

*Vanessa's Copy!*



# **SOUTH SPECIFIC PLAN**

## **CITY OF ARTESIA**

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# TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
	1.1 PURPOSE .....	1
	1.2 SPECIFIC PLAN SITE .....	1
	1.3 GOALS.....	5
	1.4 SPECIFIC PLAN CONTENTS .....	5
<b>2.0</b>	<b>PLANNING CONTEXT .....</b>	<b>6</b>
	2.1 INTRODUCTION .....	6
	2.2 AUTHORITY .....	6
	2.3 ARTESIA GENERAL PLAN LAND USES.....	6
	2.4 PUBLIC PARTICIPATION PROCESS.....	8
	2.5 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE.....	8
	2.6 ECONOMIC ANALYSIS.....	8
<b>3.0</b>	<b>COMPONENT PLANS .....</b>	<b>9</b>
	3.1 INTRODUCTION .....	9
	3.2 LAND USE CONCEPT .....	9
	3.3 CIRCULATION .....	9
	3.4 UTILITIES .....	12
	3.5 LANDSCAPING .....	15
<b>4.0</b>	<b>COMMERCIAL DEVELOPMENT STANDARDS AND GUIDELINES .....</b>	<b>16</b>
	4.1 GENERAL PROVISIONS .....	16
	4.2 SITE PLANNING .....	16
	4.3 PARKING.....	17
	4.4 SIGN STANDARDS.....	18
	4.5 ARCHITECTURE.....	19
<b>5.0</b>	<b>IMPLEMENTATION AND ADMINISTRATION .....</b>	<b>20</b>
	5.1 PURPOSE .....	20
	5.2 GENERAL PLAN CONSISTENCY .....	20

5.3 RELATIONSHIP TO THE CITY ZONING ORDINANCE ..... 20  
5.4 INTERPRETATION ..... 20  
5.5 COMPLIANCE WITH GOVERNMENT CODE ..... 20  
5.6 SPECIFIC PLAN IMPLEMENTATION..... 21  
5.7 AMENDMENTS TO THE SPECIFIC PLAN ..... 21  
5.8 POTENTIAL FINANCING MECHANISM ..... 21

## TABLES

Table 1 – Project Site Parcels.....	1
Table 2 – Permitted Uses by the South Specific Plan .....	11

## FIGURES

Figure 1 – South Specific Plan Site .....	2
Figure 2 – South Specific Plan Parcels and Boundaries .....	3
Figure 3 – Aerial View of South Specific Plan Site .....	4
Figure 4 – General Land Use Map.....	7
Figure 5 – Land Use Concept.....	10
Figure 6 – Utilities .....	14

# 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 South 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 Specific Plan site encompasses 6.1 acres in the

City of Artesia and is located along South Street with a portion of the site fronting Pioneer Boulevard on the east. It is located approximately one mile south of the Artesia (SR-91) Freeway and one-half 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 two adjoining parcels owned by Concord Investment Company.

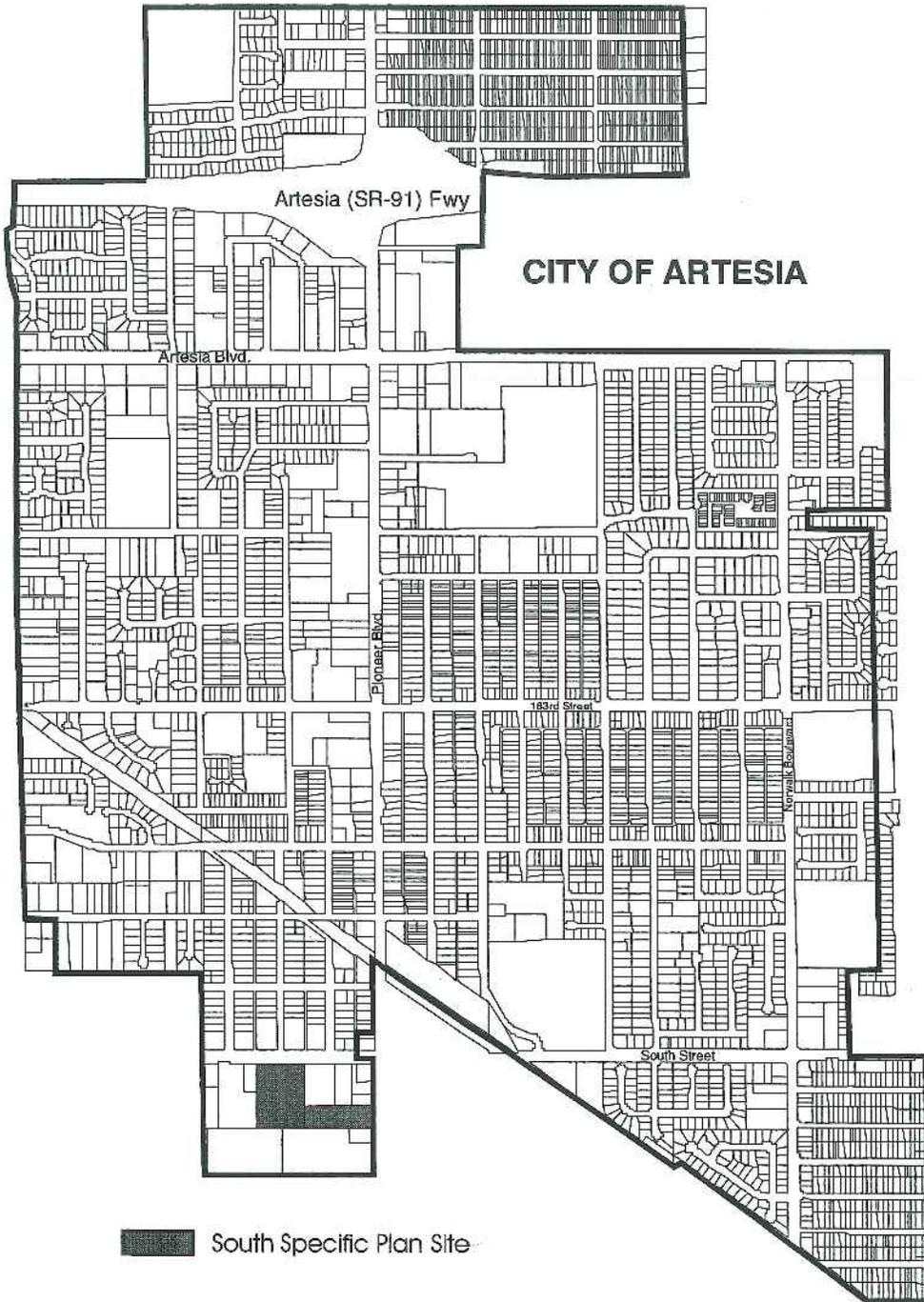
### C. Existing Setting

**Existing Use.** The 6.1-acre vacant South Site is in the shape of an "L" and fronts South Street on the north and Pioneer Boulevard on the east. The South Street side of the property is 357 feet in length and the side fronting Pioneer Boulevard is approximately 170 feet in length. As shown in Figure 2, a 16-foot wide drainage easement traverses the Specific Plan site from north to south. Table 1 present the parcel information for the South Specific Plan site. An aerial view of the site is presented in Figure 3.

**Table 1  
PROJECT SITE PARCELS**

Parcel APN	Address	Lot Size (Acres)	Existing Building Size (SF)	Zoning	GP Land Use
7039-024-024	11700 South	4.1	0	CPD	Commercial General
7039-024-025	NA	2.0	0	CPD	Commercial General
<b>Total</b>		<b>6.1</b>	<b>0</b>		

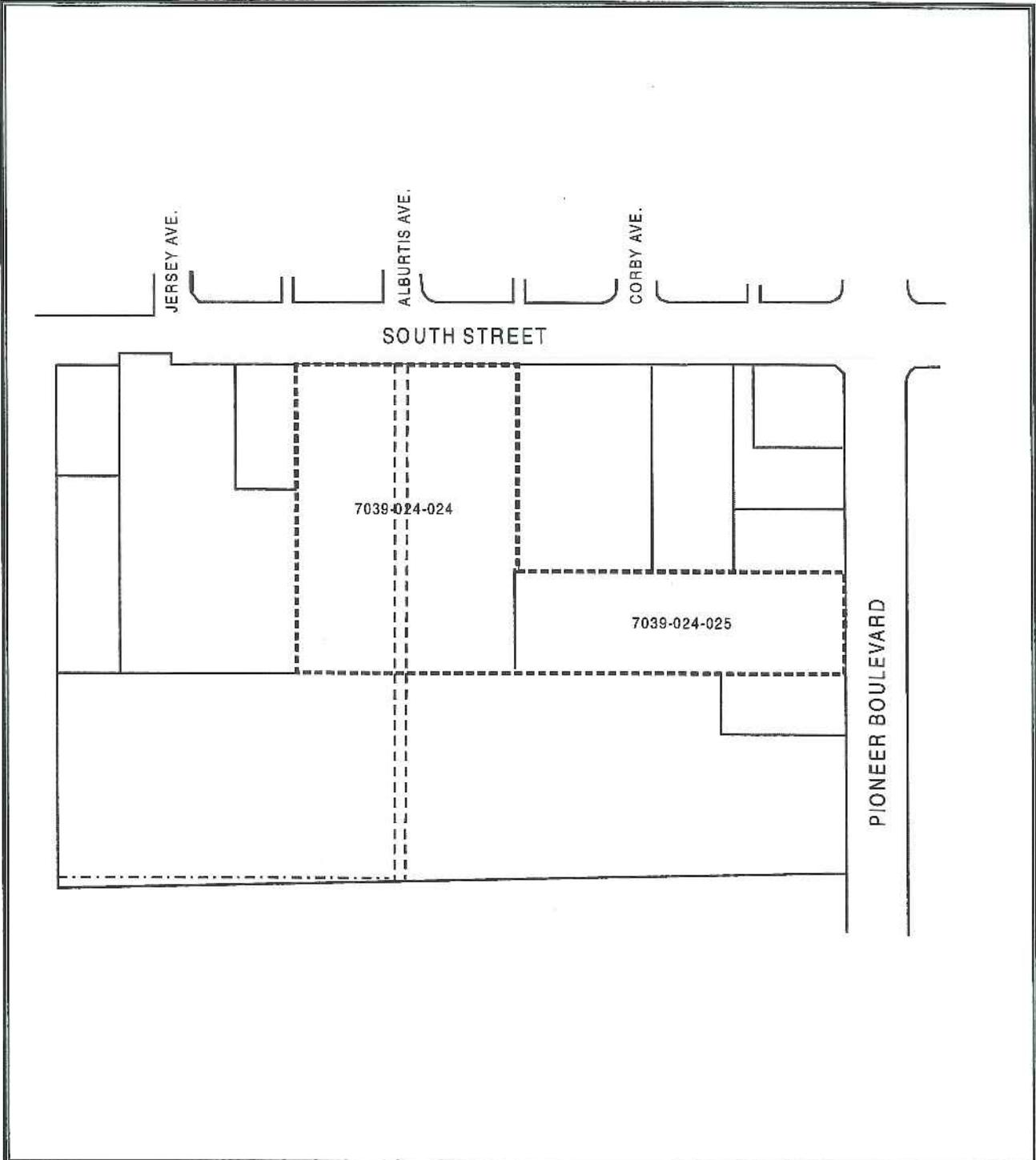
Source: Los Angeles County Assessors and GRC Associates



*South Specific Plan*

**Figure 1**

**SOUTH SPECIFIC PLAN SITE**



South Specific Plan

Figure 2  
**SOUTH SPECIFIC PLAN  
 PARCELS AND BOUNDARIES**

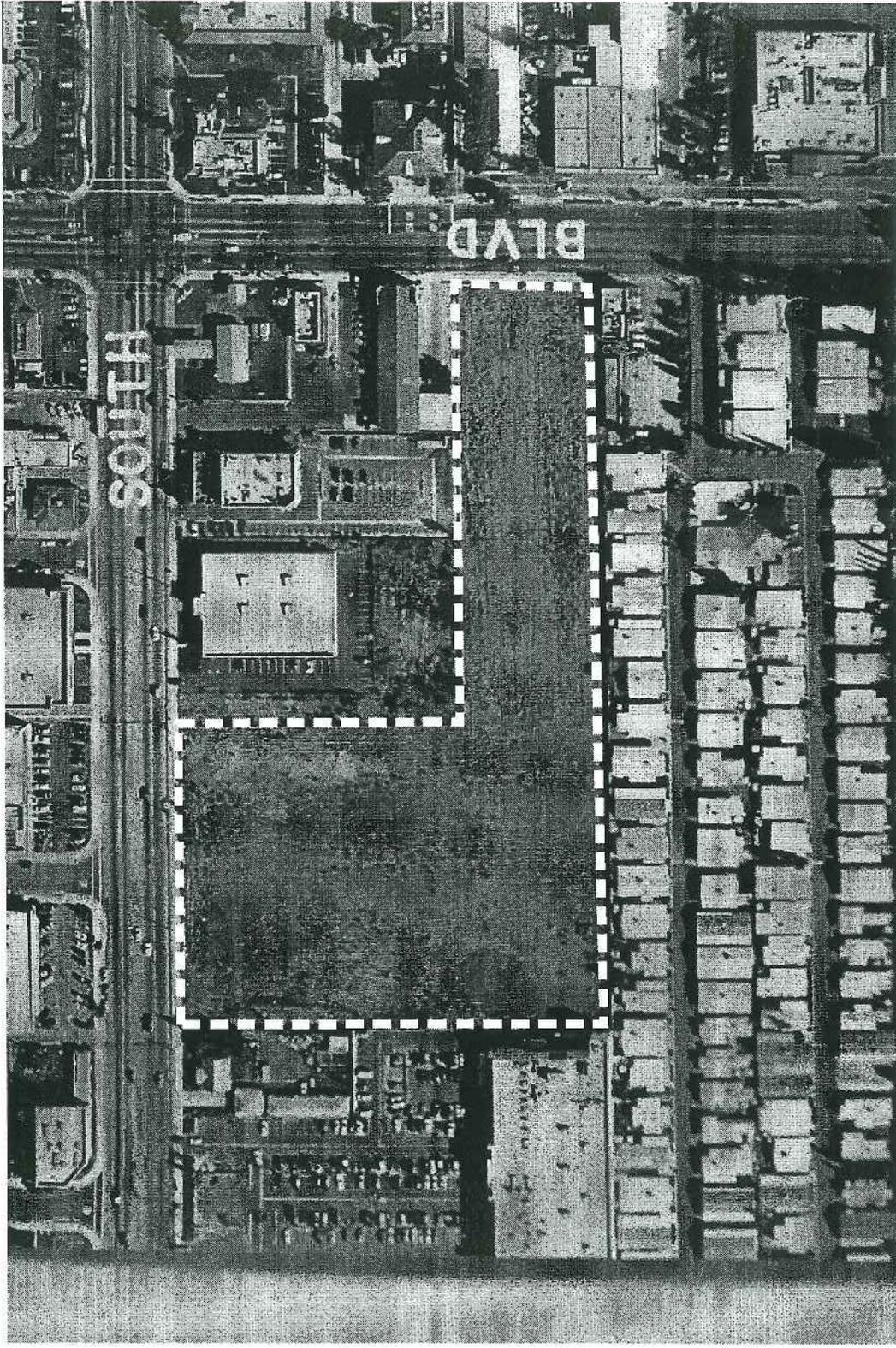


Figure 3  
AERIAL VIEW OF SOUTH SPECIFIC PLAN SITE



South Specific Plan

## D. Surround Setting

The site is located along a major commercial arterial with access to the I-605 Freeway located to the west. In addition, the 1.3 million square foot Los Cerritos Center is located approximately one-quarter mile to the west of the site on South Street. Immediately adjacent to the site to the west is the 66,000-square foot Seafood Palace retail commercial center and a single-family residential property. Across South Street to the north are retail commercial and service uses. The five properties located adjacent to the site on the block to the northeast include the Ethan Allen Gallery furniture store, a vacant restaurant, a service station, KFC fast food and a furniture retail store. Uses across the street on Pioneer Boulevard include the Cerritos Fire Station, service-related uses and a church. Immediately to the south of the site is a restaurant and a mobile home park.

## 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 commercial retail use, 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 that promote pedestrian and commercial activity.

## 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: 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

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### 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.

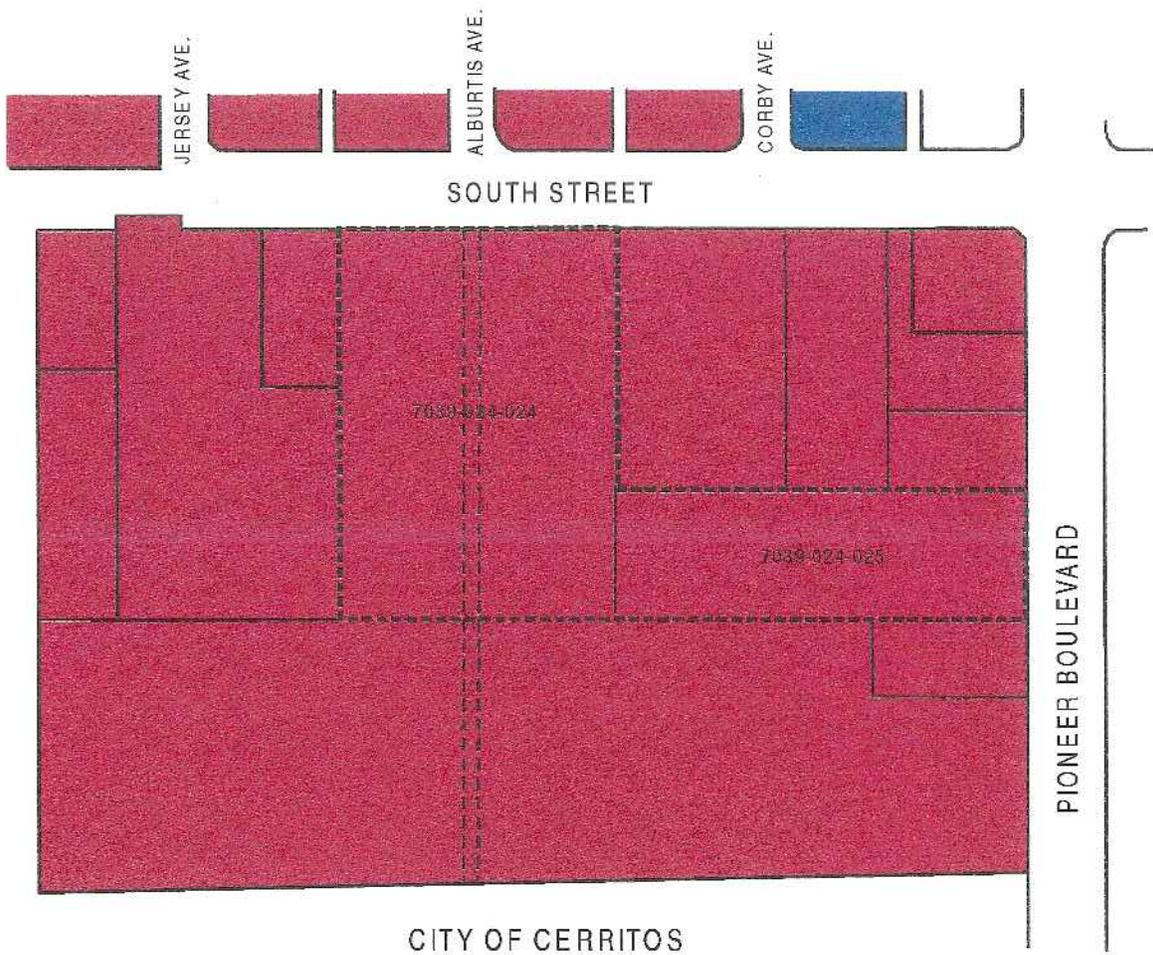
This Specific Plan is a policy document and serves to direct the size and type of development on the property involved. Development plans, site plans and tentative tract and parcel maps on this site must be consistent with this Specific Plan. If a development agreement is sought, it must also be consistent 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 Specific Plan land use is designated in the General Plan as Commercial General and zoned Commercial Planned Development (C-P-D). A Commercial General land use designation refers to office and retail commercial activities that serve both the local and regional markets. Under this land use designation the maximum development intensity allows for a 3.0 FAR with 33 percent lot coverage. Figure 4 illustrates the General land Use Map for the South Specific Plan.



- Commercial General
- Light Manufacturing and Industrial



South Specific Plan

Figure 4  
**SOUTH SPECIFIC PLAN  
 GENERAL LAND USE MAP**

## **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

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### 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 commercial development that will ultimately provide the best opportunity to maximize tax revenues and to create new jobs for the City.

### 3.2 LAND USE CONCEPT

A commercial land use concept was recommended by the joint City Council and Planning Commission for the 6.1-acre Specific Plan site. The land use is consistent with the existing General Plan's Commercial General land use designation which permits office and retail commercial activities that serve both the local and regional markets.

Figure 5 presents the land use concept of the South 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. Commercial

The commercial development will include a maximum of 88,000 square feet of commercial retail, restaurant and office space. Based on the market study, the optimum intensity of development is approximately 65,000 square feet, which could accommodate one 31,850 square foot retail tenant, such as a promotional retail stores and 23,900 square feet of small retail shops. In addition, a 5,000 square foot family restaurant

fronting South Street and a 3,500 square foot fast-food restaurant fronting Pioneer Boulevard.

#### B. 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.

#### C. Permitted Uses

The type of uses permitted within the Specific Plan site are identified in Table 2. When a particular use is not listed, the Planning Director shall be responsible for making a 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.

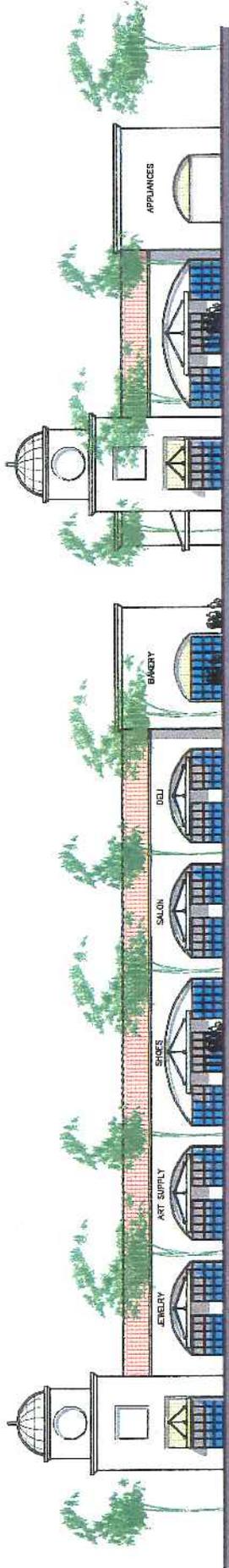
### 3.3 CIRCULATION

#### A. Local Circulation

Streets adjacent to the "L" shaped Specific Plan site include South Street on the north and Pioneer Boulevard on the east. Other key streets in the immediate vicinity and provide access to the site include Corby Avenue and Alburtis Avenue that are located to the north of South Street. The location of these streets and the street sections are shown in Figure 1 and Figure 2.

#### Adjacent Streets:

- South Street. East-west primary arterial highway with a capacity of 25,000 average daily traffic (ADT)
- Pioneer Boulevard. North-south primary arterial highway with a capacity of 25,000 ADT.



SOUTH STREET ELEVATION



- PROJECT SUMMARY**
- GROSS SITE AREA: 6.14 Acres
  - BUILDING SUMMARY
    - BUILDING 1, RETAIL: 31,850 S.F.
    - BUILDING 2, RETAIL: 23,900 S.F.
    - BUILDING 3, FAST FOOD: 3,500 S.F.
    - BUILDING 4, RESTAURANT: 5,000 S.F.
    - TOTAL: 64,250 S.F.
  - TOTAL PARKING PROVIDED: 309 SPACES



Figure 5

**Immediate Vicinity:**

- Artesia Boulevard. East-west primary highway with a capacity of 30,000 ADT.
- Gridley Road. North-south secondary highway with a capacity of 20,000 ADT.
- 183<sup>rd</sup> Street. East-west secondary arterial highway with a capacity of 20,000 ADT.
- 186<sup>th</sup> and 187<sup>th</sup> Streets. East-west collector roads with a capacity of 5,000 ADT.
- Jersey, Alburts and Corby Avenues. North-south local streets.
- 188<sup>th</sup> 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:

- South Street and Artesia Boulevard
- Pioneer Boulevard and 183<sup>rd</sup> Street
- Pioneer Boulevard and 186<sup>th</sup> Street
- Pioneer Boulevard and 187<sup>th</sup> Street
- Pioneer Boulevard and South Street
- Artesia Boulevard and Norwalk Boulevard
- Norwalk Boulevard and 183<sup>rd</sup> Street
- Norwalk Boulevard and South Street

**Table 2  
PERMITTED USES BY THE SOUTH SPECIFIC PLAN**

Specific Plan Land Use	Permitted Uses
<b>Commercial</b>	<p><u>Retail</u></p> <ul style="list-style-type: none"> <li>▪ Restaurants with enclosed eating areas</li> <li>▪ Fast food restaurants</li> <li>▪ Department stores</li> <li>▪ Office and school supply stores</li> <li>▪ Hardware stores</li> <li>▪ Limited price variety stores</li> <li>▪ Photo equipment and supply stores</li> <li>▪ Sales of alcoholic beverages for consumption of premises</li> <li>▪ Appliance stores</li> <li>▪ Shoe stores</li> <li>▪ Music and record stores</li> <li>▪ Jewelry stores</li> <li>▪ Stationery and book stores</li> <li>▪ Sporting goods stores</li> <li>▪ Florist shops</li> <li>▪ Gift, art and novelty stores</li> <li>▪ Super market food store</li> <li>▪ Drug store</li> </ul> <p><u>Services and Professional Uses</u></p> <ul style="list-style-type: none"> <li>▪ Beauty shops</li> <li>▪ Barber shops</li> <li>▪ Banks and other financial institutions</li> <li>▪ Other similar uses the Planning Director finds substantially similar to the above</li> </ul>

## B. Traffic Impacts

According to a traffic impact study prepared for the Specific Plan by Traffic Safety Engineers in November 2000, the net project trips from development of the commercial retail center are 104 AM peak hour trips and 404 PM peak hour trips. All inbound and outbound trips access the site on South Street and Pioneer Boulevard.

The traffic study analyzed the ability of the eight 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 eight intersections analyzed, only the Artesia Boulevard/Pioneer Boulevard intersection was currently experiencing LOS F conditions. The remaining seven intersections were currently experiencing LOS B, C or D conditions. The future year 2005 traffic including other related projects plus the South Specific Plan traffic would result in two intersections with LOS F conditions – these include Artesia Boulevard/Pioneer Boulevard and Artesia Boulevard/Norwalk Boulevard intersections.

The incorporation of the mitigation measures identified below would reduce the traffic impacts on the two intersections to acceptable levels. The level of service at the Artesia Boulevard/Pioneer Boulevard intersection would be reduced from LOS F to LOS D 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/183<sup>rd</sup> Street, Pioneer Boulevard/178<sup>th</sup> Street and Pioneer Boulevard/Artesia Boulevard.

4. 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 F to an acceptable D level.
5. Install a traffic signal at the intersection of the project's main driveway at Alburdis Avenue and South Street.
6. Construct a landscape median to restrict project traffic for the non-signalized project driveway on South Street to right-turn movement only. This will minimize interruption of South Street traffic flow and potential traffic accidents.

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

## C. Pedestrian Circulation

The 1.3 million square foot Los Cerritos Center and other commercial retail centers at the South Street and Gridley Road intersection as well as the Seafood Plaza located immediately to the west of the Specific Plan site generate high volumes of pedestrian activity and vehicle traffic. In addition, a new Target retail store is located within one-quarter miles from the site on South Street in the City of Cerritos. To capture the energy from the pedestrian activity, the City encourages a pedestrian-friendly Specific Plan that include amenities such as sidewalk lighting, signage, landscaping 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 and other social activities, and reduces short distance vehicle trips from one store to another.

## 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. A 6-inch water main is located in South Street and an 8-inch water line is located in Pioneer Boulevard.

According to City Public Works Engineer, the existing supply and distribution of water can accommodate the level of water demand from the commercial 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 commercial retail center restrooms.

#### **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 South Street and under Pioneer Boulevard 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 15- to 18-inch sewer line under South Street. The 18-inch line under Pioneer Boulevard would convey all wastewater from the commercial center facing Pioneer Boulevard.

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 the Chiquita Canyon Landfill in the Santa

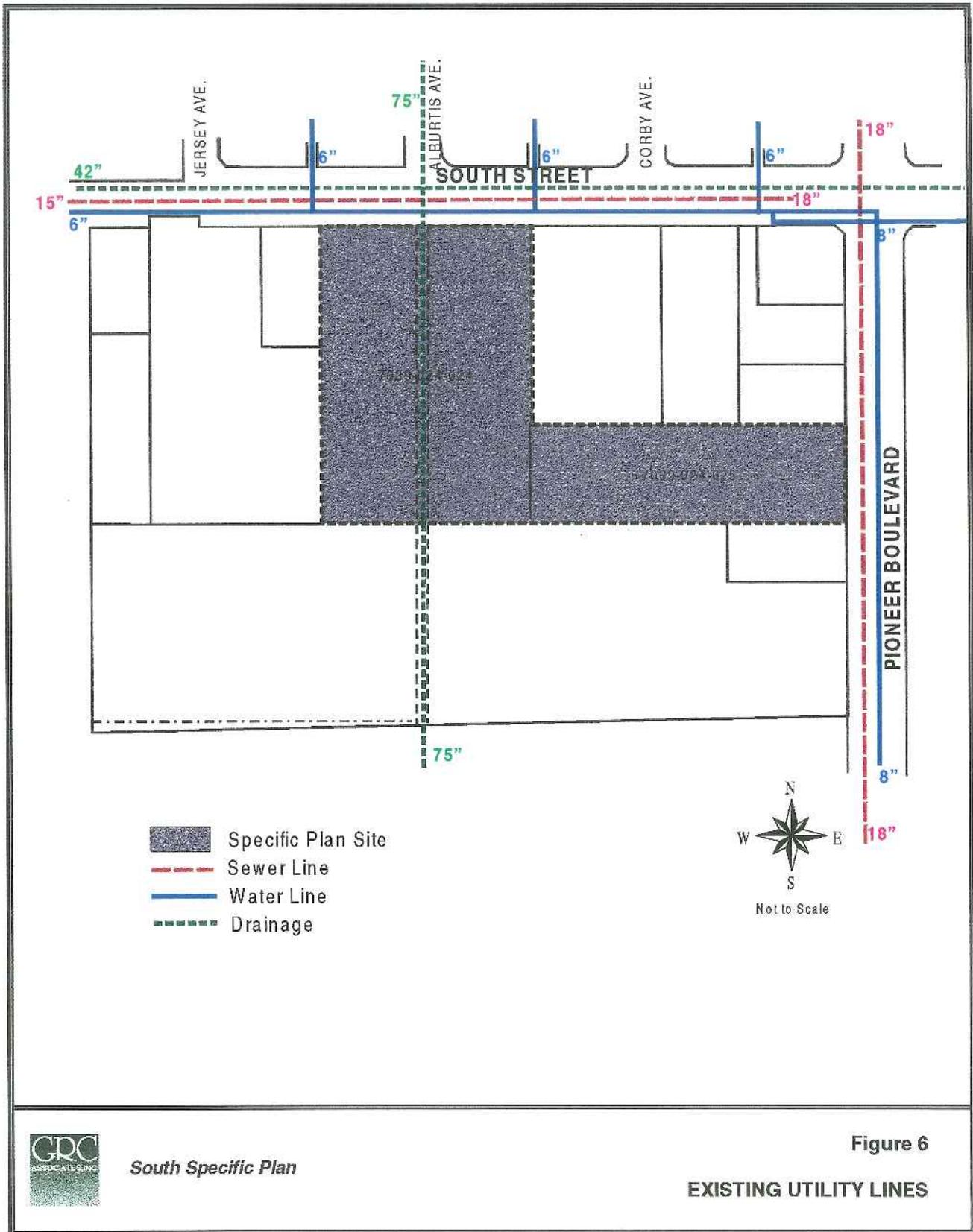
Clarita Valley. According to the consolidated Disposal Company, the landfill can accommodate the additional solid waste generated by the project. The project will not have significant solid waste disposal impacts.

- 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 center 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 project is currently vacant and the amount of impermeable land and changes in absorption rates will increase the amount of stormwater runoff from the site. According to the City Public Works Engineer, the existing 42-inch stormwater drainage line under South Street immediately to the north of the Specific Plan site and the 75-inch drainage line traversing the site are 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.



South Specific Plan

Figure 6

EXISTING UTILITY LINES

### 3.5 LANDSCAPING

The landscaping component is intended to create a consistent landscaping treatment throughout the Specific Plan site. The landscaping component shall achieve three 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 South Street, trees also create walls, which from a business sense would screen the businesses within the commercial center. Commercial businesses require visibility, and therefore, the South Street frontage shall have ground-level landscaping that is visually pleasing

but does not obstruct commercial visibility from the street.

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

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### 4.1 GENERAL PROVISIONS

The purpose of the Specific Plan is to promote commercial development that captures the full economic development potential of the South Street and 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 informal gathering, socializing, resting, people watching, outdoors 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.
- The largest commercial business shall be located at the southwest corner of the site. The remaining retail shops shall be located along the southern boundaries and grouped along a pedestrian walkway that will enhance the views of the commercial buildings from South Street.
- Buildings shall no be development over the existing 16-foot wide drainage easement that traverses the property from north to south.
- Storefronts shall be articulated to prevent the appearance of straight and flat surfaces, which is typical of conventional 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 commercial properties located to the east and west of the Specific Plan site and the residential property to the south.
- A concrete block wall with a maximum height of 12 feet shall be erected along the southern perimeter of the site that separates the residential property and the Specific Plan site and a six-foot concrete wall separating the site and the single family residential property located along the western boundaries of the site.

### **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.

- Office -- One parking space for each three hundred (300) 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 two (2) locations along South Street and two (2) locations along Pioneer Boulevard. One major entries and exits shall be located at a new signalized intersection at South Street and Alburts Avenue and one non-signalized entries/exits located to the west of the signalized entries/exits. Two (2) non-signalized entries/exits shall be located along Pioneer Boulevard.
- Entries shall use accents (e.g., textured paving, decorative walls, landscape accents) to generate visual interest and to highlight the location of the major entry from South Street.
- The major entry driveway shall include a landscape median to separate entering and existing traffic.
- Pedestrian drop-off points shall be provided in front of the main commercial establishment located at the southwest corner of the site.
- Parking lot 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 South Street. The landscaped strip shall be at least six feet wide and extend the length of the commercial site paralleling Pioneer Boulevard and south Street except at the four entry driveways.

- Parking lots shall include landscaped islands having a minimum width of three feet and at 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 and loading area. The area behind the buildings shall be used only as a service road.
- Integrate shared parking space with adjacent parking facilities.

#### 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

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 South 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 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 enframement.
- Landscaping shall be integrated in the building form as an architectural element.
- Landscaping shall be used in the area over the 16-foot drainage easement between the two main building structures.

##### **D. Pedestrian Amenities**

- Plaza shall contain both functional and aesthetic elements such as small water features, benches and landscaping.

# CHAPTER 5.0

## IMPLEMENTATION AND ADMINISTRATION

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### 5.1 PURPOSE

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

### 5.2 GENERAL PLAN CONSISTENCY

California State Law requires a specific plan to be consistent with the General Plan. The Specific Plan is consistent with the following 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 which 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.

### 5.3 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 of the Zoning Ordinance that is most applicable to the issue, condition or situation shall apply.

### 5.4 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.

### 5.5 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.

## 5.6 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.

## 5.7 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.

## 5.8 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 that will enable the City to achieve the objectives of the South 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/183<sup>rd</sup> Street, Pioneer Boulevard/178<sup>th</sup> Street and Pioneer Boulevard/Artesia Boulevard intersections; upgrading traffic signals at the Artesia Boulevard/Norwalk Boulevard intersection; install a traffic signal intersection of the main driveway at the Alburto Avenue and South Street intersection; and constructing a landscaped median at the two non-signalized project driveways on south Street.

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 that 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.