Following is the previous policy framework for sustainability, including deficiencies that this Element is designed to address.

Land Use

The previous General Plan encouraged development plans that are less automobile-oriented and that promote integration of land uses to shift transportation from automobile to transit, bicycles and pedestrian modes. While the Pioneer Specific Plan included this as a goal, there is a need for increased focus on mixed-use, higher density development that would support non-vehicular mobility.

Transportation/Circulation

The previous General Plan included a discrepancy regarding support for a commuter fixed-rail line, and lacked a strategy to alleviate and protect against future increases in traffic congestion. The previous General Plan also encouraged development plans that are less automobile-oriented, and that promote integration of land uses to encourage a transportation shift from the automobile to transit, bicycles, and pedestrians.

Resource Conservation

The previous General Plan encouraged private developers to consider energy and water conservation, and required all new construction, including major renovations, to retrofit all existing or proposed plumbing with water conservation devices. The previous General Plan also promoted water conservation through appropriate landscaping, and encouraged water conservation awareness and practices throughout the City. In June 2009, the City adopted a Water Ordinance that prohibits watering of landscapes or lawns more than once a day, and provides regulations on timing and frequency of irrigation, among other provisions. In January 2010, the City adopted a Water Efficient Landscaping Ordinance in accordance with the State's Water Conservation in Landscaping Act.

Air Quality

The previous General Plan promoted compliance with regional air quality measures. Regional air quality goals and targets, including those for climate change and greenhouse gas (GHG) emissions, have undergone major developments, and therefore there is a need for additional focus on meeting air quality and climate change goals through specific policies and programs.

Waste Reduction

The previous General Plan supported compliance with Assembly Bill 939, the California Integrated Waste Management Act. However, the Plan lacked an implementing program to meet and exceed the requirements of AB 939.



Open Space / Recreation

The previous General Plan supported establishment of open space uses, including development and expansion of recreational land, conservation of natural resources, and maintenance of man-made amenities. It encourages the use of vegetation to protect and/or enhance visual resources and air quality, and aid in recharging groundwater. It also includes a policy that focuses efforts for park development in underserved areas, and a tree planting program for all residential areas. Additionally, the Pioneer Boulevard Enhancement Downtown Design Guidelines includes tree selection based on water use performance, provision of shade and stormwater infiltration capabilities, among other guidelines.

Social Equity

The Environmental Impact Report for the previous General Plan includes mitigation that requires a percentage of new housing developments to be dedicated to low-income and/or senior residents.

The Urban Environmental Accords

The Urban Environmental Accords (UEA) is an internationally recognized agreement that includes a set of 21 Actions that the United Nations has asked city governments to adopt and implement over a seven year period, culminating on World Environment Day in 2012. There are currently over 100 cities that have signed on to the UEA.

The City recognizes the UEA as a valuable guide in the effort to make Artesia a more sustainable city. As such, the Sustainability Element is modeled after the UEA, and is tailored to meet the specific needs, the local and regional environmental and legislative climate, and the resources of the City of Artesia. At this time, the City does not assume full participation in the Green Cities Declaration, or the target date of 2012 for completed actions under the UEA. But by using the UEA as a foundation, the City takes advantage of a well-recognized framework that still allows the flexibility for the City to address the actions that make sense at any given time during the General Plan timeline.



C. COMMUNITY PLANNING PRINCIPLES

Community Planning Principle SUS 1

Reducing our dependence on fossil fuels and supporting the development of renewable energy is prudent.

Community Planning Principle SUS 2

Through reducing materials we use and diverting waste from landfills through recycling and composting, the City will be closer to reaching zero waste.

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 Planning Principle SUS 4

Trees, parks, and open space clean the water and air, as well as improve public health and well-being.

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 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 8

As development and population growth continue, it is important to be conscious of our water use habits.



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.



D. COMMUNITY POLICY PROGRAM

The Sustainability Element provides general goals, policies and programs that reflect the vision for a sustainable Artesia. These goals are grouped into 9 focus areas: energy, waste reduction, urban design, urban nature, transportation, environmental & public health, climate protection & air quality, water, and economic vitality. This Element also includes an Implementation Matrix to aid the City in developing priorities and charting progress towards the goals and policies of the Sustainability Element.

Energy

The United States is increasingly dependent on foreign oil. The world's supply of fossil fuels cannot sustain our current rate of consumption infinitely; therefore, there is an urgent need to increase efficient use of available resources, and develop alternative sources for energy, including renewable sources such as solar, wind and geothermal. It will take many years to transition from a fossil fuel economy to a renewable energy economy. The City will support more sustainable land use patterns, green building design, energy efficiency, and alternative transportation options in both public and private developments. It will also support local and regional job creation through the increased use of renewable energy sources and potential development of renewable energy production facilities.

Community Goal SUS 1

Reduce municipal, commercial and residential dependence on fossil fuels.

Community Policy SUS 1.1

Maximize energy efficiency and conservation in City operations.

Policy Action SUS 1.1.1

Beginning with an understanding of City energy usage and cost, prioritize energy efficiency in City operations and employ the use of cost effective renewable sources of energy.

Policy Action SUS 1.1.2

Investigate whether cost savings would be achieved by retrofitting City traffic signal lights and street lights with more energy efficient lighting technology.

Policy Action SUS 1.1.3

Prioritize fuel efficiency when replacing City fleet and maintenance equipment and consider alternative-fuel engines.



Policy Action SUS 1.1.4

Explore opportunities to install renewable energy generators such as solar water heaters and photovoltaic systems on municipal property.

Community Policy SUS 1.2

Promote community use of energy efficient practices and technologies.

Policy Action SUS 1.2.1

Support the adoption of standards to require energy efficient technology and conservation measures for major renovations and new construction.

Policy Action SUS 1.2.2

Support the adoption of standards for requiring retrofits of existing homes with energy efficient measures at time of sale, such as increased insulation, weather-stripping, improved lighting and water efficiency.

Policy Action SUS 1.2.3

Prioritize outreach and education to promote energy efficient practices by residents and businesses.

Community Policy SUS 1.3

Encourage the use of renewable energy technology citywide.

Policy Action SUS 1.3.1

Coordinate with utility companies to publicize rebates and incentive programs for renewable energy generation.

Policy Action SUS 1.3.2

Prioritize development of an outreach and education program to promote renewable energy installations by residents and businesses.



Waste Reduction

Landfills have historically been the lowest cost alternative for eliminating waste, but this traditional method has become less attractive due to several factors. Our use of materials flows in a linear fashion from raw materials, to products, to the landfill--in contrast with nature, where materials flow in a cycle. Resources are diminishing as we bury them in overburdened landfills. Landfills consume valuable land, diminish surrounding land values, and contaminate local groundwater. Decomposing waste in landfills emits greenhouse gases that contribute to global warming. Encouraging and implementing programs to reduce, reuse and recycle our resources is paramount in order to alleviate the burden on the environment and on local landfills.

Community Goal SUS 2

Strive for zero waste sent to landfills and incinerators.

Community Policy SUS 2.1

Reduce municipal waste output.

Policy Action SUS 2.1.1

Beginning with an understanding of City energy usage and cost, prioritize strategies for reduction of municipal waste.

Policy Action SUS 2.1.2

Prioritize opportunities to expand municipal recycling programs in order to increase diversion from landfills.

Policy Action SUS 2.1.3

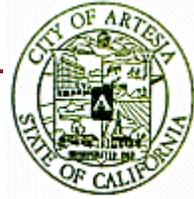
Investigate the feasibility of adopting an Environmentally Preferred Purchasing policy for municipal operations and a phasing program to reduce the purchase and use of disposable, toxic or non-renewable products.

Policy Action SUS 2.1.4

Prioritize the reduction of the amount of paper waste in municipal operations wherever possible.

Policy Action SUS 2.1.5

In municipal construction and renovation, encourage the recycling, salvage, refurbishment or reuse of materials, and the use of materials with recycled content.



Community Policy SUS 2.2

Strive toward an efficient, integrated waste management system that protects the community's health, ensures that the City is aesthetically pleasing, and reduces the City's waste stream.

Policy Action SUS 2.2.1

Explore amendments to the City's waste hauling contract to include weekly curbside recycling and yard waste collection.

Policy Action SUS 2.2.2

Explore options for a city-wide compost program for food waste.

Policy Action SUS 2.2.3

Prioritize the use of grass-mulching mowers on all City property and encourage their use by residents.

Community Policy SUS 2.3

Achieve and exceed diversion requirement per State regulations (AB 939).

Policy Action SUS 2.3.1

Prioritize the creation and implementation of a Construction and Demolition Debris ordinance to divert a minimum of 50% of waste, and monitor construction projects to ensure compliance. Develop a protocol to monitor progress and continuously improve diversion rate requirement.

Community Policy SUS 2.4

Promote and advocate ideas and practices that support a resource-efficient and sustainable society.

Policy Action SUS 2.4.1

Prioritize outreach and education to promote recycling within municipal operations and in residences and businesses throughout the City.



Urban Design

Through past development, we have shaped the places in which we live, that in turn shape the patterns of our own behavior. Our sprawling cities require long commutes. Our streets discourage pedestrians and bicycles. Our building materials and methods waste resources and contribute to climate change. We must adopt a different approach to designing the built environment that will instead encourage walking, bicycling, and public transportation as the primary modes of transportation. To do this, the urban design focus must shift from segregated land uses, such as office parks and strip malls, to mixed-use neighborhoods that integrate land uses such as office, commercial, institutional and residential. By integrating land uses in a compact design that also supports safe streets accessible by all modes of transportation, the City can encourage people to leave their cars behind.

Community Goal SUS 3

Approach land use planning with an emphasis on higher density, compact and mixed uses, sustainable building design, transit-oriented districts, and pedestrian and bicycle friendly circulation systems.

Community Policy SUS 3.1

Adopt sustainable building measures for new municipal buildings and major renovations.

Policy Action SUS 3.1.1

Educate municipal employees about sustainable building design and operations.

Policy Action SUS 3.1.2

Consider adopting green building standards for municipal buildings.

Community Policy SUS 3.2

Strongly encourage the use of green building techniques in new construction and major renovations throughout the City.

Policy Action SUS 3.2.1

Prioritize the development and implementation of an outreach and education program to promote green building practices by residents and businesses.

Policy Action SUS 3.2.2

Encourage and explore incentives or mandates for green building techniques in existing building retrofits as well as new buildings.



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.

Policy Action SUS 3.4.1

Promote code enforcement actions to advance proper maintenance of homes, buildings, yards and neighborhoods in all areas of the city.

Policy Action SUS 3.4.2

Encourage the preservation of existing housing stock in well-maintained condition.

Policy Action SUS 3.4.3

Support adaptive reuse and rehabilitation of existing residential, commercial, and industrial buildings where possible.

Policy Action SUS 3.4.4

Promote the maintenance, restoration and rehabilitation of cultural and historic resources.

Community Policy SUS 3.5

Prioritize transit-oriented development within the city in accordance with SB375 and other planning initiatives from the State and Federal governments.



Urban Nature

The urban environment can become a harsh “concrete jungle” without urban nature. Urban nature has the ability to cool the microclimate and clean the air. Trees and plants turn carbon dioxide into oxygen and improve water quality while absorbing and storing carbon from the atmosphere. Urban nature also contributes economic benefits by increasing property values and lowering building energy use by providing shade. Parks and open space provide opportunities for healthy and active lifestyles, and should be accessible to all residents within the City.

Community Goal SUS 4

Preserve, sustain and restore natural resources within the local, regional and global community in order to increase opportunities for interaction with nature.

Community Policy SUS 4.1

Increase tree canopy and provide natural landscape elements throughout the City.

Policy Action SUS 4.1.1

Explore community interest in conducting an inventory of existing tree canopy coverage, and creation of a prioritized list of planting sites within the City. Strive to plant additional trees and maintain canopy coverage on available sidewalk planting sites.

Policy Action SUS 4.1.2

Encourage use of native and drought-tolerant species of street trees and landscaping whenever possible.

Policy Action SUS 4.1.3

Encourage property owners to landscape their property with plants and trees that are water-efficient, provide habitat for wildlife, produce food, treat stormwater, and/or offer shade.

Community Policy SUS 4.2

Expand public space in the City by establishing new parks, civic plazas, and open space as funding allows. Prioritize development of new park facilities in currently underserved areas within the City.



Transportation

Transportation behavior is shaped by the built environment. Our built environment is designed for a single occupancy vehicle commute. Jobs are separated from housing, linked by vast roads and freeways. Our vehicles emit a large quantity of greenhouse gases affecting our atmosphere. It is through creative solutions that we will find a way to decrease our impact on the environment by reducing vehicle trips, increasing effectiveness of public transportation, adopting alternative work schedules, and more.

Community Goal SUS 5

Reduce congestion within the City and maximize alternative forms of transportation.

Community Policy SUS 5.1

Decrease vehicle miles traveled by increasing per vehicle ridership and decreasing the number of trips by autos and trucks.

Policy Action SUS 5.1.1

Encourage alternative commute patterns.

Policy Action SUS 5.1.2

Wherever possible, encourage opportunities for “park-once” habits for business patrons. Reduce current subsidies to auto commuting by reducing parking required for new transit-oriented or mixed-use developments—with convenient parking reserved for carpoolers, bicycles, customers and guests.

Policy Action SUS 5.1.3

Consider alternative work schedules for City employees to reduce employee driving.

Policy Action SUS 5.1.4

Coordinate with neighboring jurisdictions to create an integrated system of bike routes, through such improvements as signage, additional bicycle lanes and paths, and additional bicycle racks.

Policy Action SUS 5.1.5

Improve walkability within the City with such elements as pedestrian-friendly streets and urban trails to link neighborhoods with recreation, business and civic areas.



Policy Action SUS 5.1.6

Coordinate efforts to increase pedestrian activity through improvements that make walking more safe, convenient, and enjoyable, including sidewalks, accessibility ramps, benches, traffic-calming measures, landscaping, and convenient and safe transit stops.

Policy Action SUS 5.1.7

Coordinate with regional agencies to provide convenient access to commuter-rail and other transit opportunities.

Community Policy SUS 5.2

Decrease congestion on local and regional roadways to improve safety, reduce emissions and maintain mobility.

Policy Action SUS 5.2.1

Prioritize development and implementation of a traffic signal synchronization and optimization program.



Environmental & Public Health

Recent research has connected public health and smart growth. A report for the US Green Building Council concludes that such 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. The health of the environment and the public lie hand in hand.

Community Goal SUS 6

Protect and enhance environmental and public health by minimizing damage from pollutants, and by facilitating healthy communities capable of adapting to climate change.

Community Policy SUS 6.1

Improve the health of residents through access to a diverse mix of wellness activities and food for a healthy diet, while promoting a food system that is better for the environment.

Policy Action SUS 6.1.1

Coordinate with the school district and Cerritos College, as well as other institutions (including religious institutions and public parks), to create and support opportunities for community gardens.

Policy Action SUS 6.1.2

Promote access to food for a healthy diet, locally and organically grown if possible, in City facilities and schools.

Policy Action SUS 6.1.3

Seek to ensure that a variety of amenities (e.g., park, restaurant, grocery, drug store, etc.) are located within ½ mile of all residents, and promote safe pedestrian and bike access.

Policy Action SUS 6.1.4

Promote the benefits of a healthy lifestyle and education on Develop an education program for the community on the benefits of eating locally grown, organic foods.

Policy Action SUS 6.1.5

Investigate with community partners on the feasibility of establishing a local farmers market.

Policy Action SUS 6.1.6

Coordinate with community partners, including the LA County Department of Public Health and local non-profit organizations, to ensure that each neighborhood has safe and efficient access to quality, nutritious food sources and vendors.



Policy Action SUS 6.1.7

Promote healthy lifestyles and activities (including healthy food choices, healthy behaviors, etc) at municipal offices and City-organized events.

Policy Action SUS 6.1.8

Coordinate with LA County Department of Public Health to establish and develop communication and collaboration between health officials and planners.

Policy Action SUS 6.1.9

Encourage local employers to adopt healthy living/healthy employee programs and practices.

Community Policy SUS 6.2

Protect and enhance environmental and public health by reducing or eliminating the use of hazardous and toxic materials; minimizing pollutants entering the air, soil, and water; and lessening the risks which environmental problems pose to human health and prosperity.

Policy Action SUS 6.2.1

Control pests and maintain healthy landscaping in City parks and facilities through an integrated pest management program that eliminates the need for pesticides.

Policy Action SUS 6.2.2

Reduce and eliminate the use of harmful chemicals in City maintenance and operation practices.

Policy Action SUS 6.2.3

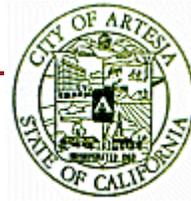
Develop protocol to ensure that no one geographic or socioeconomic group in the City is being unfairly affected by environmental pollution.

Policy Action SUS 6.2.4

Continue to promote, spread awareness about, and provide opportunities for proper disposal of household hazardous waste.

Policy Action SUS 6.2.5

Investigate the feasibility of requiring parking lots to incorporate landscaping plans with greenery that holds and filters stormwater runoff while also reducing the heat island effect and creating a comfortable and safe pedestrian environment.



Climate Protection & Air Quality

Air quality is a major environmental health issue for the Southern California region. Vehicles and other mobile sources powered by combustion cause most of our air pollution. Ozone, carbon monoxide, hydrocarbons, sulfur dioxide, and oxides of nitrogen are problematic air pollutants that can be reduced through local and regional efforts.

Global climate change has occurred naturally without human influence over the course of thousands or millions of years. However, some scientists believe that the climate shift presently taking place is occurring at a quicker rate and magnitude. Scientific evidence suggests that global climate change is the result of increased concentrations of greenhouse gases (GHGs) in the Earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Some scientists believe that this increased rate of climate change is the result of greenhouse gases generated by human activity and industrialization over the past 200 years.

California is a substantial contributor of global GHGs, emitting over 400 million tons of carbon dioxide per year.¹ California has three major regulatory acts that address climate change: Executive Order S-3-05, which established GHG emissions reduction targets; followed by Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, which established a statewide program to limit GHG emissions from all major industries; and Senate Bill 375, which aims to reduce GHG emissions from automobiles and light trucks by requiring metropolitan planning organizations to include "Sustainable Communities Strategies" in their regional transportation plans.

In conjunction with these and other climate change policies, 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, according to the Intergovernmental Panel on Climate Change, *Fourth Assessment Report*. The City has the greatest control over its own operations, yet even greater emission reduction results can be attained through the City's jurisdiction over the built environment. The City also has the power to influence other jurisdictions to achieve their own climate protection goals.

Community Goal SUS 7

Reduce the City's GHG and toxic air contaminant emissions.

Community Policy SUS 7.1

Encourage and, where feasible, mandate the implementation of best practices towards reducing greenhouse gas emissions.

¹ California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004, 2006*.



Community Policy SUS 7.2

Cooperate with the State, the Southern California Association of Governments, and the Gateway Cities Council of Governments to achieve mandates imposed by AB 32, which calls for reduction of greenhouse gas emissions to 1990 levels by 2020; by Executive Order S-3-05, which calls for a reduction of GHG emissions to 80% below 1990 levels by 2050; and by SB 375, which promotes and prioritizes transit-oriented development.

Policy Action SUS 7.2.1

Coordinate with Gateway Cities COG and participate in development of their Sustainable Communities Strategy, including a regional inventory of current GHG emissions, in compliance with SB 375.

Policy Action SUS 7.2.2

Consider pursuit of State or Federal funding available for sustainable planning efforts and projects that aim to reduce GHG emissions.

Community Policy SUS 7.3

Work with community and regional partners to reduce the number of unhealthy air quality days per year based on an established baseline.

Policy Action SUS 7.3.1

Promote and participate in cooperative efforts with agencies and communities in the South Coast Air Basin to achieve clean air.

Policy Action SUS 7.3.2

Continue to implement the provisions of the Transportation Demand Management Ordinance.



Water

Southern California has a history of drying lakes and rivers, and is currently suffering from decreased water supply resulting from drought, reduced availability of imported water due to restrictions in the Sacramento River Delta, and continued drawdown of stored groundwater. As development and population growth continue, it is imperative that the City, its residents, and property owners be conscious of our water use habits. There are many opportunities to reduce water consumption through education, landscaping, changing consumption habits, and retrofits.

Community Goal SUS 8

Reduce potable water consumption per capita City-wide and protect the watershed from pollution.

Community Policy SUS 8.1

Maximize water efficiency and the use of alternative sources of water in City operations.

Policy Action SUS 8.1.1

Prioritize the monitoring, enforcement, and, as necessary, improvement of the Water Conservation Ordinance to reduce City-wide water consumption.

Policy Action SUS 8.1.2

Use an understanding of local water consumption to help create goals, prioritize conservation actions, and gauge progress.

Policy Action SUS 8.1.3

Promote water conservation within municipal buildings and operations, including fixture retrofits and diligent leak repairs.

Policy Action SUS 8.1.4

Promote the use of drought-tolerant plants and high-efficiency irrigation systems in landscaping, through implementation of the Water Efficient Landscaping Ordinance and public education.

Community Policy SUS 8.2

Implement outreach and education programs that promote best practices in water conservation.

Policy Action SUS 8.2.1

Promote community water conservation through outreach and consider a hotline for reporting wasteful irrigation.



Policy Action SUS 8.2.2

Promote public awareness of water use issues and support for wise water management.

Community Policy SUS 8.3

Protect the watershed by achieving mandates imposed by regulations.

Policy Action SUS 8.3.1

Prioritize enforcement of NPDES permit guidelines, conduct inspections of businesses and construction projects, and consider providing education and guidance to residents and businesses on proper stormwater management.

Community Policy SUS 8.4

Reduce the volume of wastewater discharges city-wide.

Policy Action SUS 8.4.1

Encourage water conservation and the use of alternative water sources (i.e., graywater, recycled water, etc.) for non-potable uses, such as irrigation, cooling towers and toilet flushing.



Economic Vitality

The City will be able to sustain itself by resourcefully capturing significant tax revenues and implementing sustainable business practices. 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 Goal SUS 9

Nurture a stable, local economy that supports the basic needs of all segments of the community.

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.

Policy Action SUS 9.2.1

Prioritize the revitalization of aging and underperforming commercial and industrial areas on an on-going basis.

Policy Action SUS 9.2.2

Promote new sustainable development and redevelopment to increase and diversify City revenues.

Policy Action SUS 9.2.3

Using municipal practices as a model, promote sustainable business practices such as resource-efficient building construction and operations, employee incentives for alternatives to single occupancy vehicle commutes, and programs to promote employee health.



SUSTAINABILITY ELEMENT

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Appendix A: Community Outreach

A. INTRODUCTION

During 2008, the City sought input on the concerns and ideas of community members and housing stakeholder groups through community outreach activities. The City held a community workshop on March 6, 2008 at the Albert O. Little Community Center. The workshop was advertised and open to the public. In addition, the City invited stakeholder organizations such as housing advocacy groups, developers and community service organizations to participate.

Workshop participants were provided with a brief overview of the Housing Element content, update process and background. They were then asked to identify challenges and opportunities related to the construction, maintenance and improvement of housing in Artesia.

B. WORKSHOP NOTES

The following are notes taken from the community discussion at the community workshop on housing challenges and opportunities.

Challenges

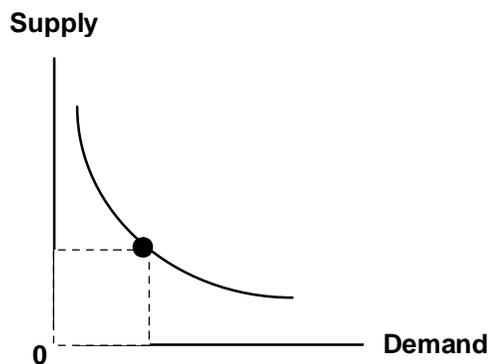
- High rents
- Money (from rent) leaves the City
- Owners receive rent – live out of Area
 - Don't spend money in Artesia
- Mobile home tenants are "stuck" due to high land costs
 - Particularly seniors
- Lack of suitable housing
- High cost of housing = people can't afford to stay
- Costs limit housing variety...develop large units on property
 - Not a lot of single units, studios, etc.
 - Minimum middle sized housing
- Maintenance = increase in Rent
- Management companies increase costs, threaten families/renters
- Location of business near (or in back of home) homes
- Design/minimum setbacks
- Maintain identity
- Lack of hope to resolve problem
- Renters fear eviction if complain
- Rent leaves City



Opportunities

- Rent control
 - Control increases per year
- Inclusionary programs (% to affordable)
- Educate citizens on what they can do
 - Outreach
- Larger notice & more available
- Mailers sent to announce specific event/marketing
- Additional senior housing
- Senior housing complex
- Promote internal development
- Insure business in Artesia represent Artesia!
- Build & support local business
- Age in place!
- Designed well = beautification potential
- Create balance between control & free
- Don't/stop encourage development – STOP

Why Rent Increases





APPENDIX B: RESIDENTIAL LAND RESOURCES

A. AVAILABILITY OF SITES FOR HOUSING

State Housing Element Law mandates that each city show it has adequate sites available through appropriate zoning and development standards and with the required public services and facilities for a variety of housing types and incomes. This evaluation of adequate sites represents a planning goal and not a requirement for actual production of housing within the planning period. The City must demonstrate that it has capacity or adequate sites to accommodate the projected need for housing.

The DOF is responsible for developing the total statewide housing demand projection. With HCD, this demand is apportioned to each of the state's regions. The demand represents the number of additional units needed to accommodate the anticipated growth in the number of households, to replace expected demolitions and conversions of housing units to non-residential uses and to allow for a future vacancy rate conducive to healthy functioning of the housing market.

SCAG, the Council of Governments (COG) representing the region, in cooperation with local jurisdictions is responsible for allocating the region's projected new housing demand in each jurisdiction. This process is known as the Regional Housing Needs Assessment (RHNA) and the goals are referred to as the RHNA goals or the "regional share" goals for new housing construction. The allocation takes into account factors such as market demand for housing, employment opportunities, the availability of suitable sites and public facilities, commuting patterns, type and tenure of housing need and others. In determining a jurisdiction's share of new housing needs by income category, the allocation is adjusted to avoid an over-concentration of lower income households in any one jurisdiction. Cities must also plan for the growth needs in the extremely low income category (30 percent or less than the median income). The extremely low income need is assumed to be 50 percent of the very low income allocation. The allocation is divided into four income categories:

- Very Low Income- 31 to 50 percent of the median income;
- Low Income- 51 to 80 percent of the median income;
- Moderate Income- 81 to 120 percent of the median income; and,
- Above Moderate Income- more than 120 percent of the median income.

The RHNA prepared by SCAG for the planning period of January 1, 2006 through June 30, 2014 identifies the City of Artesia's share of the region's housing needs as 132 new housing units. The City's share of the region's housing needs for 2006-2014, as determined by SCAG, is the projected housing need used in this evaluation.

1. Construction Achievements

The actual numbers of housing units constructed from January 1, 2006 to the present



APPENDIX B: RESIDENTIAL LAND RESOURCES

are counted as “credits” towards the RHNA need. From January 1, 2006 through May 2008, there were 31 dwelling units constructed in Artesia. All 31 units are assumed to be affordable to Above Moderate-Income households. Information for these units is provided in Table B-1 and the locations of these units are shown in Exhibit B-1. Based on this adjustment, the regional housing needs for 2006-2014 is 100 units, with the allocations based on income category shown in Table B-2.



APPENDIX B: RESIDENTIAL LAND RESOURCES

**Table B-1
Units Constructed to Date**

Address	Permit Number	AIN	Type	Permit Final Date	Square Footage	Affordability Level				Total Units
						Very-low	Low	Moderate	Above Moderate	
11553-11555 187 th St.	604050009	7039-009-0013	MF	5/20/2008	4,067				1	1
17810-17812 Jersey Ave.	606160071 and 606160077	7035-013-003	MF	Pending- Under Construction	4,017				2	2
18516 Seine Ave.	606220012	7040-012-006	SFD	Pending- Under Construction	2,889				1	1
18018 and 18024 Gridley Rd.	610310049 and 610310057	7035-007-031	SFD	Pending- Under Construction	9,000				2	2
12213 Meadow Dr.	703200002	7054-007-026	SFD	4/02/2008	2,717				1	1
17821 Jersey Ave.	709070016	7035-013-033	MF	Pending- Under Construction	5,359				3	3
17928 Gridley Rd.	407190015	7035-007-025	MF	12/03/2007	12,323				1	1
18027 Arline Ave.	505120022 and 505120023	7033-019-015	MF	Pending- Under Construction	3,998				3	3
17829 Arline Ave.	405190033 and 405190036	7033-018-014	MF	7/26/2006	7,564				3	3
17827 Jersey Ave.	312030018	7035-013-035	MF	7/24/2006	3,356				3	3
18015 Jersey Ave.	501250026	7035-011-012	MF	Pending- Under Construction					4	4
18613 Corby Ave.	410080020	7039-010-006	MF	2/06/2006	4,625				2	2



APPENDIX B: RESIDENTIAL LAND RESOURCES

**Table B-1
Units Constructed to Date**

						Affordability Level				
17708-17710 Alburto Ave.	505250041	7035-019-031	MF	9/13/2006	1,186				1	1
17712-17714 Alburto Ave.	508300029	7035-019-032	MF	8/30/2006	1,186				1	1
17700-17702 Alburto Ave.	508080010	7035-019-029	MF	3/31/2006	1,176				1	1
17704-17706 Alburto Ave.	508080086	7035-019-030	MF	9/13/2006	1,176				1	1
17716 Alburto Ave.	508300087	7035-019-032	MF	8/31/2006	1,186				1	1
Total										31

Source: City of Artesia, Building Permit Data, 2008

City of Norwalk

City of Cerritos

City of Cerritos

Legend

-  Units Constructed
-  Parcels
-  City Boundary



Artesia Housing Element
Units Constructed



APPENDIX B: RESIDENTIAL LAND RESOURCES

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APPENDIX B. RESIDENTIAL LAND RESOURCES

Table B-2 Adjusted RHNA Allocation					
	Affordability Level				Total Units
	Very-low	Low	Moderate	Above Moderate	
2006-2014 RHNA Allocation	33	20	22	56	131
Construction Achievements	0	0	0	31	31
Adjusted RHNA Allocation	33	20	22	25	100

Source: Regional Housing Needs Assessment, SCAG, 2007 and City of Artesia, 2008

2. Projects in the Pipeline

There are currently 5 projects with a total of 23 units that are entitled and not yet under construction or are pending entitlements. These units are all assumed to be affordable to above-moderate income households. Table B-3 details these projects. Exhibit B-2 shows their locations.

Table B-3 Projects in the Pipeline					
Address	AIN	Status	Type	Square Footage	Number of Units
18730-18732 Arline Ave.	7040-022-016, 7040-022-017 and 7040-022-018	Pending Entitlements	MF	--	10
18325 Alburis Ave.	7039-004-009	Entitled 6/28/04	MF	3,544	3
18421-18427 Arline Ave.	7040-018-006	Entitled 7/26/05	MF	3,950	3
18002 Jersey Ave.	7040-011-025	Entitled 1/26/06	MF	6,512	4
17829 Arline Ave.	7033-018-014	Pending Entitlements	MF	7,564	3
Total					23

Source: City of Artesia, Building Permit Data, 2008



APPENDIX B: RESIDENTIAL LAND RESOURCES

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City of Norwalk

City of Cerritos

City of Cerritos



Legend

- City Boundary
- Projects In the Pipeline
- Parcels



0 350 700 Feet



Artesia Housing Element
Projects in the Pipeline

Exhibit B-2



APPENDIX B: RESIDENTIAL LAND RESOURCES

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APPENDIX B. RESIDENTIAL LAND RESOURCES

3. Vacant Land

Artesia is generally built-out and there are few pieces of vacant land remaining throughout the City. Table B-4 summarizes the capacity for new units on these vacant parcels. Exhibit B-3 shows the location of the vacant parcels. Based on the provisions of AB 2348, jurisdictions in Los Angeles County with a population less than 25,000 are considered suburban jurisdictions. Therefore, the default density of at least 20 du/ac would allow Artesia to accommodate housing for lower-income households. Parcels located in the MR zone (shown in bold text) have the potential to develop at a net density of 21 du/ac based on the permitted density and lot development standards including setbacks and lot coverage requirements, however none of the sites have the capacity to accommodate 16 dwelling units on a single site. Therefore, the capacity of the vacant land of 40 dwelling units is assumed to be used towards the City's above-moderate income need.



**Table B-4
Vacant Land Permitting Residential**

APN	Zoning	General Plan	Square Feet	Permitted Density	Net Density	Projected Units	Notes
7011-023-026	R-1	LDR	2,675	1 du/ 6,000 sq. ft.	7 du/ac	0	
7033-019-011	MR	HDR	8,000	1 du/ 1,800 sq. ft.	21 du/ac	11	Lot consolidation
7033-019-012	MR	HDR	8,000				
7033-019-013	MR	HDR	8,000				
7035-010-039	R-1	LDR	10,332	1 du/ 6,000 sq. ft.	7 du/ac	2	
7039-007-059	R-1	LDR	12,460	1 du/ 6,000 sq. ft.	7 du/ac	2	
7039-009-008	MR	HDR	8,525	1 du/ 1,800 sq. ft.	21 du/ac	4	
7039-010-023	R-1	HDR	2,080	1 du/ 6,000 sq. ft.	7 du/ac	0	Lot consolidation
7039-010-024	R-1	HDR	2,080				
7039-017-019	MR	CG	8,003	1 du/ 1,800 sq. ft.	21 du/ac	4	
7039-019-021	A-1		36,800	2 du/ 3,800 sq. ft.	12 du/ac	10	Rezone to M-D-R
7039-025-018	MR	LDR	11,905	1 du/ 1,800 sq. ft.	21 du/ac	6	
7054-009-006	R-1	LDR	4,280	1 du/ 6,000 sq. ft.	7 du/ac	1	Lot consolidation
7054-009-007	R-1	LDR	4,280				
Total						40	

Source: City of Artesia Planning Department

City of Norwalk

City of Cerritos

City of Cerritos

Legend

-  Vacant Land
-  Parcels
-  City Boundary



0 350 700 Feet



Artesia Housing Element
Vacant Land

Exhibit B-3



APPENDIX B: RESIDENTIAL LAND RESOURCES

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APPENDIX B. RESIDENTIAL LAND RESOURCES

4. Underutilized Land

The City has identified four underutilized parcels located in the MR zone that are currently used for parking. These parcels have the potential capacity of 19 dwelling units at a net density of 21 du/ac. Given the built-out nature of the City and the high demand for developable land, it is reasonable to assume these parcels will be redeveloped with residential uses with a parking component. Table B-5 summarizes these parcels. Exhibit B-4 shows the locations of these parcels.

Table B-5 Underutilized Land				
Parcel Number	Existing Use	Zoning	Area (sq. ft.)	Projected Units
7033-019-024	Parking	MR	2,853	4
7033-019-026	Parking	MR	5,937	
7039-018-016	Parking	MR	7,850	4
7040-016-017	Parking	MR	23,550	11
Total				19
Notes:				
¹ Projected units assumes a net density of 21 du/ac in the MR zone.				
Source: City of Artesia Planning Department				



APPENDIX B: RESIDENTIAL LAND RESOURCES

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City of Norwalk

City of Cerritos

City of Cerritos

Legend

-  Underutilized Land
-  Parcels
-  City Boundary



0 350 700 Feet



Artesia Housing Element
Underutilized Land

Exhibit B-4



APPENDIX B: RESIDENTIAL LAND RESOURCES

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APPENDIX B. RESIDENTIAL LAND RESOURCES

5. Rezoning Program

Pursuant to AB 2348, jurisdictions with a shortfall of vacant and underutilized residential land to meet its RHNA needs must commit to a rezoning program to provide adequate sites to meet its housing growth needs. The program must adhere to the following parameters:

- Sites must be rezoned to accommodate 100 percent of the RHNA shortfall for lower-income units
- Rezoned sites must accommodate owner-occupied and multi-family residential uses by-right
- At least 50 percent of the very-low and low income housing need shall be accommodated on sites designated for residential use and for which nonresidential use or mixed uses are not permitted.

a. Downtown Specific Plan

The City is currently drafting the Downtown Specific Plan. The Downtown Specific Plan area is currently developed with mainly strip commercial centers and parking lots. The buildings are mostly between 20 and 40 years old. The City has received interest from developers to redevelop the area with mixed use and higher intensity development.

Within the Specific Plan, there will be a mixed use overlay or district which will allow the development of residential units at a minimum net density of 20 du/ac in conjunction with commercial uses. Table B-6 summarizes the projected capacity of the parcels within the proposed mixed use area. The proposed Specific Plan area is shown in Exhibit B-5. Of the parcels within the mixed use overlay, 5 have the capacity to accommodate at least 16 dwelling units on a single site. The 178 dwelling units projected for these 5 parcels can be utilized by the City to accommodate its lower-income housing needs.

Table B-6 Downtown Specific Plan Mixed Use Overlay						
Parcel Number	Existing Building			Existing Zoning/ General Plan	Area (Acres)	Projected Units ¹
	Existing Use	Square Footage	Year Built			
7035-012-904	Strip commercial and parking	N/A	N/A	C-G/ Commercial General	2.09	41
7035-012-038	Retail	3,593	2006	C-G/ Commercial General	0.25	5
7035-012-037	Commercial /Industrial	26,419	1965	C-G/ Commercial General	0.84	16



APPENDIX B: RESIDENTIAL LAND RESOURCES

Table B-6 Downtown Specific Plan Mixed Use Overlay						
7035-012-905	Office	64,188	1970	C-G/ Commercial General	1.69	33
7035-012-042	Fast food restaurant	2,378	1987	C-G/ Commercial General	0.48	9
7039-001-005	Retail	10,469	1965	C-G/ Commercial General	0.55	10
7039-001-009	Strip commercial and parking	27,231	1967/1968	C-G/ Commercial General	2.85	56
7039-001-003	Strip commercial and parking	9,718	1987	C-G/ Commercial General	0.50	10
7039-001-002	Strip commercial and parking	72,856	1987	C-G/ Commercial General	1.65	32
Total						212
Notes:						
N/A= Information not available.						
¹ Projected units assumes a minimum net density of 20 du/ac in the mixed use area.						
Source: City of Artesia Planning Department, County of Los Angeles Assessor						

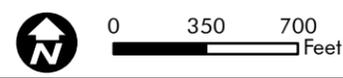
City of Norwalk

City of Cerritos

City of Cerritos

Legend

-  Specific Plan Boundary
-  Mixed Use Overlay
-  Parcels
-  City Boundary



Artesia Housing Element
Downtown Specific Plan



APPENDIX B: RESIDENTIAL LAND RESOURCES

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APPENDIX B. RESIDENTIAL LAND RESOURCES

b. Rezoning for Exclusively Residential Use to Meet Lower-Income Growth Needs

The City will need to rezone areas in addition to the Downtown Specific Plan area in order to accommodate the remainder of its lower-income housing growth needs. The City has identified 2 vacant parcels within the City which it will rezone from Medium Density Residential (MDR) to new zone allowing exclusive by-right residential development at a minimum net density of 20 du/ac. Table B-6 summarizes the target parcels for rezoning. Based on the provisions of AB 2348, the capacity for 41 dwelling units on these sites can be counted towards meeting the City's lower-income RHNA needs. Exhibit B-6 shows the location of these sites.

Table B-7						
Target Parcels for Rezoning to Meet Lower-Income Growth Needs						
Parcel Number	Existing Building			Existing Zoning/ General Plan	Area (Acres)	Projected Units ¹
	Existing Use	Square Footage	Year Built			
7054-027-061	Vacant land	--	--	MDR/ Commercial General	0.95	19
7054-027-078	Vacant land	--	--	MDR/ Commercial General	1.13	22
					Total	41
Notes:						
¹ Projected units assume a minimum net density of 20 du/ac in the mixed use area.						
Source: City of Artesia Planning Department, County of Los Angeles Assessor						



APPENDIX B: RESIDENTIAL LAND RESOURCES

6. Sites Summary

Table B-8 summarizes the constructed units, entitled units, vacant and underutilized land capacity within Artesia. The table also demonstrates the City's ability to provide for adequate sites to accommodate the remaining lower-income growth needs.

Table B-8 Sites Summary								
Income Category	2006-2014 RHNA Need	Constructed Units	Projects in the Pipeline	Vacant Land	Underutilized Land	Rezoning Program		Total
						Downtown Specific Plan	Target Sites for Exclusively Residential	
Very Low	33	0	0	0	0	178	41	219
Low	20	0	0	0	0			
Moderate	22	0	0	0	0			
Above Moderate	56	31	23	40	19	34	0	147
Total	131	31	23	40	19	212	41	366

City of Norwalk

City of Cerritos

City of Cerritos

- Legend**
-  Target Site for Rezoning for Residential Use
 -  Parcels
 -  City Boundary



**Artesia Housing Element
Exclusive Residential Use
Target Areas**



APPENDIX B: RESIDENTIAL LAND RESOURCES

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APPENDIX B. RESIDENTIAL LAND RESOURCES

B. PRESERVATION OF ASSISTED UNITS AT RISK OF CONVERSION

State Housing Element Law requires the analysis of government-assisted housing that is eligible to change from low-income to market-rate housing during the 2006-2014 planning period and the 5 years subsequent (2015-2019). Housing assistance could be a rental subsidy, mortgage subsidy or mortgage insurance to an assisted housing development. Government assisted housing might convert to market rate housing for a number of reasons including expiring subsidies, mortgage repayments or expiration of affordability restrictions. The City of Artesia does not have any units at risk of conversion through 2019.



APPENDIX B: RESIDENTIAL LAND RESOURCES

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APPENDIX C: REVIEW OF PAST PERFORMANCE

Table C-1 Review of Housing Element Past Performance	
Goal/Policy/Action	Progress in Implementation
Goal 1: Provide affordable, decent, safe and sanitary housing of all types and costs, regardless of race, color, religion, sex, sexual orientation, marital status, national origin, ancestry, familial status, source of income, or disability.	
Policy 1.1: Provide homeownership assistance to low- and moderate-income households	
<p>Continue to promote the Mortgage Credit Certificate Program for first-time homebuyers and the California Cities Home Ownership Authority Program through handouts available at City Hall and announcements in the City's newly created website and cable television station (RTA).</p> <p>Plan Objective: Assist 10 households</p>	<p>The City continues to promote housing ownership and rehabilitation assistance programs through handouts at City Hall, announcements in the Artesian (City flyer), announcements in the Los Cerritos Community Newspaper, advertisements on RTA (the local cable channel), and on the City's website. The Mortgage Credit Certificate and the California Cities Home Ownership Authority Programs are not administered by the City, therefore the City does not monitor the number of residents utilizing these programs.</p>
<p>Secure available housing assistance programs provided by federal, state, local and private sector sources to support development and/or purchase or renting of housing to meet the City's regional housing needs assessment allocation.</p>	<p>The City currently offers a housing rehabilitation program for low income households utilizing HOME program funds. Qualified households can apply for 0-2 percent interest rates with deferred payment loans up to 20 years and \$50,000.</p>
<p>Promote the use of CDBG funds for the rehabilitation of the City's mobile homes through handouts available at City Hall and announcements in the City's newly created website and cable television station (RTA).</p>	<p>The City is currently utilizing HOME funds in lieu of CDBG funds for housing rehabilitation programs.</p> <p>Between 2002 and 2006, 39 housing units (both mobile homes and non-mobile homes) were rehabilitated using CDBG funds.</p> <p>The City continues to promote housing ownership and rehabilitation assistance programs through handouts at City Hall, announcements in the Artesian (City flyer), announcements in the Los Cerritos Community Newspaper, advertisements on RTA (the local cable channel), and on the City's website.</p>
Policy 1.2: Increase the low- and moderate-income housing stock.	
<p>Implement the recently adopted Redevelopment Plan for the Artesia Redevelopment Project area which will provide low- and moderate-income housing</p>	<p>The Redevelopment Agency has not expended housing set-aside funds for write-down of land costs or assembling property for</p>



**Table C-1
Review of Housing Element Past Performance**

Goal/Policy/Action	Progress in Implementation
<p>through Housing Set-Aside funds. Sections 33334.2 and 33334.6 of the Health and Safety Code required redevelopment agencies to set aside 20 percent of the tax increments to a special Low and Moderate Income Housing Fund. The Housing Fund must be used to increase, improve and preserve the community's supply of low- and moderate- income housing. As part of the implementation of the Redevelopment Plan, the City, through the Agency, shall use the Housing Set-Aside funds to write-down the cost of land and assist in assembling property for the development of low- and moderate-income housing.</p> <p>Plan Objective: \$125,000 in the first 5 years of the program</p>	<p>affordable housing development.</p>
<p>Secure available HOME funds administered through the County for acquisition and rehabilitation of rental and ownership housing affordable to very low- and low-income households, as well as new construction and tenant based rental assistance.</p>	<p>The City offers a housing rehabilitation program for low income households utilizing HOME program funds. Qualified households can apply for 0-2 percent interest rates with deferred payment loans up to 30 years and \$50,000.</p> <p>Between 2002 and 2006, 39 housing units (both mobile homes and non-mobile homes) were rehabilitated using CDBG funds.</p>
<p>Implement the recently adopted ordinance on density bonuses and developer incentives for projects involving affordable housing units in accordance with the provisions of Government Code Section 65915 and Article 43 of the Municipal Code.</p> <p>Plan Objective: 12 low income units by 2005</p>	<p>One project has utilized the density bonus ordinance and incentives. Sixty-two senior units were constructed in the Pioneer Specific Plan area utilizing the density bonus with 25 of the units restricted for low and moderate income households.</p>
<p>Continue to participate the Gateway Cities Council of Governments (SCAG Subregional organization) effort to develop strategies to increase the subregion's housing stock. Tasks include identifying available financial resources, modeling housing costs and formulating programs that the sub-region could sponsor to help overcome some of the constraints to housing development. Potential categories of housing assistance could include programs to help meet infrastructure needs, impact predevelopment and feasibility costs and undertake redevelopment with</p>	<p>The City of Artesia continues to participate in the Gateway Cities Council of Governments. The Gateway Cities COG continues to study housing needs and opportunities for the subregion and provides avenues for information sharing and collaboration between the participating jurisdictions. In 2004, the COG put on a Joint Housing Summit which looked at infill development as a strategy for meeting the subregion's housing needs.</p>



**Table C-1
Review of Housing Element Past Performance**

Goal/Policy/Action	Progress in Implementation
pooled funds.	
Study and consider the enlargement of the Medium Density Residential (M-D-R) and Multiple Residential (M-R) zones to include certain groups of contiguous vacant or underutilized parcels currently in the Single Family Residential (R-1) and Agricultural Single Family Residential (A-1) zones. This would allow increased housing densities and provide for additional affordable housing units.	Two parcels along Norwalk Boulevard were rezoned from Commercial to Medium Density Residential (MDR) and sixteen units have been entitled on those sites.
Rezone the 2.1-acre vacant parcels located near the southwest corner of South Street and Norwalk Avenue from Commercial General (C-G) to M-R to conform to the General Plan	The General Plan designation for the vacant parcels near the southwest corner of South Street and Norwalk is commercial. The zoning for those vacant parcels is currently Medium Density Residential (MD-R).
Consider allowing second unit housing on R-1 lots with a minimum lot size of 8,000 square feet provided that the second unit be dedicated for very-low and low-income rental units. In addition, the parking requirement for second units shall be reduced to only one enclosed parking space per second unit, regardless of the number of bedrooms. Additional off-street unenclosed parking may be required if the Planning Commission finds that the additional parking is directly relate to the use of the second units and are consistent with existing neighborhood standards applicable to existing dwellings. As a further incentive, development fees for second unit developments shall be waived, To inform residents of the terms of the second unit ordinance, a flyer shall be included with the utility bills each year and posted on the City's website. In addition, the City shall adopt an annual monitoring program that inventories the units and tracks its progress in achieving the RHNA housing goals	<p>The City of Artesia currently permits second dwelling units on R-1 lots with a minimum of 10,000 square feet. There is no established allowance for reduction of lot size in exchange for affordability restrictions, nor are there reduced parking standards.</p> <p>There have not been any requests for development fee waivers for affordable second units.</p> <p>The City has not developed an annual monitoring program to track construction of second units, but does monitor development through the plan check process.</p>
For residential projects providing affordable housing on M-R zoned lots, the City shall allow the parking requirement be relaxed to require a minimum of a carport, rather than a fully enclosed garage for one of its two required parking spaces.	The City's zoning code currently does not permit the substitution of a carport for a required parking space. However, the City does provide a reduction of required parking (not to exceed 10% of the total required parking) for affordable housing projects meeting the requirements of Article 9.2.43 of the Municipal Code.
Policy 1.3: Encourage mixed-use (residential/commercial) development on existing commercial zoned land in the downtown district of the City	



**Table C-1
Review of Housing Element Past Performance**

Goal/Policy/Action	Progress in Implementation
<p>Amend the C-G zone of the Municipal Code to conditionally permit mixed-use development. Mixed-use development is intended to increase the supply of affordable housing in the city while promoting pedestrian access. The conditionally permitted uses shall include multiple-family dwelling units sited together with typical permitted commercial uses of the C-G zone, with the exception of uses that are incompatible with residential uses, such as light manufacturing, automotive servicing or other uses that may pose potential health and safety risks or nuisances to residents of the mixed-use development. In addition, development standards for mixed use residential and commercial uses shall be subject to the same development standards of the C-G zone as commercial use unless otherwise stated. However, certain development standards (maximum floor area, parking requirements and development fees, and maximum floor area) for mixed use development projects providing affordable housing shall be flexible. If affordable housing is provided in a mixed-use development project, the following shall apply: a) the maximum allowable floor area of the commercial component may be increased by up to 10%; b) the parking requirement for both the commercial and the residential components shall be reduced; and c) development fees shall be waived.</p>	<p>The Municipal Code has not been amended to conditionally permit mixed-use development in the CG zone.</p>
<p>Amend the South Specific Plan to designate the site as an Affordable Housing Optional Overlay (AHO) District which will allow higher commercial densities to the developer if affordable housing is provided. To facilitate affordable housing, and specifically very low- and low-income housing, the AHO designation will require that no less than 30 percent of the housing units be available to families of very low-income and 20 percent to families of low-income. The remaining 50% of the units shall be at market rate. In addition, the minimum housing density shall be 21 units per acre and the maximum 24 units per acre. However, the developer would retain the option of building at the lower density permitted by the Specific Plan’s development standards. In addition, amend the Specific Plan to allow residential units to be developed above the first floor of commercial buildings. The specific development and design standards will reflect the residential and</p>	<p>The South Specific Plan has not been amended to include an Affordable Housing Optional Overlay District.</p>



Table C-1 Review of Housing Element Past Performance	
Goal/Policy/Action	Progress in Implementation
commercial goals of the City, and will be developed with the assistance of planners, architects, landscape architects, designers and engineers.	
Policy 1.4: Provide housing opportunities for the special needs groups (elderly, female head of households, persons with disabilities, homeless, and large households)	
Expedite processing and reduce constraints for housing development projects for the special needs group, giving highest priority to rental units with more than 3 bedrooms.	The City does not have any formal expedited processing or reasonable accommodations procedures to facilitate the development of special needs housing. However, the City works to expedite all applications and administratively review requests for reasonable accommodations whenever feasible. The City will include an action in the Housing Plan to develop and adopt formal reasonable accommodation procedures.
Assist developers proposing special needs housing apply for federal and state funding utilizing tax credit and/or bond processing, especially Federal Fund Section 202 for the development of the senior housing component of the Pioneer Specific Plan.	The Planning Department evaluates funding sources at all levels as information becomes available to the City.
Amend the Light Manufacturing and Industrial (M-1) zone of the Municipal Code to conditionally permit the development of emergency shelters and transitional housing. Additionally, amend the Zoning Ordinance to allow emergency shelters and transitional housing facilities in the Multiple Residential (MR) zone, in conjunction with the operation of religious institutions, social service organizations, governmental agencies and other tax-exempt organizations.	The M-1 and MR zones have not been amended to permit emergency shelters or transitional housing. The City will include a policy action to amend its Zoning Code per the provisions of SB 2. The action will include zone(s) that the City will consider amending to allow emergency shelters by-right.
Secure HCD's Emergency Housing Assistance Program (EHAP) which is available for cities for the acquisition, construction and rehabilitation of sites for emergency and transitional housing and safe haven facilities for homeless persons. Availability of the funds will be posted on the City's website and at the City's recreation center. Flyers and information packets will be available at the City Hall counter and at local religious institutions, social service organizations, governmental agencies and other tax-exempt organizations.	EHAP funds have not been secured.
In compliance with SB-520 (enacted January 2002) the City will analyze and	The City does not have any formal reasonable accommodations



**Table C-1
Review of Housing Element Past Performance**

Goal/Policy/Action	Progress in Implementation
<p>determine the existing constraints on the development, maintenance and improvement of housing intended for persons with disabilities. The analysis will include an evaluation of existing land use controls, permit and processing procedures and building codes. If any constraints are found in these areas, the City will initiate actions to address these constraints, including removing the constraints or providing reasonable accommodation for housing intended for persons with disabilities. Flyers explaining the reasonable accommodation the City will provide will be periodically included with utility bills mailed to residents of the City. In addition, the flyer will be posted on the City’s website and at the City’s recreational center.</p>	<p>procedures to facilitate the development of housing for persons with disabilities. However, the City reviews requests administratively for reasonable accommodations whenever feasible. The City will include an action in the Housing Plan to develop and adopt formal reasonable accommodation procedures.</p>
<p>Secure HCD’s Accessibility Grants for Renters program funds which provides local agencies to fund accessibility improvements for disabled residents. Availability of the funds will be posted on the City’s website and at the City’s recreation center. Flyers and information packets will be available at the City Hall counter.</p>	<p>Funds from HCD’s Accessibility Grants for Renters have not been secured.</p>
<p>To allow for greater flexibility to developers of M-R zoned properties, the City shall allow all residential projects for the elderly or handicapped persons have off-street parking requirements similar to the parking requirements allowed under the adopted Pioneer Specific Plan. The parking requirements for the Pioneer Specific Plan senior housing complex have a minimum uncovered parking of 0.65 parking space per 1-bedroom dwelling unit and 0.90 parking space per 2-bedroom dwelling unit, with visitor parking required for 10% of spaces determined by bedroom count.</p>	<p>The parking requirements for housing for the elderly or persons with disabilities have not been reduced to be similar to the requirements of the Pioneer Specific Plan.</p>
<p>Policy 1.5: Provide rental assistance to low-income households.</p>	
<p>Continue to assist eligible low-income households receiving Section 8 rental assistance through the County Housing Authority. Information on the Section 8 program will be made available at City Hall and announced on the City website.</p>	<p>The City continues to assist eligible households receiving Section 8 rental assistance through the County. Interested parties are referred to the County Housing Authority. Informational handouts and announcements on the website have not been developed. There are currently 22 households in Artesia assisted through the Section 8 program.</p>
<p>Goal 2: Maintain and Improve the Existing Housing Stock in Artesia</p>	



**Table C-1
Review of Housing Element Past Performance**

Goal/Policy/Action	Progress in Implementation
Policy 2.1: Encourage the rehabilitation of the City's existing low- and moderate-income housing stock.	
Continue to offer CDBG funds to eligible low- and moderate-income homeowners with home repair. The City will distribute and make available information to homeowners regarding program eligibility, funding uses and assistance and counseling at City Hall and on the City's website. The City will continue to maintain a participation rate in the program of approximately 20 units per year.	Prior to 2007, the City provided grants to eligible homeowners for housing rehabilitation using CDBG funds. Grants of \$3,000 to \$10,000 were provided to low and moderate income single family households for minor and/or emergency repairs including elimination of code violations, roof, door and window repairs, installation of smoke alarms, minor plumbing and electrical and handicap accessibility. The City provided information about the housing rehabilitation program on the City's website. Between 2002 and 2006, 39 housing units were rehabilitated using CDBG funds.
Continue to implement the outreach program in Spanish to inform Spanish-speaking residents of the CDBG funds available for home repairs. The City shall also conduct housing assistance workshops that provide information on home rehabilitation programs available to the residents of the City.	The City has not focused outreach specifically towards the Spanish speaking community.
Secure available home improvement programs provided by federal, state, local and private sector sources that are not currently being used.	The City currently offers a housing rehabilitation program for low-income households utilizing HOME program funds. Qualified households can apply for 0-2 percent interest rates with deferred payment loans up to 20 years and \$50,000.
Conduct a feasibility study to amend the Redevelopment Plan to add targeted residential areas into the redevelopment project area. This will enable residents in the project area to take advantage of new rehabilitation programs available through tax increment as well as residents throughout the City with the additional funds from Redevelopment Housing Set-Aside which can be used for the purpose of increasing, improving and preserving the City's supply of low- and moderate-income housing. If a new redevelopment project area is established in the residential area of the City, redevelopment funds shall be used to purchase and assemble residential properties for higher density residential use.	The Redevelopment Area has not been expanded to include residential areas. However, 62 senior housing units were built within the Redevelopment Area as part of the Pioneer Specific Plan.
Policy 2.2: Encourage the rehabilitation of the City's mobile homes in order to continue providing the residents with affordable housing.	
Continue to offer CDBG home improvement funds for the rehabilitation of mobile	In-lieu of utilizing CDBG funds for rehabilitation programs, the City



Table C-1 Review of Housing Element Past Performance	
Goal/Policy/Action	Progress in Implementation
homes.	offers 0-2% interest rate loans for owner-occupied rehabilitation utilizing HOME program funds. This program was only recently initiated. The City has a number of interested applicants, but no funds have been distributed yet.
Policy 2.3: Continue to enforce the City's Municipal Code to ensure that existing housing stock does not pose serious health and safety hazards to occupants of the structure.	
Identify target areas within the city that will require priority attention by the Code Enforcement Department	Target areas have not been formally identified for priority attention by the Code Enforcement Department. The City recently conducted a Housing Conditions Survey which may assist the Code Enforcement Department in determining target areas.
Secure State HCD Code Enforcement Incentive Program grant for increasing staff dedicated to local building code enforcement.	HCD Code Enforcement Incentives Program funds have not been secured.
Goal 3: Provide suitable sites for housing development to accommodate all ranges of housing type, size, location and price.	
Policy 3.1: Identify properties within the City suitable for housing development.	
Maintain an updated land inventory that identifies vacant residential land and underutilized properties suitable for higher density residential development within the City. The land use inventory and housing conditions surveys conducted for this Housing Element and the Artesia Redevelopment Plan blight assessment shall provide the initial database. This land use and housing database shall be updated and enlarged annually by the City's Planning Department in conjunction with the Code Enforcement Department. The information shall be converted to the City's GIS mapping system and summarized in an annual State of the City report.	The land use and housing database has not been updated since the 1998-2005 Housing Element Update.
Promote recycling of under-utilized residential parcels to the maximum allowable densities. Implementation of the Artesia Redevelopment Plan and the Pioneer Specific Plan will provide opportunities for recycling of underutilized land. In addition, amend the redevelopment project area to include residential areas within the City that are in need of revitalization. The identification of the added residential area shall be based on the findings from the redevelopment feasibility study. (See Policy 2.1)	<p>The Redevelopment Area has not been expanded to include residential areas.</p> <p>The Pioneer Specific Plan has been implemented. In 2005, a senior housing complex was constructed on the portion of the site fronting on to Alburto Avenue. This site was formerly a medical center. The Specific Plan recycled the underutilized land and created opportunities for housing and commercial development.</p>



Table C-1 Review of Housing Element Past Performance	
Goal/Policy/Action	Progress in Implementation
Examine the potential benefits of rezoning existing school land from R-1 to M-D-R or M-R.	Existing school land has not been rezoned. The school land remains in R-1 zoning.
To facilitate recycling of underutilized sites, the City shall provide the information collected for the land inventory identifying vacant and underutilized properties (Policy 3.1 action) and the feasibility study to the Redevelopment Agency for the purpose of potentially amending the Redevelopment Plan to add residential areas to the existing project area (Policy 2.1 action) and to determine potential sites for future housing developments. The Agency could then attempt to purchase underutilized sites offered for sale in the project area for future affordable housing development. These sites would be promoted to housing developers through informational bulletins and the City's website. The Redevelopment Agency would be the responsible agency and the funding source would be from the redevelopment housing set-aside fund. The survey shall be conducted in the Summer 2004. The ultimate quantity and location of property purchased for affordable housing will depend on the availability of funds and the specific amendments to the Redevelopment Plan.	The Redevelopment Area has not been expanded to include residential areas.
Goal 4: Continue to provide free housing choice and equal opportunity and access for all Artesia citizens, housed and non-housed alike.	
Policy 4.1: Provide fair housing services to residents and ensure that all residents are aware of their rights and responsibilities regarding housing.	
Continue to promote handicap access in new housing developments.	The City continues to require compliance with Federal ADA regulations and California Accessibility Standards during the plan check process prior to issuance of building permits.
Provide fair housing assistance information to the public free of charge thorough pamphlets and brochures related to Fair Housing laws, landlord/tenant civil codes and affirmative action laws on housing loans and financing. Information related to fair housing shall be available though: <ul style="list-style-type: none"> • City's Planning Department and Housing Program; • City website; • Local banks real estate offices; • Fair housing workshops conducted by the City; and • City's cable television station's (RTA) public service announcements 	Informational materials related to housing are provided at City Hall, through announcements in the Artesian (the City flyer), announcements in the local newspaper, on the local cable channel and on the City's website.



APPENDIX C: REVIEW OF PAST PERFORMANCE

Table C-1 Review of Housing Element Past Performance	
Goal/Policy/Action	Progress in Implementation
Provide on-going counseling and referral services related to housing discrimination.	The City of Artesia is served by the Fair Housing Foundation (FHF), which provides fair housing education and outreach as well as tenant-landlord resolution and services to eliminate discrimination. From 1997 through 2002, there were 13 service inquiries and 5 discrimination cases reported by FHF.
Policy 4.2: Support local, non-profit agencies near Artesia that serve the homeless.	
Coordinate efforts with the various non-profit organizations such as the Lutheran Social Services of Southern California in Long Beach and the L.A. Coalition to End Hunger and Homelessness.	The City monitors the location of homeless service providers within and around the City. No formal coordination efforts are in place.
Goal 5; Remove government constraints to development maintenance and improvement of housing stock.	
Policy 5.1: Provide Guidance for decision-making regarding quality, inventory and conservation of the City's housing stock.	
Continue to provide explanatory manuals and handouts to assist applicants, commissioners and citizens understand regulations and procedures regarding land use and development permits.	The City has developed a packet titled "The Development Review Process" which outlines the application and review process, the role of each City department, and outside agency contacts. Information about land use and development permits including applications and fee schedules are also provided on the City's website.
Develop an annual housing status report that highlights the changes in the quantity and quality of the City's housing stock.	The City has not developed an annual housing status report. The City will include a policy action in the Housing Plan to develop and submit the report in accordance with State Law.
Policy 5.2: Provide efficient development project processing.	
Review and revise, as needed, the City's existing zoning regulations and development approval processes to encourage expeditious housing development approval. In addition, a handout explaining and illustrating step-by-step the streamline approval process shall be developed. This handout will clearly list the required review checks and permits, the City departments responsible for approving the permit, the cost of the various permits and plan checks, and the time period for project approval. Further, this handout will be given to all applicants at the City Hall counter and presented on the City's website.	The City has developed a packet titled "The Development Review Process" which outlines the application and review process, the role of each City department, and outside agency contacts.



**Table C-1
Review of Housing Element Past Performance**

Goal/Policy/Action	Progress in Implementation
Continue to meet with prospective developers prior to formal submittal of a building permit application. The City will inform the applicant of the City's requirements as they apply to the proposed development project, review the procedures outlined in the Municipal Code, explore possible alternatives or modification of the project, and identify any necessary technical studies or other required information relating to future entitlement review.	The City continues to work with prospective developers prior to formal submittal of a building permit application. Developers are encouraged to meet with City Staff prior to submitting a formal application.
Continue to review and revise, as needed, the existing zoning regulations, the development approval process and development fees, including fee waivers for affordable housing projects.	The City continues to monitor the development standards and process to ensure they are not constraints to the development of affordable housing. The City will be revising its density bonus provisions to match the provisions of SB1818. Fee waivers for affordable housing projects have not been requested.
Policy 5.3: Provide flexible development standards.	
Examine the relaxing of residential parking requirements in the proposed Downtown Specific Plan area. (See Policy 1.3 action to develop and adopt the Downtown Specific Plan).	The Downtown Specific Plan has not been adopted. The City is currently drafting the Specific Plan.
Implement the Pioneer Specific Plan which relaxed the parking requirements for senior housing projects and allowed higher densities.	The Pioneer Specific Plan has been implemented, including the relaxed parking requirements for senior housing. A senior housing complex was constructed within the Specific Plan area in 2005.
Encourage private developers to utilize the recently adopted Density Bonus and Developer Incentive Ordinance which allow increased housing densities or other concession described in the ordinance in order to assist developers provide affordable housing (See Policy 1.2 action to implement the Density Bonus Ordinance and Developer Incentive Ordinance)	One project has utilized the density bonus ordinance and incentives. Sixty-two senior units were constructed in the Pioneer Specific Plan area utilizing the density bonus with 25 of the units restricted for low and moderate income households.
Plan Objective: 12 low income units by 2005	



APPENDIX C: REVIEW OF PAST PERFORMANCE

Table C-2 Progress in Achieving Housing Element Quantified Objectives 1998-2005		
Program	Quantified Objective	Level of Achievement
New Construction		
Very-low	34	
Low	29	
Moderate	32	72
Above-moderate	50	76
Total	145	148
Rehabilitation		
Very-low	66	2002-2003 7 units
Low	14	2003-2004 4 units
Moderate	20	2004-2005 10 units
Above-moderate	--	2005-2006 18 units
Total	100	Total 39 units
Conservation		
Very-low	40	40
Low	--	
Moderate	--	
Above-moderate	--	
Total	40	40



Appendix D: Glossary

Above-Moderate-Income Household. A household with an annual income usually greater than 120% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available legibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Apartment. An apartment is one (1) or more rooms in an apartment house or dwelling occupied or intended or designated for occupancy by one (1) family for sleeping or living purposes and containing one (1) kitchen.

Assisted Housing. Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited, to Federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221 (d) (3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, Farmer's Home Administration Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs.

Below-market-rate (BMR). (1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low income" or "moderate income." (2) The financing of housing at less than prevailing interest rates.

Build-out. That level of urban development characterized by full occupancy of all developable sites in accordance with the General Plan; the maximum level of development envisioned by the General Plan. Build-out does not assume that each parcel is developed to include all floor area or housing units possible under zoning regulations.

Community Development Block Grant (CDBG). A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Condominium. A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")



Appendix D: Glossary

Covenants, Conditions, and Restrictions (CC&Rs). A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Deed. A legal document which affects the transfer of ownership of real estate from the seller to the buyer.

Density Bonus. The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Density, Residential. The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre.

Developable Land. Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Down Payment. Money paid by a buyer from his or her own funds, as opposed to that portion of the purchase price which is financed.

Duplex. A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit (du). A building or portion of a building containing one or more rooms, designed for or used by one family for living or sleeping purposes, and having a separate bathroom and only one kitchen or kitchenette. See Housing Unit.

Elderly Housing. Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them.

Emergency Shelter. A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Extremely Low-Income Household. A household with an annual income equal to or less than 30% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.



Appendix D: Glossary

Fair Market Rent. The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Housing Program.

Family. (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An Individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

General Plan. A comprehensive, long-term plan mandated by State Planning Law for the physical development of a city or county and any land outside its boundaries which, in its judgment, bears relation to its planning. The plan shall consist of seven required elements: land use, circulation, open space, conservation, housing, safety, and noise. The plan must include a statement of development policies and a diagram or diagrams illustrating the policies.

Goal. A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Green Building. Green or sustainable building is the practice of creating healthier and more resource-efficient models of construction, renovation, operation, maintenance, and demolition. (US Environmental Protection Agency)

Historic Preservation. The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate restoration and rehabilitation of the building(s) to a former condition.

Historic Property. A historic property is a structure or site that has significant historic, architectural, or cultural value.

Household. All those persons—related or unrelated—who occupy a single housing unit. (See "Family.")

Housing and Community Development Department (HCD). The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low-and moderate-income households.

Housing Element. One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.



Appendix D: Glossary

Housing Payment. For ownership housing, this is defined as the mortgage payment, property taxes, insurance and utilities. For rental housing this is defined as rent and utilities.

Housing Ratio. The ratio of the monthly housing payment to total gross monthly income. Also Called Payment-to-Income Ratio or Front-End Ratio.

Housing Unit. The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law.

Housing and Urban Development, U.S. Department of (HUD). A cabinet-level department of the federal government that administers housing and community development programs.

Implementing Policies. The City's statements of its commitments to consistent actions.

Implementation. Actions, procedures, programs, or techniques that carry out policies.

Infill Development. The development of new housing or other buildings on scattered vacant lots in a built-up area or on new building parcels created by permitted lot splits.

Jobs-Housing Balance. A ratio used to describe the adequacy of the housing supply within a defined area to meet the needs of persons working within the same area. The General Plan uses SCAG's definition which is a job total equal to 1.2 times the number of housing units within the area under consideration.

Land Use Classification. A system for classifying and designating the appropriate use of properties.

Live-Work Units. Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Low-Income Household. A household with an annual income usually no greater than between 51 percent and 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the §8 housing program.

Low-income Housing Tax Credits. Tax reductions provided by the federal and State governments for investors in housing for low-income households.



Appendix D: Glossary

Manufactured Housing. Residential structures that are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U. S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit.")

Mixed-use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Moderate-income Household. A household with an annual income usually no greater than 81%-120% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Monthly Housing Expense. Total principal, interest, taxes, and insurance paid by the borrower on a monthly basis. Used with gross income to determine affordability.

Multiple Family Building. A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Ordinance. A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overcrowding Housing Unit. A housing unit in which the members of the household, or group are prevented from the enjoyment of privacy because of small room size and housing size. The U.S. Bureau of Census defines an overcrowded housing unit as one which is occupied by more than one person per room.

Parcel. A lot or tract of land.

Planning Area. The area directly addressed by the general plan. A city's planning area typically encompasses the city limits and potentially annexable land within its sphere of influence.

Policy. A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its objectives before undertaking an action program. (See "Program.")



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Poverty Level. As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or “poverty thresholds” varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Program. An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the “who,” “how” and “when” for carrying out the “what” and “where” of goals and objectives.

Redevelop. To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional. Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Assessment. A quantification by SCAG of existing and projected housing need, by household income group, for all localities within a region.

Rehabilitation. The repair, preservation, and/or improvement of substandard housing.

Residential. Land designated in the General Plan and zoning ordinance for building consisting of dwelling units. May be improved, vacant, or unimproved. (See “Dwelling Unit.”)

Residential Care Facility. A facility that provides 24-hour care and supervision to its residents.

Residential, Multiple Family. Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-Family. A single dwelling unit on a building site.

Retrofit. To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Rezoning. An amendment to the map to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Second Unit. A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot.

Section 8 Rental Assistance Program. A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing “housing assistance payments” to owners, developers,



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and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30% of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Shared Living. The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by §1566.3 of the California Health and Safety Code.

Single-family Dwelling, Attached. A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

Single-family Dwelling, Detached. A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

Single Room Occupancy (SRO). A single room, typically 80-250 square feet, with a sink and closet, but which requires the occupant to share a communal bathroom, shower, and kitchen.

Subsidize. To assist by payment of a sum of money or by the granting to terms or favors that reduces the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing. Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Supportive Housing. Housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. "Target population" means adults with low incomes having one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health conditions, or individuals eligible for services provided under the Lanterman Developmental Disabilities Services Act and may, among other populations, include families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, or homeless people.

Target Areas. Specifically designated sections of the community where loans and grants are made to bring about a specific outcome, such as the rehabilitation of housing affordable by Very low and low-income households.



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Tax Increment. Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20% to be used to increase and improve the community's supply of very low and low income housing.

Tenure. A housing unit is "owned" if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. A cooperative or condominium unit is owned only if the owner or co-owner lives in it. All other occupied units are classified as "rented," including units rented for cash rent and those occupied without payment of cash rent.

Townhouse. A townhouse is a dwelling unit located in a group of three (3) or more attached dwelling units with no dwelling unit located above or below another and with each dwelling unit having its own exterior entrance.

Transitional Housing. Shelter provide to the homeless for an extend period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "homeless" and "Emergency Shelter.")

Undevelopable. Specific areas where topographic, geologic, and/or superficial soil conditions indicate a significant danger to future occupants and a liability to the City are designated as "undevelopable" by the City.



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Acronyms Used

ACS:	American Community Survey
BMPs:	Best Management Practices
CALTRANS:	California Department of Transportation
CEQA:	California Environmental Quality Act
CIP:	Capital Improvement Program
DIF:	Development Impact Fee
DU/ac:	Dwelling units per acre
EDD:	California Employment Development Department
FAR:	Floor Area Ratio
FEMA:	Federal Emergency Management Agency
HCD:	Department of Housing and Community Development
HOA:	Homeowners Association
HUD:	Department of Housing and Urban Development
LAFCO:	Local Agency Formation Commission
MFI:	Median Family Income
NPDES:	National Pollutant Discharge Elimination System
RTP:	Regional Transportation Plan
SCAG:	Southern California Association of Governments
SPA:	Sectional Planning Area
STF:	Summary Tape File (U.S. Census)
TOD:	Transit-Oriented Development
TDM:	Transportation Demand Management
TSM:	Transportation Systems Management
WCP:	Water Conservation Plan



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