

Planning Dept Copy



PIONEER SPECIFIC PLAN

CITY OF ARTESIA

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CHAPTER 1.0 INTRODUCTION

1.1 PURPOSE

The specific plan is a detailed policy document that is below the general plan in the land use approval hierarchy and is used to implement the adopted general plan for a specific area. Once the specific plan is adopted, all zoning, subdivision, public works projects and development agreements must be consistent with the plan.

The purpose of the Pioneer Specific Plan (the "Specific Plan") is to facilitate the orderly and efficient development in accordance with the adopted Artesia General Plan (the "General Plan"). The intent of the Specific Plan is to maximize the use of the site in a manner that generates tax revenues to the City of Artesia (the "City") and revitalize the site through positive incentives and customized policies based on comprehensive land use planning concepts.

1.2 SPECIFIC PLAN SITE

A. Project Location

The 8.6-acre Specific Plan site is located on Pioneer Boulevard between 176th Street and 183rd Street in

the City. It is located approximately one-half mile south of the Artesia (SR-91) Freeway and one mile east of the San Gabriel River (I-605) Freeway. Figure 1 shows the location of the Specific Plan site within the City and Figure 2 illustrates the boundaries of the site.

B. Property Ownership

The Specific Plan site includes eight contiguous parcels all owned by Tenet Health Systems Corporation.

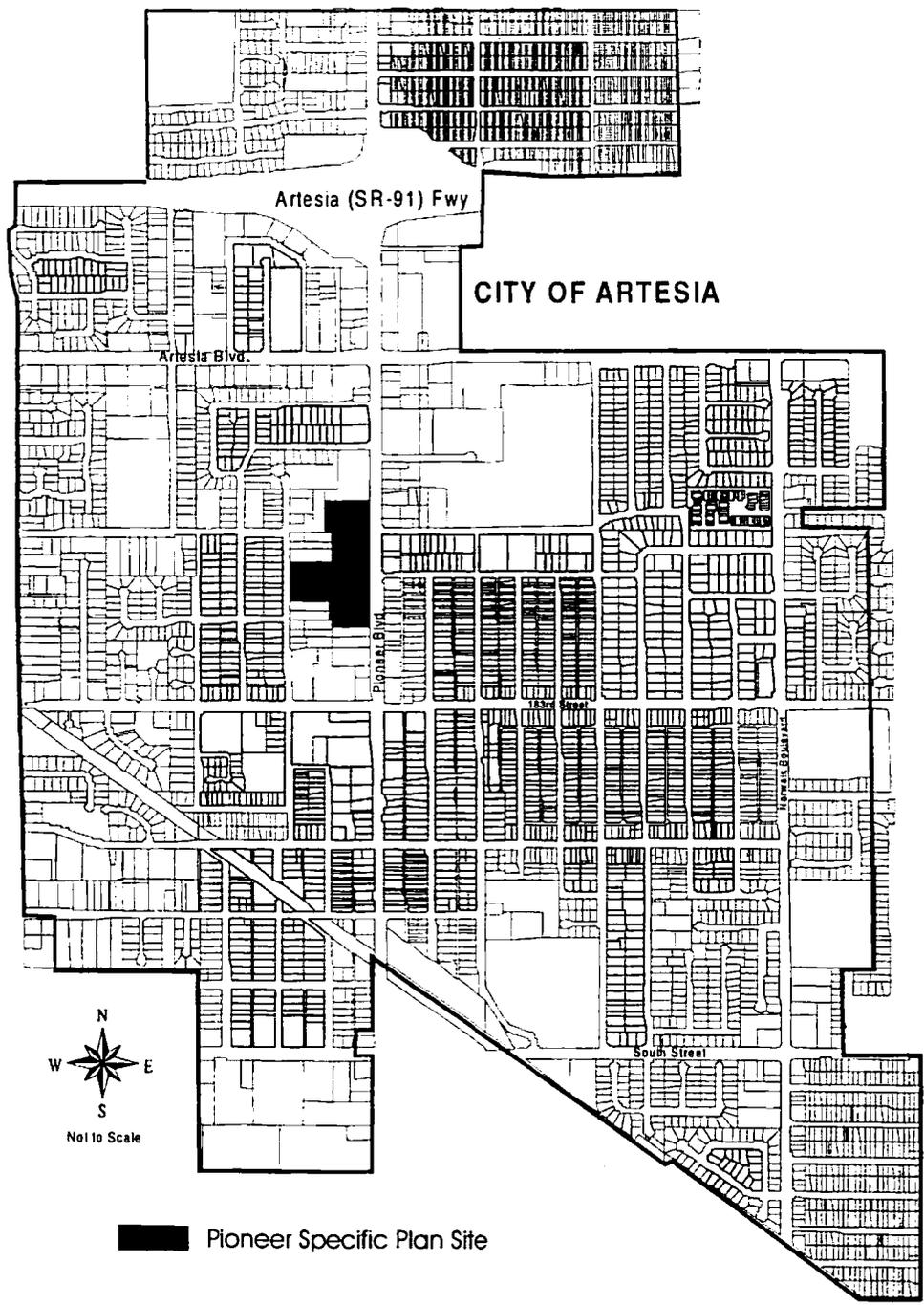
C. Existing Setting

The site is currently used for medical purposes and is operating as the KPC Medical Center. Table 1 presents the parcel information for the Specific Plan site. The current medical complex includes a hospital, associated clinics and administrative offices that total approximately 288,300 square feet. This represents an overall floor area ratio (FAR) of 0.77:1. Access to the site is from Pioneer Boulevard. Although parking for the site backs Alburis Avenue, there is no access from this street. An aerial view of the site is presented in Figure 3.

Table 1
PIONEER SPECIFIC PLAN PARCELS

Parcel APN	Lot Size (Acres)	Existing Building Size (SF)	Zoning	GP Land Use
7035-012-029	0.4	6,400	CSP	Service Professional
7035-014-028	0.7	30,500	MR	High Density Residential
7035-014-034	4.1	162,900	CSP-CG	Service Prof.-Commercial General
7035-014-035	0.2	10,700	CSP	Service Professional
7035-014-036	0.9	12,800	CSP	Service Professional
7035-014-037	1.4	56,100	MR	High Density Residential
7035-019-037	0.6	3,000	CG	Commercial General
7035-019-040	0.3	5,900	CG	Commercial General
Total	8.6	288,300		

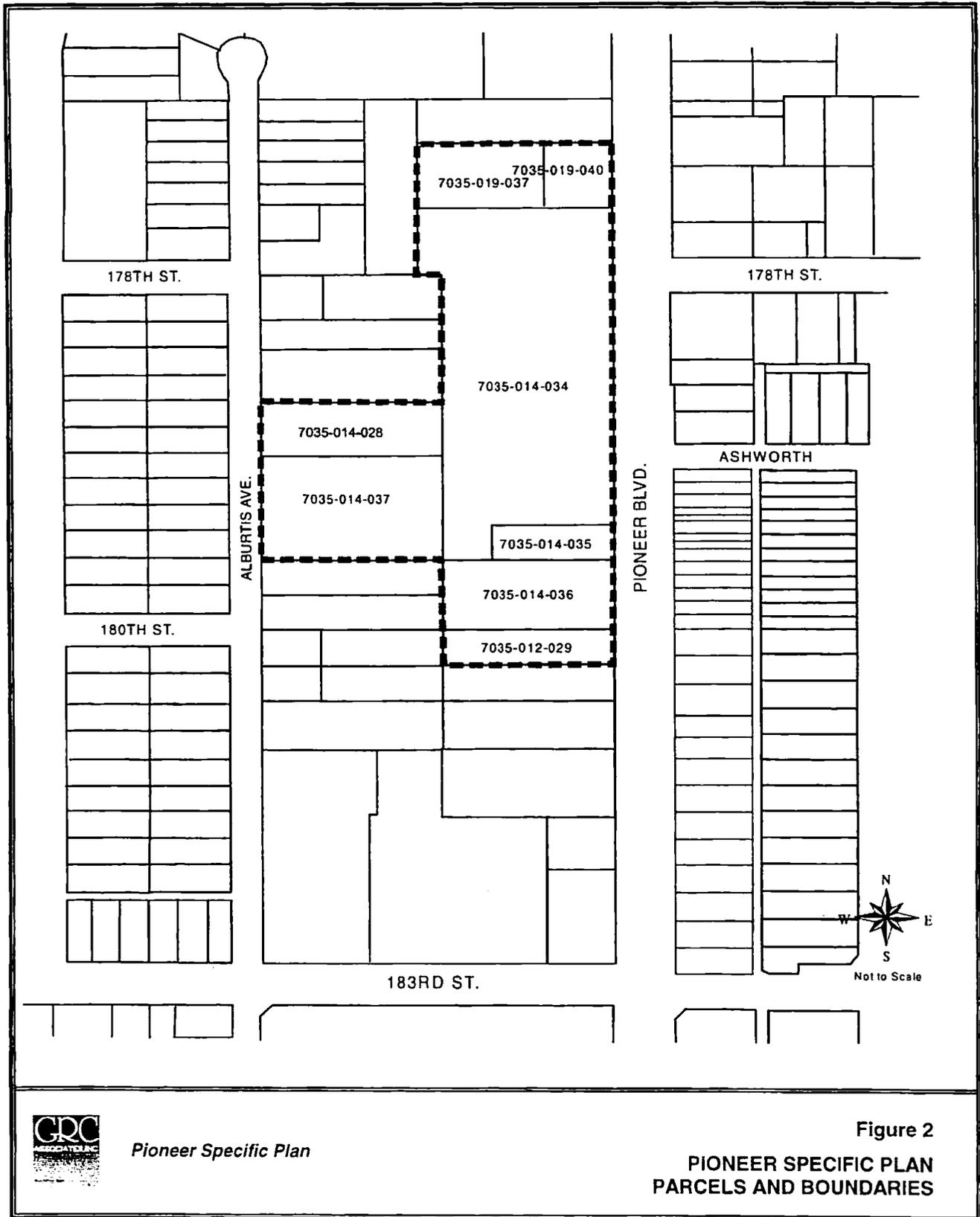
Source: Los Angeles County Assessors and GRC Associates



Pioneer Specific Plan

Figure 1

PIONEER SPECIFIC PLAN SITE



Pioneer Specific Plan

Figure 2

PIONEER SPECIFIC PLAN
PARCELS AND BOUNDARIES



Pioneer Specific Plan

Figure 3
PIONEER SPECIFIC PLAN SITE
AERIAL VIEW

D. Surround Setting

Uses in the immediate vicinity of the Specific Plan site include: retail commercial (Patio Plaza) to the north; retail commercial and medical-related offices to the east; offices, high-density residential and retail commercial to the south; and single- and multiple-family residential units to the west. The U.S. Post Office is located within the block to the southwest. The SR-91 Freeway off/on ramps are located on Pioneer Boulevard, which create high volumes of vehicle traffic along the boulevard. Additionally, small retail shops that line Pioneer Boulevard to the south of the site between 183rd Street and 187th Street also generate significant pedestrian traffic.

1.3 GOALS

The implementation of the Specific Plan and the development of public improvements will ensure the long-term attainment of the following general goals for the Specific Plan:

- Encourage a pattern of mixed-uses which takes maximum advantage of the physical, social and economic potential of the site without adversely impacting the adjacent viable residential and commercial properties.
- Provide a framework for the engineering and construction of public infrastructure improvements designed to enhance the general environment and provide appropriate service levels for the citizens of the City.
- Encourage an active partnership between the property owner, business tenants, the City and the Redevelopment Agency to accomplish the objectives of the Specific Plan.
- Establish development standards and guidelines which are suitable for the development of the property taking into consideration the surrounding community.
- Encourage design standards which promote pedestrian and commercial activity and a quality living environment for the City's senior residents.

1.4 SPECIFIC PLAN CONTENTS

Chapter 1.0: Introduction provides a broad overview of the Specific Plan.

Chapter 2.0: Planning Context describes the planning issues and process, and the economic analysis conducted on the Specific Plan site.

Chapter 3.0: Component Plans include general land use concepts, traffic impacts and improvements, infrastructure plans, and landscaping standards.

Chapter 4.0: Commercial Development Standards and Guidelines set forth provisions for the design of appropriate commercial development including site planning, parking and circulation, building architecture, landscaping, signs and pedestrian amenities.

Chapter 5.0: Residential Development Standards and Guidelines set forth site planning, parking, sign and architectural provisions for the senior housing complex.

Chapter 6.0: Implementation and Administration provides a review of the Specific Plan's relationship to the General Plan, Zoning Ordinance and government codes, as well as the Specific Plan implementation and amendment process.

CHAPTER 2.0

PLANNING CONTEXT

2.1 INTRODUCTION

The specific plan process was initiated in response to the Artesia City Council's adoption of an interim ordinance (Ordinance No. 578-U) on April 12, 1999, which imposed a 45-day moratorium on the issuance or approval of land use entitlements for individual parcels and contiguous parcels under common ownership totaling five or more acres in areas located within the C-P-D or C-S-P zones. Subsequently, on May 27, 1999 the City Council adopted Ordinance No. 579-U which extended the moratorium time limit for an additional 10 months and 15 days. Therefore, the last effective date of Ordinance No. 579-U was April 11, 2000, exactly one year from the date of the initial moratorium.

On April 10, 2000 the City Council adopted Ordinance No. 594-U which extended the moratorium for an additional nine months from April 11, 2000. Therefore, this Specific Plan must be completed and adopted by January 11, 2001.

2.2 AUTHORITY

The California Government Code authorizes cities to adopt specific plans either by resolution as policy, or by ordinance as regulation. Both Planning Commission and City Council hearings are required as part of the adoption process. In either form, specific plans must be adopted by the City Council to be in effect.

This Specific Plan is a policy document and serves to direct the size and type of development on the property involved. Development plans, site plans and tentative tract and parcel maps on this site must be consistent with this Specific Plan. If a development agreement is sought, it must also be consistent with the intent of the General Plan and this Specific Plan. The scope of subjects covered in this Specific Plan augments the General Plan to

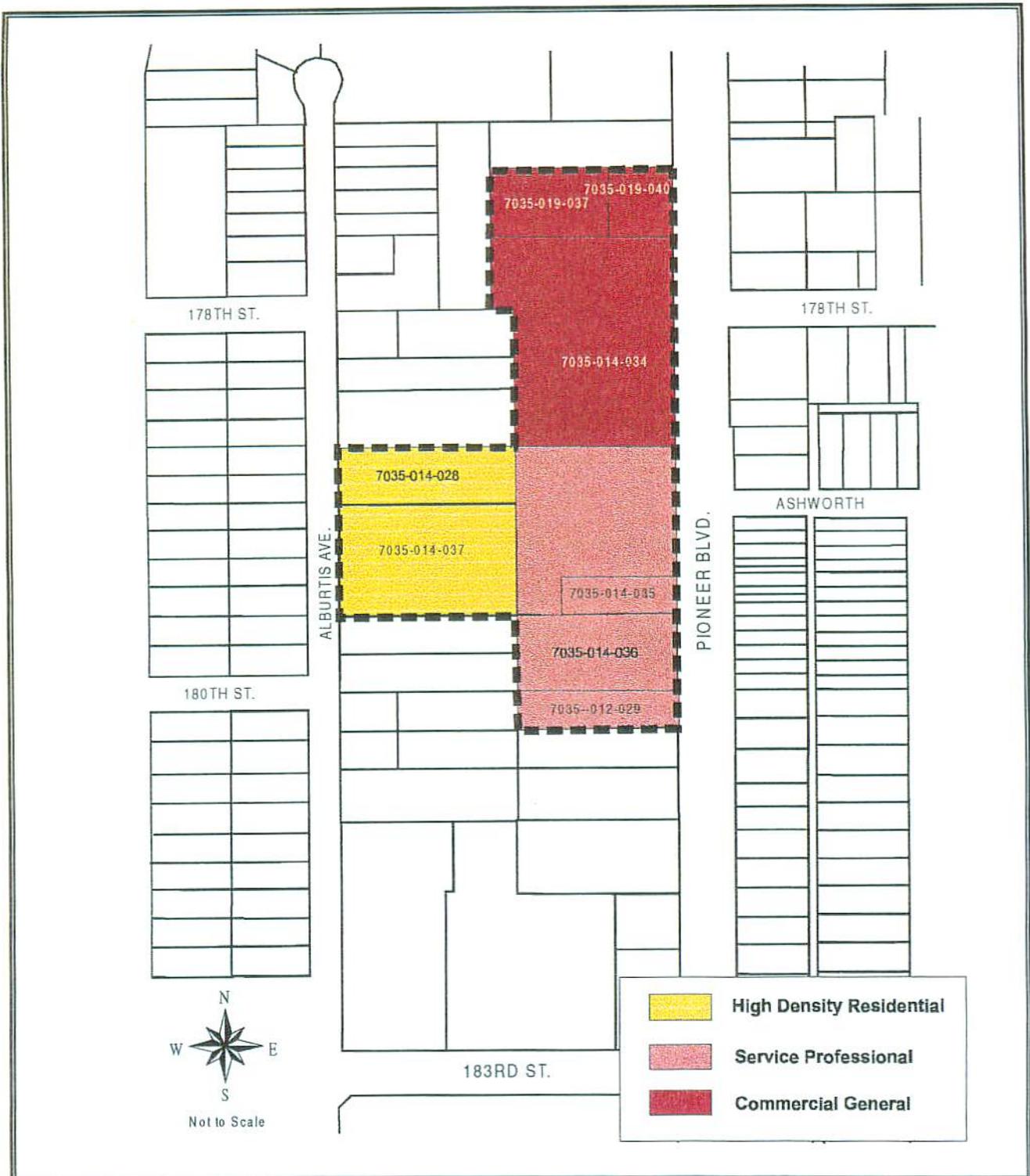
the extent that the subject under consideration involves the Specific Plan portion of the City.

The Specific Plan is established through the authority granted to the City of Artesia, by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

2.3 ARTESIA GENERAL PLAN LAND USES

The following General Plan land uses are designated for the Specific Plan site and their corresponding zoning. Figure 4 presents the General Plan land uses.

- **High Density Residential -- corresponding zoning M-R (24% of the Specific Plan Site).** Allowable residential densities in this category correspond to intensities of between 19 and 24 dwelling units per acre allowed in the R-3, condominium and Planned Unit Development Zone classifications, with a maximum coverage of 50 percent of the lot. These housing types typically include triplexes, fourplexes, and multi-family units as either rental or ownership real estate.
- **Service and Professional -- corresponding zoning C-S-P (45% of the Specific Plan Site).** Commercial designation is an exclusive land use category for professional offices and local commercial services. A maximum allowable development intensity of 1.5 FAR and a 33 percent lot coverage.



Pioneer Specific Plan

Figure 4
GENERAL PLAN LAND USE

- **Commercial General -- corresponding zoning C-G, C-P-D (31% of the Specific Plan Site).** Commercial designation refers to office and retail commercial activities which serve both the local and regional markets. Maximum development intensity of 3.0 FAR and a 33 percent lot coverage.

As part of this Specific Plan, a General Plan Amendment will be required that amends the existing General Plan land use designation from Service and Professional to Commercial General.

2.4 PUBLIC PARTICIPATION PROCESS

The Specific Plan is being developed by the City staff and a consultant team with participation from property owners, residents, businesses and the general public residing within the City and others having an interest in the future of the Specific Plan site. Public participation has been, and will continue to be, maximized through open discussion at public workshops and hearings.

Two joint working sessions have been conducted with the City Council/Redevelopment Agency Board and the Planning Commission. The first working session was held on February 22, 2000 which was then followed by a second working session on April 17, 2000. The public was invited to both sessions to learn about the Specific Plan process and provide input into the potential future land use of the Specific Plan site. A public open house was held on October 18, 2000 at the Artesia Park Community Center to discuss the progress of and to receive additional input on the proposed Specific Plan.

2.5 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

In compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's environmental clearance procedures, a Mitigated Negative Declaration has been prepared for the Specific Plan and circulated for public review. The Mitigated Negative Declaration addresses the potential environmental impacts resulting from the implementation of the proposed

Specific Plan, and sets forth mitigation measures to policies contained within the Specific Plan. The incorporation of identified measures will mitigate all environmental impacts to either less than significant levels or no impact.

2.6 ECONOMIC ANALYSIS

In February 2000, the Artesia Specific Plan Opportunities Study and Land Use Concepts was completed and submitted to the Artesia City Council and to the Planning Commission. The analysis discussed the opportunities and constraints facing the City including a discussion of sales leakage, local development potential and land use alternatives for the Specific Plan site. The following is a summary of the Study's findings:

- Population is anticipated to increase by 600 residents in the City of Artesia and 12,500 residents in the market area by the year 2010.
- Median household income is projected to increase in the market area from an estimated \$55,800 in 1999 to \$59,900 in 2004, an increase of 7.2 percent.
- There is an outflow of potential revenues from Artesia to neighboring cities especially in the retail categories of apparel, general merchandise, food stores, auto dealers and auto supplies, and retail items generally found at the Los Cerritos Center, Cerritos Town Center and the Cerritos Auto Square.
- The City's retail sales per capita are high for eating and drinking establishments and home furnishing and appliances.
- The City's retail sales per store are low in all retail categories except home furnishing and appliances. Low retail sales volumes generally indicate that there are too many stores and/or the stores are undersized.
- Given the size of the proposed Specific Plan site, promotional retail establishments in the range of 20,000 to 40,000 square feet can be accommodated on this site.

CHAPTER 3.0

COMPONENT PLANS

3.1 INTRODUCTION

The results from the Artesia City Council and Planning Commission joint-working sessions and the public open house provided direction to the future development of this Specific Plan site. Based on City and public input, the Specific Plan encourages quality mixed-use (housing and commercial) development that will ultimately provide the best opportunity to maximize tax revenues and provide needed housing for the senior residents of the City.

3.2 LAND USE CONCEPT

The land use concept recommended by the joint City Council and Planning Commission is a mixed-use project consisting of residential and commercial retail development on the 8.6-acre Specific Plan site. The proposed land uses will be consistent with the City's General Plan which designates high-density residential, office and commercial land uses. The residential component of the Specific Plan includes low- and moderate-income senior citizen housing and commercial retail development for the properties fronting Pioneer Boulevard.

Figure 5 presents the land use concept of the Pioneer Specific Plan. This figure is illustrative in nature and does not necessarily represent the proposed building location or design of the Specific Plan development. The development intensity, as illustrated in the figure, represents the optional scale based on market factors and development standards identified in this Specific Plan.

A. Residential

The residential component includes a low- and moderate-income senior citizen housing complex with access from Alburdis Avenue. The residential units may range from 450 to 600 square feet depending on the number of bedrooms. A security pedestrian gate will allow senior residents access

to the proposed commercial retail center. The senior housing complex and the commercial retail center are to compliment each other and be integrated into the overall development of the Specific Plan site.

This land use concept meets the demand for low- and moderate-income housing and senior housing in the City. Although senior housing does not generate tax revenues, it is compatible with the adjacent residential properties to the north, south and west of this site and creates a positive image for the area and the City as a whole.

B. Commercial

The commercial component is moderately sized and consistent with the commercial market potential in the area. The maximum development permitted on the commercial portion of the site will be approximately 93,000 square feet of commercial retail space. Based on the economic study and existing parking requirements, the site could accommodate a 25,000 square foot promotional retail tenant, such as stores selling office supplies, books, sporting goods, home appliances or furniture and a 10,000-square foot family-style restaurant. Between the anchor businesses there is sufficient area for approximately 35,000 square feet of in-line retail or food service space. The optimum size of commercial development would be approximately 70,000 square feet of building space.



PROJECT SUMMARY

- GROSS SITE AREA: 8.61 Acres
 - PARCEL 1 2.01 Acres
 - PARCEL 2 6.60 Acres
- BUILDING SUMMARY
 - COMMERCIAL RETAIL: 70,000 S.F.
 - BUILDING 5, SENIOR HOUSING
- TOTAL PARKING PROVIDED: 377 SPACES
 - RETAIL: 302 SPACES
 - SENIOR HOUSING: 75 SPACES

Figure 5
Land Use Concept

C. Land Use Distribution

The overall building intensity of new construction within the Specific Plan site will not exceed the General Plan intensities. The maximum building area of new development allowed on this site by the Specific Plan is 158,000 square feet which will include 65,000 square feet of low- and moderate-income senior housing and 93,000 square feet of commercial development. Currently the site includes approximately 288,300 square feet of hospital and medical facilities. Therefore, implementation of the Specific Plan would result in the net change of approximately -130,300 square feet of building space. This represents a one-third reduction over the existing building space.

D. Land Use Phasing

The phasing of the Specific Plan site development will take many years, and a specific schedule is not established, as yet. The timing for development depends on future market forces and the closure of the existing medical facility.

E. Permitted Uses

The type of uses permitted within the residential and commercial portions of the Specific Plan site are identified in Table 2. When a particular use is not listed, the Planning Director shall be responsible for making the determination as to whether the use is similar to a listed use. Unless the proposed use is determined to be similar to a listed use, it shall be a prohibited use.

**Table 2
PERMITTED USES BY SPECIFIC PLAN LAND USE**

Specific Plan Land Use	Permitted Uses
Residential	<ul style="list-style-type: none"> ▪ High density low- and moderate income senior housing complex
Commercial	<ul style="list-style-type: none"> ▪ Copying service ▪ Restaurants ▪ Department stores ▪ Office and school supply store ▪ Hardware store ▪ Limited price variety store ▪ Photo equipment store ▪ Appliance store ▪ Shoe store ▪ Music and record store ▪ Jewelry store ▪ Stationery and book store ▪ Household and home furnishing store ▪ Florist shops ▪ Gift, art and novelty store ▪ Locksmith ▪ Retail mail order houses ▪ Electronic equipment and computer sales ▪ Markets, grocery and supermarket ▪ Drugstore ▪ Other similar uses the Planning Director finds substantially similar to the above

3.3 CIRCULATION

A. Local Circulation

Streets adjacent to the Specific Plan site include Pioneer Boulevard on the eastern boundaries and Albutis Avenue along the western boundaries. Other key streets in the immediate vicinity that provide access to the site include Artesia Boulevard, 176th Street, 178th Street, 180th Street, 183rd Street and Ashworth Street. The location of these streets and the street sections are shown in Figure 1 and Figure 2.

Adjacent Streets:

- Pioneer Boulevard. North-south primary arterial highway with a capacity of 25,000 average daily traffic (ADT).
- Albutis Avenue. North-south local street.

Immediate Vicinity:

- Artesia Boulevard. East-west primary highway with a capacity of 30,000 ADT.
- 183rd Street. East-west secondary arterial highway with a capacity of 20,000 ADT.
- 176th, 178th, 180th and Ashworth Streets. East-west local streets.

Major signalized intersections within the area of influence by the level of development in the Specific Plan are identified as follows:

- Pioneer Boulevard and Artesia Boulevard
- Pioneer Boulevard and 178th Street
- Pioneer Boulevard and 183rd Street
- Pioneer Boulevard and 186th Street
- Pioneer Boulevard and 187th Street
- Pioneer Boulevard and South Street
- Artesia Boulevard and Norwalk Boulevard
- Norwalk Boulevard and 183rd Street
- Norwalk Boulevard and South Street
- Albutis Avenue and 183rd Street

B. Traffic Impacts

According to a traffic impact study prepared for the Specific Plan by Traffic Safety Engineers in November 2000, the existing medical facility generates 93 AM peak hour (inbound and outbound) trips and 223 PM peak hour trips. Development of the proposed commercial retail center to maximum intensities permitted under the Specific Plan will generate 153 AM peak hour trips and 600 PM peak hour trips. The net project trips from development of the commercial retail center are 60 AM peak hour trips and 377 PM peak hour trips. All inbound and outbound trips access the site on Pioneer Boulevard.

The senior housing complex will generate 5 AM peak hour trips and 14 PM peak hour trips. All inbound and outbound trips to and from the senior housing complex will be on Albutis Avenue.

The traffic study analyzed the ability of the ten intersections to accommodate the project-generated traffic. The analysis of intersection capacity is based on the level of service (LOS), which is a relative measure of driver satisfaction that ranges from LOS A (free flow) to LOS F (traffic jam). In the City an LOS D is generally considered to be acceptable for urban peak traffic hour conditions. Traffic flow conditions at LOS E and F are considered unacceptable. The traffic study indicates that of the ten intersections analyzed, only the Artesia Boulevard/Pioneer Boulevard intersection was currently experiencing LOS F conditions. The remaining nine intersections were currently experiencing LOS B, C or D conditions. The future year 2005 traffic including other related projects plus the Pioneer Specific Plan traffic would result in three intersections with LOS F conditions - these include Artesia Boulevard/Pioneer Boulevard, Pioneer Boulevard/ 178th Street and Artesia Boulevard/183rd Street intersections.

The incorporation of the mitigation measures identified below would reduce the traffic impacts on the three intersections to acceptable levels. The level of service at the Artesia Boulevard/Pioneer Boulevard intersection would be reduced from LOS F to LOS D; the Pioneer Boulevard/178th Street intersection would be reduced from LOS F to LOS C; and the Artesia Boulevard/Norwalk Boulevard intersection would be reduced from LOS F to LOS D.

Recommended Improvements:

1. Provide an additional left-turn pocket for east and westbound traffic on Artesia Boulevard at the Artesia Boulevard/Pioneer Boulevard intersection.
2. Provide a right-turn pocket for both north and southbound traffic on Pioneer Boulevard at the Artesia Boulevard/Pioneer Boulevard intersection.
3. Synchronize existing traffic signals at Pioneer Boulevard/183rd Street, Pioneer Boulevard/178th Street and Pioneer Boulevard/Artesia Boulevard.
4. Upgrade of the existing traffic signals with left-turn signal phasing at the intersection of Pioneer Boulevard and 178th Street/Project Main Driveway. This will mitigate the intersection's level of service from F to an acceptable C level.
5. Upgrade of the existing traffic signals with left-turn signal phasing at the intersection of Artesia Boulevard and Norwalk Boulevard. This will mitigate the intersection's level of service from an F level to an acceptable D level.
6. Construct a landscape median to restrict project traffic for the three non-signalized project driveways on Pioneer Boulevard to right-turn movement only. This will minimize interruption of Pioneer Boulevard traffic flow and potential traffic accidents; it is recommended that a landscaped median be constructed.

The recommended street and intersection improvements will be implemented following the City Council approval of a precise development plan.

C. Pedestrian Circulation

The retail establishments along Pioneer Boulevard generate high volumes of pedestrian activity. To capture the energy from the pedestrian activity, the City encourages a pedestrian-friendly Specific Plan that includes amenities such as sidewalk lighting, signage, landscaping, streetscape furniture (rest areas, benches, trash facilities), and

wider sidewalks that, at a minimum meet the basic standards of the Americans with Disabilities Act (ADA) – current sidewalks are approximately five feet in width. New sidewalks and pathways should provide plenty of comfortable space for walking, outdoor dining and other social activities, and reduce short distance vehicle trips from one store to another.

D. Transit Facilities

Upgrade facilities at the existing transit stop on Pioneer Boulevard to include bus shelters, location signage and complete route and schedule information. Transit facility improvements shall be coordinated through the appropriate transportation agency.

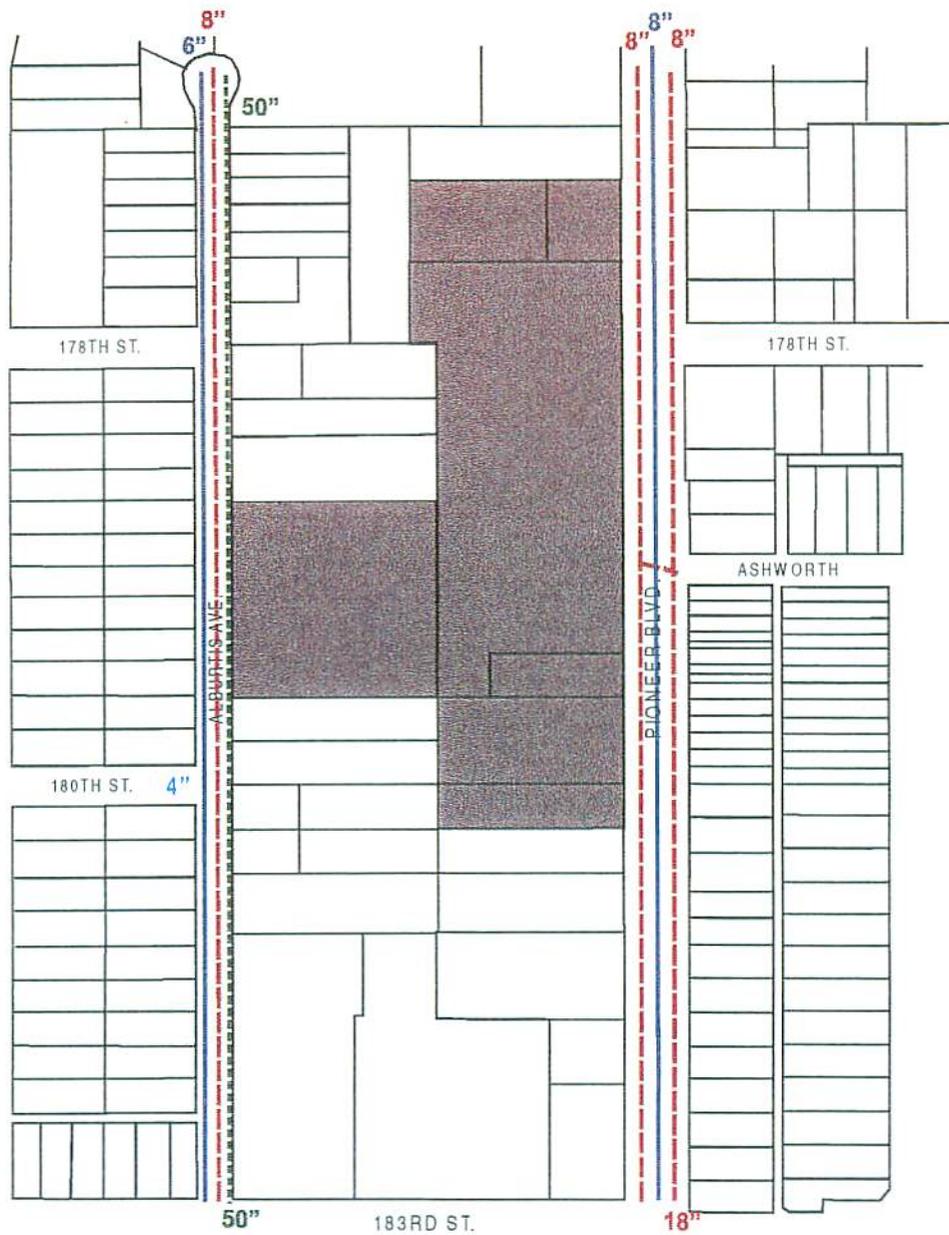
3.4 UTILITIES

A. Water

Southern California Water Company provides water to the site. Figure 6 shows the location and size of the water distribution system that serves the Specific Plan site. An 8-inch water main is located in Pioneer Boulevard and a water line is also located in Alburto Street which varies from 4 to 6 inches in size.

According to City Public Works Engineer, the existing supply and distribution of water can accommodate the level of water demand from the senior housing complex and the commercial retail center. However, new waterlines will need to be looped wherever fire hydrants are connected. In addition, new development on the Specific Plan site shall implement water conservation measures such as:

- Setting automatic sprinkler systems to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation; and
- Lower-volume water faucets, water saving showerheads, and low-flush toilets shall be installed at the senior housing complex and at the commercial retail center restrooms.



-  Specific Plan Site
-  Sewer Line
-  Water Line
-  Drainage



Pioneer Specific Plan

Figure 6
EXISTING UTILITY LINES

B. Sewer

Figure 6 also show the present size and location of the sewer facilities adjacent to the Specific Plan site. Wastewater generated from the site would be conveyed through lines located under Pioneer Boulevard and under Alburdis Avenue and treated at the Los Angeles County Sanitation Districts' Long Beach Water Reclamation Plant and/or the Joint Water Pollution Control Plant in the City of Carson. Wastewater from the commercial retail center would flow to the 8-inch sewer line under Pioneer Boulevard that also connects to an 18-inch line at Ashworth Street. The 8-inch sewer line under Alburdis Avenue would convey all wastewater from the senior housing complex.

The City has indicated that the existing sewer lines could accommodate the level of wastewater generated by the Specific Plan.

C. Solid Waste

Solid waste disposal is provided by the Consolidated Disposal Company, which disposes refuse at Chiquita Canyon Landfill in Santa Clarita Valley. Based on project-generated solid waste calculations presented in the environmental document, future buildout of the Specific Plan generate less solid waste than is currently generated from the existing medical facility. Therefore, the project will not have significant solid waste disposal impacts. The following measures are included to further reduce the potential solid waste impacts:

- All new development shall be required to implement existing and future waste reduction programs in conformance with the City's Source Recovery and Recycling programs.
- Where feasible, refuse compacting equipment shall be installed within the commercial retail center and the senior housing complex to substantially reduce the number of refuse hauling trips and allow for more effective and sanitary disposal. Prior to the submittal of any building permit application within the Project Area, the City shall determine the feasibility of such installation.

D. Drainage

The Specific Plan site is currently developed and the amount of impermeable land and changes in

absorption rates will not increase the amount of stormwater runoff from the site. According to the City Public Works Engineer, the existing 50-inch stormwater drainage line under Alburdis Avenue immediately to the west of the Specific Plan site is adequate to accommodate the current and future stormwater runoff from the site. However, the following additional mitigation measures shall be required:

- Provision for on-site subterranean retention basin type devices.
- Water quality filters and devices to filter trash, debris, oils and pollutants shall be provided prior to connection to the public storm drains.
- All requirements of the National Pollution Elimination System Permit shall be implemented during and post construction. All state of the art Best Management Practices shall also be implemented.

3.5 LANDSCAPING

The landscaping component is intended to create a consistent landscaping treatment throughout the Specific Plan site. The landscaping component shall achieve four specific goals: 1) to unify and establish a theme; 2) to soften the urban nature of commercial development; 3) to buffer the visual and environmental effects between residential and commercial uses; and 4) to unify the area as a quality and pleasant environment for people.

The landscape component of the Specific Plan shall be integrated with the land uses and the buildings proposed on the site. The landscaping shall complement all physical structures and provide functional features as well as aesthetic qualities.

Although street trees would improve the aesthetic quality of Pioneer Boulevard, trees also create walls, which from a business sense would screen the businesses within the commercial center. Commercial businesses require visibility, and therefore, the Pioneer Boulevard frontage shall have ground-level landscaping that is visually pleasing but does not obstructed commercial visibility from the street. Trees, however, would create the desired affect on Alburdis Street and the along the walls separating the residential and commercial uses.

General guidelines for the Specific Plan landscape are:

- Landscaping shall be provided to relieve the appearance of solid unbroken building elevations, while allowing visual access to signage.
- Landscaping within the site shall be compatible with and reflect the character of the Specific Plan development.
- Landscaping within parking areas shall be used to improve the appearance of parking areas designed to enhance the overall image of the site.
- Landscaping shall soften the buildings and screen associated loading and buffer the adjacent properties from visual and noise impacts associated with the commercial development.

CHAPTER 4.0

COMMERCIAL DEVELOPMENT STANDARDS AND GUIDELINES

4.1 GENERAL PROVISIONS

The purpose of the Specific Plan is to promote commercial development that captures the full economic development potential of the Pioneer Boulevard corridor while remaining sensitive to the design and environmental requirements of the surrounding community. This Specific Plan addresses the commercial component by presenting development standards and guidelines tailored to the physical and economic characteristics of the community.

This Specific Plan is a policy document and all development within the Specific Plan site shall be in accordance with the development standards and guidelines contained herein. The policies of this Specific Plan are applied in addition to the provisions of the Artesia Zoning Ordinance. If there is a difference or conflict between the Specific Plan and the Zoning Ordinance, the provision of this Specific Plan shall prevail. Any development topic not specifically covered in this Specific Plan shall defer to the regulations of the Zoning Ordinance.

4.2 SITE PLANNING

A goal of the Specific Plan is to promote development that is arranged in an interesting mixture of buildings, parking and landscaping which will not create the conventional strip commercial appearance that is static and lacks visual interest.

A. Maximum Building Coverage

- Maximum building coverage calculations will include all main and accessory structures.
- Maximum building coverage shall be 33 percent of the site area to allow for adequate landscaping, walkways and parking.

B. Maximum Building Height

- Maximum building height shall be limited to one-story and shall not exceed 45 feet – measured from finished grade to the highest point of the roof.

C. Building Placement

Pedestrian activity shall be encouraged in the placement of buildings, pedestrian routes and amenities. Entrances, walkways, plaza, arcades, wall extensions and shade structures shall be encouraged to provide pedestrian connections between business establishments and between adjacent buildings in order to promote pedestrian activity.

- Commercial development shall emphasize building orientation that provides easy pedestrian access, and places buildings according to a human scale. The commercial buildings shall encourage activities such as strolling, informal gathering, socializing, resting, people-watching, outdoor dining and other similar activities.

- Buildings shall be oriented towards a pedestrian circulation route through the placement of building entries, display windows and architectural details.
- Buildings shall be grouped along a pedestrian walkway that enhances the views of the commercial buildings from Pioneer Boulevard.
- The central focus of the commercial site shall be a plaza area which provides for a central meeting area. This plaza shall include features such as a water formation, benches and landscaping.
- Storefronts shall be articulated to prevent straight and flat appearance typical of strip commercial development.

D. Land Use Buffering

Structures, open space and parking should be located and designed to complement existing adjoining properties, in particular the residential properties located to the west of the commercial center.

4.3 PARKING

A. Parking Space Requirements

Parking space requirements shall conform to the City Zoning Ordinance which requires the following number of parking spaces:

- Commercial Retail -- One parking space for each two hundred fifty (250) square feet of building floor area.
- Restaurants, Cafes and Other Places Displacing Food or Refreshments -- One parking space for each one hundred (100) square feet of gross floor area.

B. General Parking Provisions

Parking lots shall be designed for convenient parking and safe circulation.

- Commercial center entries shall be accessed from four (4) locations along Pioneer Boulevard. Two main entries and exits shall be located at the intersections at Pioneer Boulevard and Ashworth Street and at Pioneer

Boulevard and 178th Street and two non-signalized entries/exits located to the north and south of the main entries/exits.

- Entries shall use accents (e.g., textured paving, decorative walls, water features, landscape accents) to generate visual interest and to highlight the location of the major entries from Pioneer Boulevard.
 - The two major entry driveways shall include a landscape median to separate entering and exiting traffic.
 - Pedestrian drop-off points shall be provided in front of the central plaza.
 - Parking lots shall be designed with designated pedestrian walkways leading to the commercial buildings.
 - Parking lots shall include landscaping that accents the importance of the driveway from the street and separates the parking lots from Pioneer Boulevard. The landscaped strip shall be at least six feet wide and extend the length of the commercial site paralleling Pioneer Boulevard.
 - Parking lots shall include landscaped islands having a minimum width of three feet and a ratio of one island for every 10 parking spaces. Landscaped islands shall also be located at the end of each parking row.
 - No customer parking shall be located in the rear of the building. The area behind the buildings shall be used only as a service road and loading area.
- #### C. Parking Improvements
- Drainage improvements -- Parking lots shall be provided with drainage facilities to eliminate surface water runoff.
 - Lighting -- Lighting shall be provided with adequate illumination for security and safety within the parking lot, pedestrian walkways and along the service road.

D. Loading Areas

- Loading doors shall only be permitted at the rear of the building away from the public view.
- Service road and loading areas shall be designed to provide for backing and maneuvering of trucks to the loading doors.
- All loading areas shall be screened from view from the residents located behind the commercial center with decorative screen walls and landscaping.

4.4 SIGN STANDARDS

The sign standards described below are developed to ensure a high-quality visual environment, site identity and cohesiveness. The following provisions shall apply to all permanent signs in the commercial site:

A. Wall Signs

- Number – Maximum of one (1) per business.
- Maximum Area – One square foot for each one (1) lineal feet of building frontage.
- Maximum Height – Not to project above the eave line of the roof and in no case higher than 35 feet above the finished grade.

B. Monument Sign

- Number – One at the main entry on Pioneer and Ashworth Street identifying the commercial center.
- Maximum Area – Not to exceed twenty-four (24) square feet.
- Maximum Height – Up to four (4) feet from the finished grade.

C. Design Guidelines for Signs

- Each sign is to be designed to relate to the architectural style of the buildings on the site.
- Signs painted on a building surface or windows are prohibited.

- Sign dimension shall be proportional to and visually balanced with the size of the building.
- Signs shall be non-moving stationary structures and illumination shall be maintained by artificial light which is stationary and constant in intensity and color at all times.
- Signs shall include minimal information. The use of subordinate information such as telephone numbers, list of products or pictures are not permitted. The name of the use or business shall be the dominant message on the sign.
- Signs representing logo and symbols shall be encouraged.
- Colors shall contribute to the legibility and design integrity of the sign.
- Pedestrian-oriented buildings shall include hanging signs within the arcade, projected from the building, or be placed on windows or door.

D. Special Event Signs

Wall signs, banners, pennants, flags and any other advertising devices, except floodlights, may be placed on an occupant's establishment for the purpose of announcing the opening of a new business, subject to the following requirements:

- Total area of the temporary sign or advertising device shall not exceed the area of the permanent signs for the use permitted by these sign criteria.
- No such advertising device shall pose a hazard to the safety of customer or vehicle movement. The sign shall not block the visibility of permanent signs on adjacent businesses.
- Temporary signs may remain at the business establishment for no more than thirty (30) days after the date of installation of the sign.

4.5 ARCHITECTURE

The Specific Plan does not set forth a specific design theme, but rather seeks well-thought-out design solutions that are compatible with the surrounding community and integrated with the residential component of the Specific Plan.

The following architectural standards shall apply to the commercial site:

A. Façade

- Design statements shall be simple and materials and details consistent through the use of common colors, signs, lighting treatment and landscaping.
- Entrances shall be expressive of the building use as well as emphasizing the design theme.

B. Roofs and Entrances

- Deep roof overhangs and arcades are encouraged to provide cover for entrances and provide outdoor corridors.
- Rooflines of a building shall be designed in conjunction with its mass and façade so that the building and its roof form a consistent composition.
- Roofing material shall be appropriate to the style and colors of the building. Vertical design details can be used to provide visual diversity and minimize the effects of lineal-strip commercial development.
- Mechanical equipment shall be screened from view.
- Entrances shall include a protected doorway that is an integral part of the articulated building fronts.
- Awnings shall be encouraged to identify entrances and to add visual interest at windows.

C. Landscaping

- The location of plant material shall respond to the architectural design of the building to keynote entries, contrast with or reinforce building lines and volumes, and soften hard structural lines.
- Landscaping shall be used to define Specific Plan site edges, pedestrian activity areas such as the plaza and pedestrian walkways.
- Landscaping shall be used to screen trash enclosures, utilities and mechanical equipment and as a buffer between the commercial site and its residential neighbors.
- The massing of trees should be incorporated for visual sequencing and view enframing.
- Landscaping shall be integrated in the building form as an architectural element.

D. Pedestrian Amenities

- A plaza shall be included in the development plan and located near the pedestrian gateway to the senior citizen housing complex.
- Plaza shall contain both functional and aesthetic elements such as water features, benches and landscaping.

CHAPTER 5.0

SENIOR CITIZEN HOUSING DEVELOPMENT STANDARDS AND GUIDELINES

5.1 INTRODUCTION

The Pioneer Specific Plan residential component is designed to promote a quality low- and moderate-income senior citizen housing development which will be integrated with the commercial component immediately to the east of this site. The senior housing development will provide needed housing for the age 62 and over residents of this community and move towards fulfilling the City's Regional Housing Needs Assessment (RHNA) allocation for low- and moderate-income housing by the year 2005.

5.2 SITE PLANNING

The residential designation is intended to allow for high-density residential development.

A. Maximum Building Coverage

- Maximum building coverage calculations will include all main and accessory structures.
- Maximum coverage shall be 50 percent of the residential portion of the Specific Plan site to allow for adequate landscaping, walkways, open areas and parking.

B. Maximum Building Height

- Maximum building height shall be limited to two (2) stories and shall not exceed 45 feet – measured from finished grade to the highest point of the roof.

C. Minimum Building Setbacks

- Front: 25 feet
- Side: 10 feet
- Back facing the commercial center: 10 feet

D. Minimum Open Space

- Patios and balconies shall be included at a minimum size of 60 square feet per dwelling unit.
- Common open space (e.g. courtyard) shall be included at a minimum size of 125 square feet per dwelling unit with a minimum dimension of 15 feet.

E. Building Placement

Security is of a key concern and shall be a factor in the placement of structures within the site. In addition, the linkage between the senior housing complex with the commercial center is critical in the site planning of the Specific Plan. Other factors that need consideration include the location of the parking lot, courtyard and landscaping.

- Units shall be oriented towards a courtyard located in the center of the senior complex.
- Senior housing complex to be linked by pedestrian access way to the commercial center. The main entrance of the senior housing complex shall face the access way to the commercial center.

F. Land Use Buffering

Landscaping shall be required to screen adjacent commercial structures.

5.3 BUILDING STANDARDS

A. Minimum Floor Area Per Dwelling Unit

- 1-Bedroom: 450 sq. ft.
- 2-Bedroom: 600 sq. ft.

B. Minimum Building Facilities and Features

- Laundry facilities, washers and dryers – 1 per 10 units designated for every floor.
- Elevator(s) for 2-story building -- number dependent on design.
- Lounge, lobby and group recreation facilities, including kitchen and bathrooms -- 20 sq. ft. per unit.
- Private storage space per dwelling unit in interior or exterior of units in addition to clothes closets -- 150 cu. ft.
- Grab bars installed per standards of California Administrative Code Title 24 – in all bathrooms.
- Handrails in all public hallways are required.

5.4 PARKING

A. Parking Space Requirements

Minimum uncovered parking:

- 1 bedroom dwelling units: 0.65 space/unit
- 2 bedroom dwelling units: 0.90 space/unit
- Visitor parking shall be 10 percent of spaces determined by bedroom count.

B. General Parking and Access Provisions

Parking lots shall be designed for convenient parking and safe circulation.

- Access to the senior housing complex shall be from Alburdis Avenue with the location of the entry to be determined by the Planning Director.
- Resident and visitor drop-off point shall be provided in front of the main entrance to the complex located at the rear of the site.
- Parking lots shall include landscaping along its perimeter. Landscaped islands shall be located at the end of each parking row.

C. Parking Improvements

- Decorative concrete at driveway to parking lot and at the drop-off point in front of the main entrance to the complex.
- Drainage improvements – Parking lot shall be provided with drainage facilities to eliminate surface water runoff over pedestrian facilities.
- Lighting – Lighting shall be provided with adequate illumination for security and safety within the parking lot.

5.5 SIGN STANDARDS

- Number – One sign adjacent to the main entry on Alburdis Avenue identifying the senior housing complex.
- Maximum Area – Not to exceed fifteen (15) square feet.
- Maximum Height – Up to four (4) feet from the finished grade.
- Sign is to be designed to relate to the architectural style of the buildings on the site.

5.6 ARCHITECTURE

The Specific Plan does not set forth a specific design theme, but rather seeks well-thought-out design solutions that are compatible with the surrounding community and integrated with the commercial component of the Specific Plan.

The following architectural standards shall apply to the residential site:

A. Exterior

- Design statements shall be simple and materials and details consistent with the overall theme of the complex.
- Building material shall be of high-quality and low maintenance.

B. Landscaping

- Landscaping shall represent at a minimum 15 percent of the gross area within the residential site.
- Landscaping shall be used to define Specific Plan site edges, walkways and open areas such as the courtyard.
- Landscaping shall be used to screen trash enclosures, utilities and mechanical equipment and as a buffer between the commercial site and its residential neighbors.
- Landscaping shall be integrated in the building form as architectural element planting.
- Foot-candles shall line the walking paths for safety.

5.7 SECURITY AND SAFETY STANDARDS

A. Security System

- 24-hour medical, security, and smoke detector alarm system linked to a central location.

- On-site motion-activated lights.
- Security gate with cameras at vehicle entrances to the parking lot from Alburdis Avenue.
- Security gate with cameras at pedestrian access gates on Alburdis Avenue and to the commercial retail center.

B. Fire Requirements

Meet County Fire Department standards, including, but not limited to:

- Automatic fire sprinkler system throughout buildings.
- Fire hydrants with adequate fire flow.
- 20-foot wide hard access surface capable of supporting a fire truck and roadway access to within 150 feet of any portion of buildings.
- Waste storage methods.
- Fire alarm system and fire drill/emergency evacuation system.
- Emergency lighting system.
- Emergency exit plan.
- Use of fire-retardant material and fire-retardant roofing.
- Twenty-five (25) foot roadways posted as no parking fire lanes.

CHAPTER 6.0

IMPLEMENTATION AND ADMINISTRATION

6.1 PURPOSE

This chapter sets forth guidelines for implementing the Specific Plan, determining consistency with the Artesia General Plan and amendments to the Specific Plan.

6.2 GENERAL PLAN CONSISTENCY

California State Law requires a specific plan to be consistent with the General Plan. Currently, the City's General Plan designates three land uses within the proposed Specific Plan site: 1) High Density Residential; 2) Service and Professional; and 3) Commercial General. The senior housing component of the project is located on High Density Residential and the commercial retail center component is located on Service and Professional and Commercial General. The Service and Professional land use represents approximately 45 percent of the site and is an exclusive land use category for professional offices and local commercial services. Since the project permits only senior housing and commercial retail uses, a portion of the site conflicts with the land use designated for Service and Professional. As a result, the City of Artesia is proposing a General Plan Amendment to amend the designated land use within the Specific Plan site from Service and Professional to Commercial General in the Land Use Element text and map. The proposed General Plan Amendment must be adopted by the City of Artesia prior to the adoption of the Specific Plan, which would make the Specific Plan consistent with the General Plan.

The Specific Plan is consistent with the General Plan Elements and policies identified below.

A. Land Use Element

The Artesia General Plan Land Use Element contains the following policies that are important to the Specific Plan:

- Policy 1.1: Arrange land uses so that they preserve community identity and are orderly, functionally efficient, healthful, convenient to the public and aesthetically pleasing.
- Policy 1.2: Discourage strip commercial development in nonresidential-zoned districts.
- Policy 1.5: Locate major commercial centers in areas that are easily accessible to major transportation facilities.

B. Circulation Element

- Policy 3.3: Support and promote local land use decisions that serve to improve the local economy with little or no adverse impact on the levels of service of local and regional streets.

C. Noise Element

- Policy 1.2: Control noise through the use of insulation, berms, building design/orientation, buffer yards, staggered operating hours, and other techniques.
- Policy 2.1: Encourage the development of compatible land uses in areas which are subject to noise impacts.

6.3 RELATIONSHIP TO THE CITY ZONING ORDINANCE

This Specific Plan augments the development regulation and standards of the Artesia Zoning Ordinance. When an issue, condition or situation occurs that is not covered or provided for in this Specific Plan, the regulation(s) of the Zoning Ordinance that is most applicable to the issue, condition or situation shall apply.

6.4 INTERPRETATION

The Planning Director shall have the responsibility to interpret the provisions of the Specific Plan. All such interpretations shall be reduced to written form and permanently maintained. Any person aggrieved by such an interpretation may request that such interpretation be reviewed by the City of Artesia Planning Commission.

6.5 COMPLIANCE WITH GOVERNMENT CODE

All development and construction within the Specific Plan site shall comply with the applicable codes of all governmental agencies having jurisdictions on such matters including, but not limited to, building, mechanical, fire and electrical codes, codes pertaining to drainage, waste water, public utilities and grading.

6.6 SPECIFIC PLAN IMPLEMENTATION

The Specific Plan establishes policies and guidelines with regard to future land use and development decisions within the boundaries of the Specific Plan site. It is the policy of the City to continually work toward the effective implementation of the Specific Plan. Therefore, decisions with regard to discretionary permit applications and public improvements shall be guided, to the greatest extent feasible, by this Specific Plan, including its land use concept, site plan, circulation, parking and landscaping guidelines.

6.7 AMENDMENTS TO THE SPECIFIC PLAN

Specific Plan amendments require the review and approval of the City of Artesia Planning Commission and City Council. Amendments are governed by Section 65500 of the California Government Code, which specific notification, public hearing and similar requirements. In addition, all Specific Plan amendments shall adhere to all submittal and review requirements established by the City of Artesia.

6.8 POTENTIAL FINANCING MECHANISM

The Artesia Redevelopment Agency is currently in the process of adopting a Redevelopment Plan for a project area within the City of Artesia that would include the Specific Plan site. The establishment of a project area is viewed as an important tool which will enable the City to achieve the objectives of the Pioneer Specific Plan. It is urged that the process of this Specific Plan adoption and redevelopment plan adoption proceed in tandem to address present constraints on development and to maximize the potential public/private benefits.

As identified in the Mitigated Negative Declaration accompanying this Specific Plan, intersection and street improvements are required to mitigate potential traffic impacts to less than significant levels. These mitigation measures include: installing turning pockets at the Artesia Boulevard/Pioneer Boulevard intersection; synchronizing traffic signals at the Pioneer Boulevard/183rd Street, Pioneer Boulevard/178th Street and Pioneer Boulevard/Artesia Boulevard intersections; upgrading traffic signals at the Pioneer Boulevard and 178th Street/Specific Plan intersection and at the Artesia Boulevard/Norwalk Boulevard intersection; and constructing a landscaped median at the three non-signalized project driveways.

Funding of such infrastructure improvements by the City may be a single funding source or a combination of sources. The funding mechanism will be determined by the City of Artesia and could include such funding tools as the following:

- General Fund. The City's General Funds can be used for all public improvements within the City and is the most accessible and flexible funding source available to the City. However, General Funds are a limited source of revenue with considerable existing demands to fund ongoing public services, and thus, should be looked at as a secondary source to fund most projects.
- Development Impact Fees. The developer of the Specific Plan site may be required to pay the cost of improvements to mitigate project impacts. Known as development impact fees, this is a mechanism commonly utilized for funding various roadway improvements. Impact fees collected through this mechanism are frequently based on the proportion of impact relative to the improvement necessary, providing a clear nexus between the development and a particular improvement.
- Tax Increment. Under California Redevelopment Law, a Redevelopment Agency, with an adopted redevelopment plan, uses the increase in property tax revenues

within the redevelopment project area for improvements that will benefit the project area. These tax revenues are called "tax increment". Agencies often issue bonds as a method of leveraging tax increment revenues. Bond financing enables agencies to finance redevelopment projects and programs and to stimulate development in the project area earlier than would otherwise be permitted. Agency bonds are repaid solely from tax increment revenue. Tax increment revenue may be used to finance projects only in the same project area that generated the tax increment, except for qualifying residential projects which benefit low- and moderate-income households.

- Transportation Funds. The Intermodal Surface Transportation Efficiency Act (ISTEA) is a major federal transportation legislation that includes programs for a wide range of surface transportation and alternative transportation improvements. These funds are distributed through the Los Angeles County Metropolitan Transportation Authority.