ARTESIA BOULEVARD INDUSTRIAL AREA SPECIFIC PLAN

Prepared for
THE CITY OF ARTESIA
CALIFORNIA

ADOPTED BY
ORDINANCE NO. 666
[DATE]

Prepared by

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Text Revised After Planning Commission Meeting
Dated: December 2, 2003

SECTION I – INTRODUCTION

A. PURPOSE, GOALS, AND OBJECTIVES

Sections 65450-65457 of the California Government Code authorize cities to adopt specific plans for the systematic implementation of a general plan for all or part of the area covered by the general plan. Specific plans are to include text and diagrams to specify the distribution, location and extent of proposed uses of land within the area covered by the plan, the proposed location of facilities, standards for the development of the property, a program of implementation measures and a statement of the relationship of the specific plan to the general plan. Specific plans may be adopted by City Council resolution or ordinance following duly noticed public hearings before both the Planning Commission and City Council.

The Artesia Boulevard Industrial Area Specific Plan (the "Artesia Boulevard Industrial Area Specific Plan" or "Specific Plan") is intended to be a regulatory document and to direct and specify the uses allowed on the property within the Specific Plan area and the size and type of development on that property. Development plans, land uses, site plans and tentative parcel maps on the site shall be consistent with this Specific Plan. If a development agreement is sought, it shall also be consistent with the General Plan and this Specific Plan.

The Artesia Boulevard Industrial Area Specific Plan serves as the land use planning document and land use regulations for approximately 1.77 acres of property (exclusive of public right-of-way) that is located at 11725 -11735 Artesia Boulevard (Assessors Parcel Nos. 7035-20-53 and 7035-20-89) and located between Corby Avenue on the east, Alburtis Avenue on the west and Artesia Boulevard on the south. The Specific Plan area is depicted on Exhibit No. 1. The two assessor parcels within the Specific Plan area are currently under separate ownership but are planned for consolidation under one ownership. The Artesia (SR-91) Freeway is located northerly of the Specific Plan area.

It is the intent and purpose of this document to establish permitted land uses, building standards and "envelopes," development standards and regulations, and implementation programs to ensure development consistent with the goals, policies, and objectives of the Artesia General Plan.

Processed concurrently with this Specific Plan are: (i) an amendment to the General Plan Land Use Map to change the land use designation of the front 250 feet of the site from Commercial General to Heavy Manufacturing and Industrial, to be consistent with the existing development and the rear portion of the site; and (ii) an amendment to the text of the General Plan Land Use Element to allow commercial office and retail uses within 250 feet of a primary highway within the Heavy Manufacturing and Industrial land use designation so as to allow those uses to be an alternative use of the front 250 feet of the property within the Specific Plan area.

Prior to development of the site, a tentative parcel map will be required to consolidate the parcels of property that make up the Specific Plan area into one parcel so as to allow for the development of the Specific Plan area as one integrated and comprehensive development project as described herein.

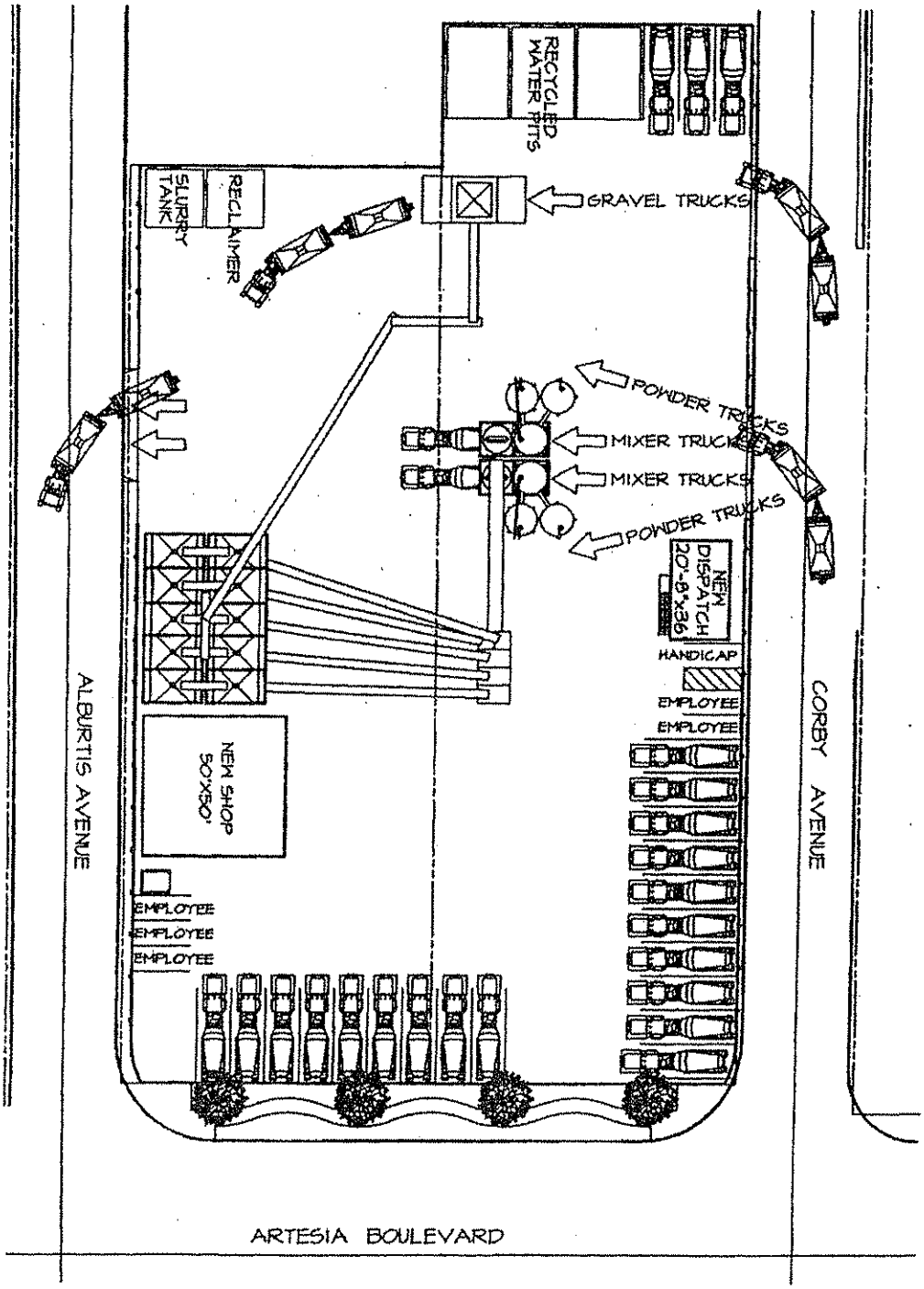

Exhibit No. 1
Artesia Boulevard Industrial Area Specific Plan Generalized Site Plan

B. BACKGROUND AND DISCUSSION OF EXISTING CONDITIONS

The Artesia General Plan designates eight planning areas within the City. The area within the Artesia Boulevard Industrial Area Specific Plan is included within Planning Area Three, as shown on Exhibit No. 2. Planning Area Three is a large area and includes property west of Pioneer Boulevard to the westerly City boundary, between the Artesia (SR-91) Freeway and the LACTC Railroad ROW. The property immediately surrounding the Specific Plan area includes a large milk processing plant to the west and a collection of limited industrial uses between the Artesia (SR-91) Freeway and Artesia Boulevard. To the east of the site and easterly of Corby Avenue are properties that front on Pioneer Boulevard or Artesia Boulevard and include a restaurant, gasoline service station, car wash, and a mix of other retail, office, and other non-industrial uses. Artesia Boulevard, which serves as the southern boundary of the Specific Plan site, is a primary highway through the City and for the region. A collection of retail, service and industrial uses are located within the immediate area along Artesia Boulevard.

The National Ready Mixed Concrete batch plant[1] was established on the site in the 1940's. It, like the adjacent milk processing plant located immediately to the west of the site, has served the region, shown in Exhibit No. 3 (Regional Map), for decades. The National Ready Mixed Concrete batch plant has produced sales tax revenue for the City based on the retail sale of concrete from the plant. The Artesia General Plan Land Use Map designates the majority of the area adjacent to the Specific Plan area, north of Artesia Boulevard, as Heavy Manufacturing and Industrial and Light Manufacturing and Industrial, with a strip of Commercial General along Artesia Boulevard. The Land Use Map has the Specific Plan area split with much of the site designated as Heavy Manufacturing and Industrial.

The National Ready Mixed Concrete plant is an existing facility. This Specific Plan provides for the continued use and remodeling of this plant by providing new and improved equipment, a plant layout that integrates the easterly parcel into its operation, and additional facilities and parking. The existing plant has historically operated on the westerly parcel of the Specific Plan site. More recently, the plant was granted permission from the property owner of the easterly parcel of the Specific Plan area to expand onto that easterly parcel. As planned, the new plant and plant layout will use both the westerly and easterly parcels as one internally integrated and efficient site. Consequently, the land area that the plant will occupy will be larger than what the City has previously approved or has historically been used for the batch plant and larger than had occurred up until approximately two years prior to the adoption of this Specific Plan. The operation of the batch plant is not planned to result in a more intensive

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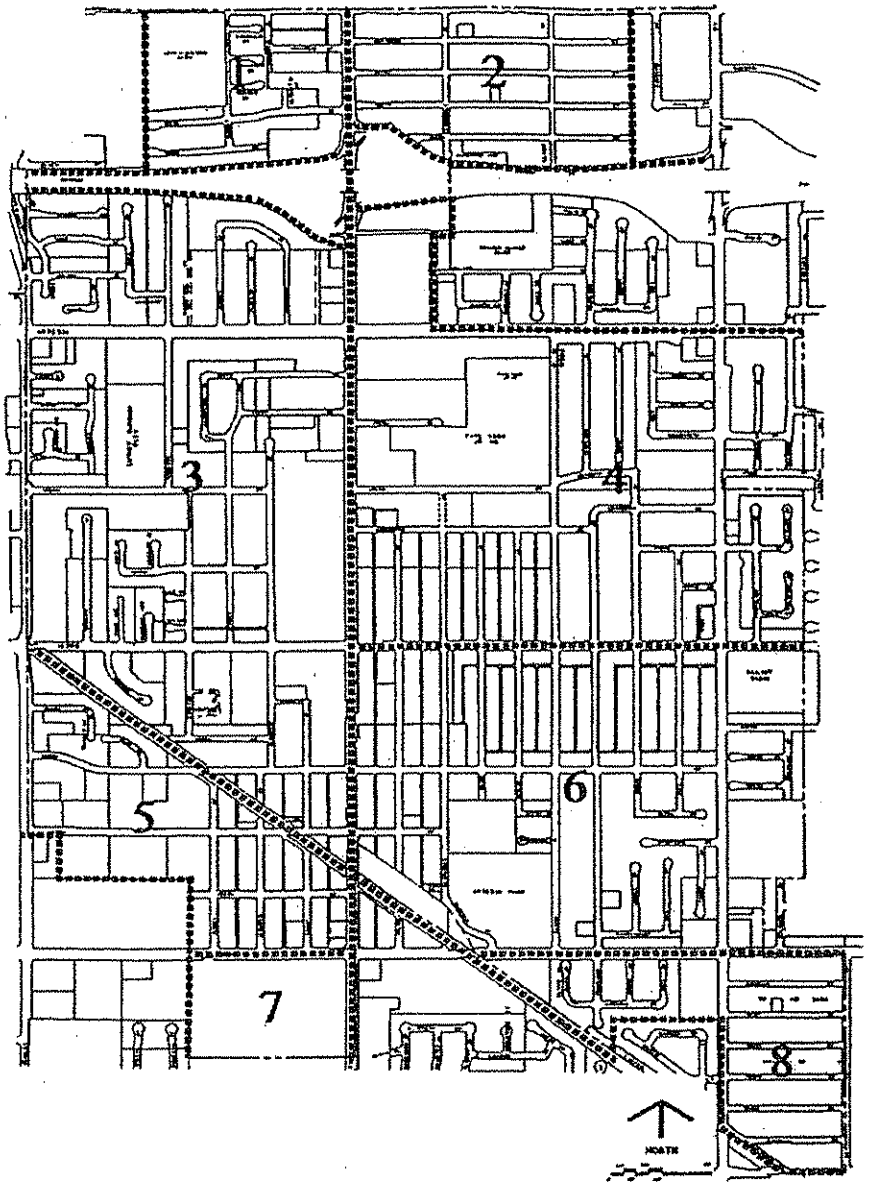
[1] A concrete batch plant is a processing facility which turns raw aggregate material and cement into concrete. This process starts with raw material trucks bringing sand, gravel, and cement to the site. This material is stockpiled on site in bins and silos. The material is then taken from the bins and silos via conveyer belts to other silos where it is mixed with water, and sometimes color additives. The end product is then transported into delivery trucks and taken off site.

operation than today, except that the area occupied by the plant will be larger than it was approximately two years ago, the plant layout will be substantially different, the operation will be cleaner, the internal traffic circulation will be more efficient, and the overall appearance of the plant will be improved.

The existing National Ready Mixed Concrete plant equipment has been in operation for at least thirty years. This Specific Plan contemplates replacement of this equipment with modern equipment that meets current standards. It is the intent of this modernization to create a plant that produces less dust and noise and is more visually acceptable. In addition, the existing outdated buildings will be demolished. Replacement buildings and structures will be located further away from Artesia Boulevard than the existing buildings and will be less visible to travelers and persons along Artesia Boulevard than the current plant.



PLANNING
AREAS

M A MARQUEZ
planning and design

ARTESIA
GENERAL PLAN 1993

Exhibit No. 2
Planning Areas

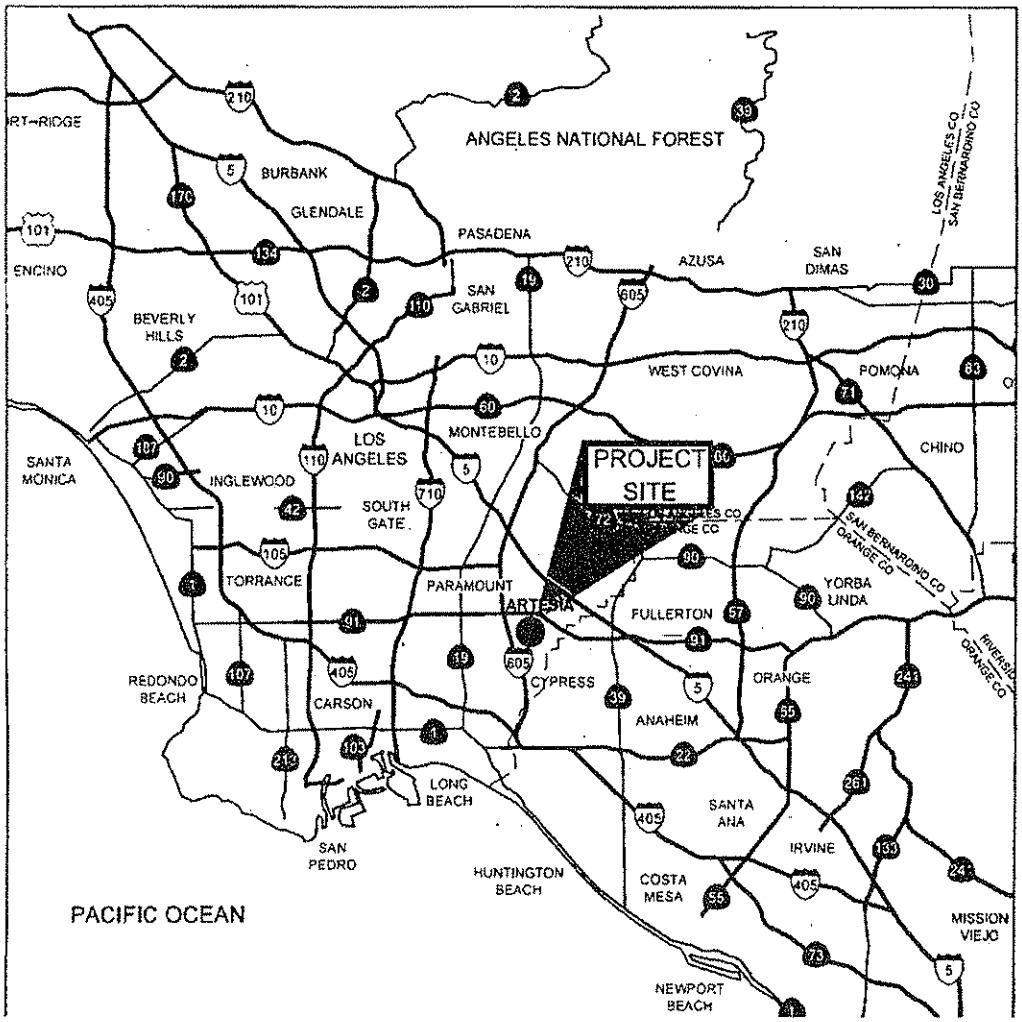


Exhibit No. 3
Regional Map

C. ZONING AND RELATION TO THE GENERAL PLAN

1. Current Zoning of the Property.

As shown on Exhibit No. 4, the current zoning of the site is Commercial Transition (C-T) for the front 250 feet of the property measured from the northern edge of the Artesia Boulevard right-of-way line. The remaining rear portion of the property is zoned Heavy Manufacturing and Industrial (M-2). Section 9-2.3901 of the Artesia Municipal Code states, "The Commercial Transition (C-T) Zone is established to provide for compatible transition between certain areas where industrial uses abut commercial and/or residential uses." The C-T Zone provides that a commercial setback of two hundred fifty (250) feet shall be required "North of Artesia Boulevard." The Code continues, "Except for existing industrial uses, only uses which are principal uses or uses permitted subject to a conditional use permit in the General Commercial (C-G) Zone shall be permitted within a commercial setback. No new use which is a principal use or use permitted subject to a conditional use permit in the Light Manufacturing and Industrial (M-1) Zone shall be permitted within a commercial setback." Section 9-2.3904(b) of the Municipal Code also states, "Nonconforming Uses: Continuance. Any manufacturing or industrial use lawfully in existence on March 14th, 1988, and for which no conditional use permit has been granted, shall assume the status of a legal nonconforming use and may be continued indefinitely, unless declared abandoned as set forth in Subsection (c) of this section. Additions or expansions of such uses may be made subject to obtaining a conditional use permit therefor."

The regulations and standards presented in this Specific Plan shall henceforth serve as the zoning for the Specific Plan area (see Section VI.B below).

2. Consistency Between Specific Plan and General Plan

This Specific Plan is consistent with the goals, policies and programs of the Artesia General Plan, as amended. The existing Land Use Element Map shows the Specific Plan area with split land uses. The rear of the site is designated as Heavy Manufacturing and Industrial. The front of the site is designated Commercial General. However, Policy 1.2 of the Land Use Element states: "Discourage strip commercial development in nonresidential zone districts." Amendments to the General Plan Land Use Map and text of the Land Use Element are being processed along with this Specific Plan to provide for a Heavy Manufacturing and Industrial designation on the entire site and to allow, as an alternative use of the property, commercial office and retail uses for that portion of the site that is within 250 feet of the northerly curb face of Artesia Boulevard. With these amendments, the development regulations within this Specific Plan are consistent with the General Plan.

City of Artesia

Zoning Map

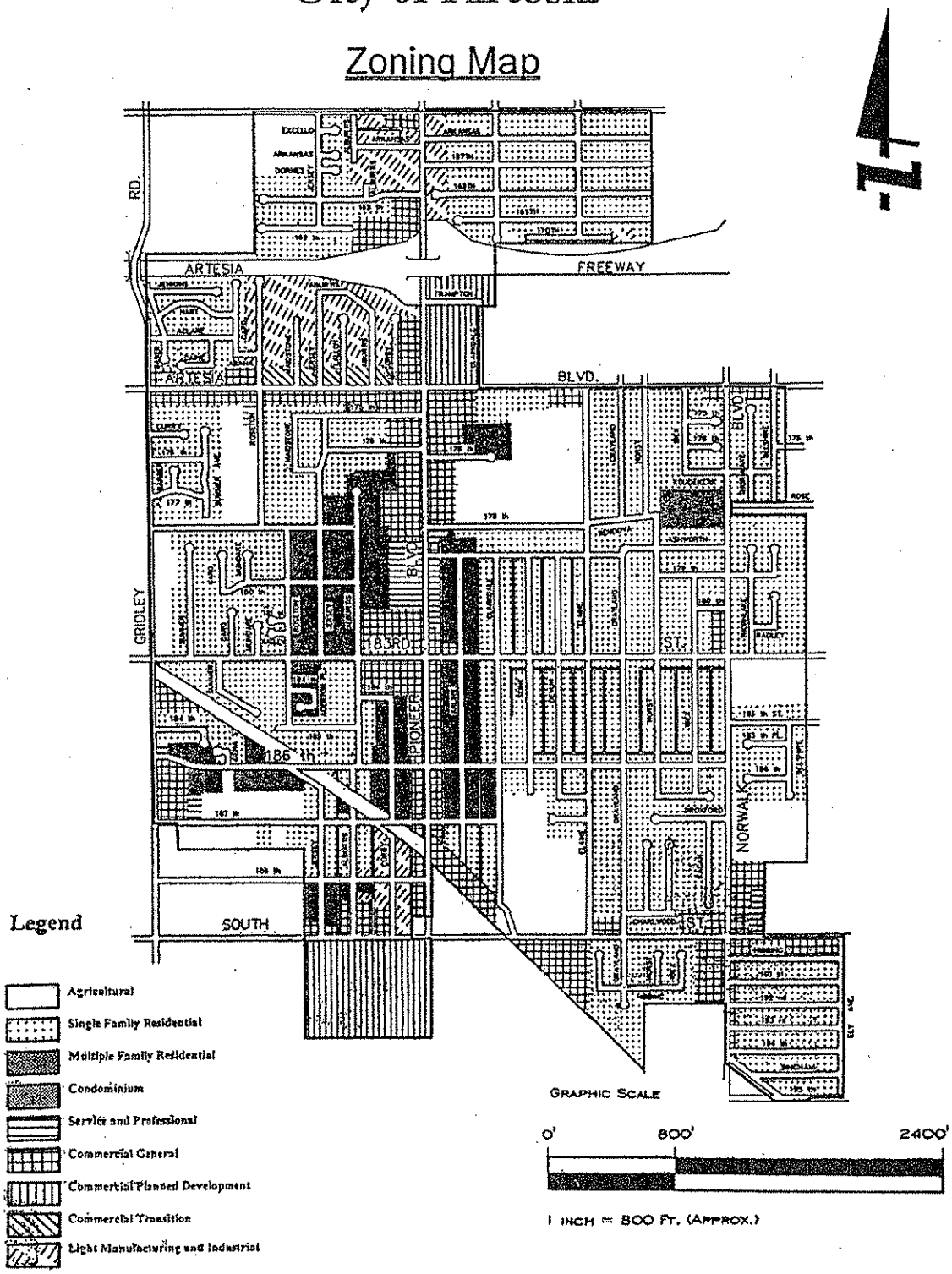


Exhibit No. 4
Artesia Zoning Map

D. CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

In compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's environmental document 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 renovation within the Specific Plan area, the changes in Land Use Designation, and other aspects of the project. The Mitigated Negative Declaration also sets forth mitigation measures related to implementation of the Specific Plan and General Plan amendments.

SECTION II – PROJECT DESCRIPTION

A. LOCATION/AREA DESCRIPTION

1. Location.

The Artesia Industrial Area Specific Plan area is located at 11725 and 11735 Artesia Boulevard, approximately one block west of Pioneer Boulevard and east of the existing milk processing plant that is located on the west side of Alburtis Avenue. The surrounding neighborhood to the immediate north is improved with industrial and manufacturing uses. The Artesia (SR-91) Freeway lies further north of the Specific Plan area approximately 400 feet from the site. To the east, across Corby Avenue and fronting on Pioneer Boulevard are commercial uses including a gasoline service station at the northwest corner of Pioneer Boulevard and Artesia Boulevard. To the south and across Artesia Boulevard are a mixture of commercial and industrial uses, with the properties fronting Artesia Boulevard designated as Commercial General. Artesia Boulevard is designated as a Primary Highway (Major) in the Circulation Element of the Artesia General Plan with a carrying capacity of 30,000 average daily trips. As of March 2000, the segment of Artesia Boulevard in front of the project site carried 21,971 average daily trips.

2. Area Description.

Physically, the area is relatively flat with no distinguishing natural features. The Artesia (SR-91) Freeway is elevated through Artesia as nearby Pioneer Boulevard passes under the freeway. This elevation creates a noise source for the Specific Plan site and vicinity. Artesia Boulevard was a major east-west roadway prior to development of the Artesia (SR-91) Freeway. It still serves as a major east-west arterial roadway for the region, especially for local traffic when the Artesia (SR-91) Freeway becomes congested.

B. OPPORTUNITIES AND CONSTRAINTS

1. Opportunities.

The Specific Plan area presents several opportunities to improve the surrounding area and enhance the uses and economic usefulness of the site:

- The new site plan coordinates development of the two parcels which make up the Specific Plan area, making more efficient use of the site and permitting operational and aesthetic improvements over the existing conditions.

- The renovation of this plant will retain a significant sales tax generator within the City of Artesia.

- As shown on Exhibit No. 1 (site plan), the old silos will be removed and replaced with new ones further away from Artesia Boulevard, thereby improving the visual aesthetics of the area by moving the height and bulk of these structures further to the north and away from Artesia Boulevard.

- The Specific Plan site is 236 feet wide, with frontage on Artesia Boulevard and has direct access to three streets, Artesia Boulevard, Corby Avenue and Alburtis Avenue. The depth of the site is 335 feet at its westerly boundary fronting Alburtis Avenue and 385 feet on its easterly boundary fronting Corby Avenue. This shape is an opportunity because of the access provided by adjacent street frontages.

- The new site plan provides for better internal circulation, providing access into the site from Corby Avenue only and out of the site from Alburtis Avenue only and closing all current entrances from Artesia Boulevard, thereby improving on-and off-site circulation.

- The existence of this site in the Artesia Redevelopment Project Area is an opportunity for the Redevelopment Agency because the new equipment and structures, which will replace the existing old equipment and structures, will generate new tax increment to the Redevelopment Agency.

- The Specific Plan area is relatively flat, thereby avoiding complexities and costs normally associated with extensive cuts and fills on a sloping lot.

- There is no sensitive development, as defined in the General Plan, immediately adjacent to the Specific Plan area.

2. Constraints.

The Specific Plan area and the proposed uses provide several constraints and limitations on the ability to improve the surrounding area and the site:

- The size of the Specific Plan area is a constraint because while the site can be made more efficient than the existing site, it may be too small to provide an optimal plant layout and design that provides standard setbacks to the street right-of-way.

- Corby Avenue is currently not fully improved and dedicated and does not have curbs or gutters.

- An overhead utility line runs down the middle of the Specific Plan area perpendicular to Artesia Boulevard.

- Some small parcels exist northerly of the Specific Plan area which are in poor condition and are underdeveloped.

C. LAND USE PLAN/DEVELOPMENT CONCEPT

The land use concept is for the renovation and reconfiguration of the existing National Ready Mixed Concrete plant. This renovation and reconfiguration will make the plant more efficient, cleaner and more aesthetically acceptable. Additional land uses, other than a concrete batch plant, are not currently proposed for the Specific Plan site. However, both the General Plan, as amended, and this Specific Plan are intended to allow commercial office and retail uses as an alternative use of the site within 250 feet of Artesia Boulevard. The development standards for this land use plan and development plan are contained in Section III of this Specific Plan.

D. CIRCULATION CONCEPT

Artesia Boulevard, a primary highway (major), is designed to carry 30,000 average daily trips. It currently carries 21,971 average daily trips (March 2000). It is anticipated that much of this traffic is through traffic within the sub-region. The average daily trips for Corby Avenue and Alburtis Avenue have not been calculated by the City. Much of the traffic on Corby Avenue and Alburtis Avenue is truck traffic because of the industrial nature of the properties fronting these streets.

E. WATER DISTRIBUTION AND DRAINAGE CONCEPT

The Specific Plan area is serviced by one water purveyor. The water purveyor is Southern California Water Company. An 8-inch water line exists on the South side of Artesia Boulevard which services the site. Another 8-inch water line is located in Alburtis Avenue. An additional 4-inch water line is located in Corby Avenue. The applicant shall construct additional fire hydrants, if deemed necessary, to provide adequate fire fighting coverage to the satisfaction of the Los Angeles County Fire Authority and the City Engineer.

The Los Angeles County Department of Public Works provides storm drain services to the Specific Plan area and the Los Angeles County Flood Control

District maintains the drainage channels that convey storm water to the ocean. The Los Angeles County Sanitation District provides sewer system service. The existing batch plant facility operates under a storm water permit and the remodeled plant shall comply with all permit requirements. The renovation of the plant may require the applicant to amend its existing storm water permit or obtain a new storm water permit, as determined by the Regional Water Quality Control Board, to address the expansion of the plant onto the eastern parcel of the Specific Plan area. In addition, a Notice of Intent will be required to be filed with the Regional Water Quality Control Board. The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan as well as a Standard Urban Storm Water Mitigation Plan.

SECTION III – DEVELOPMENT STANDARDS AND IMPLEMENTATION MEASURES

A. BUILDING "ENVELOPES": HEIGHTS, LOCATIONS AND LOT COVERAGE

The proposed development of the Specific Plan area, including the location of buildings, equipment and facilities, is shown on the Site Plan and Elevations, shown on Exhibit Nos. 5.1-5.2. As the site is developed, some minor modifications to the site plan are anticipated. Therefore, this Specific Plan provides for the general location of proposed facilities and equipment along with building envelopes for the placement of the buildings, structures and equipment. Provisions for approving "minor" and "major" modifications are provided in Section VI of this Specific Plan.

The development site plan provides for stepped height limits beginning with a twenty foot (20') front yard setback from the northerly curb face of Artesia Boulevard, with shorter structures allowed closer to Artesia Boulevard and taller structures allowed as the distance from Artesia Boulevard increases. The precise height limits at each point on the property are specified in subparagraph 1 of this section below. This stepped height concept is intended to lessen the visual impact of the existing batch plant while providing a more efficient use of the site. This site plan configuration also eliminates all access to the site from Artesia Boulevard, provides a screening wall on the Artesia Boulevard frontage, and provides improved traffic flow within the site.

All existing buildings within the Specific Plan area shall be removed. The existing building at the corner of Corby Avenue and Artesia Boulevard and the existing building on Artesia Boulevard shall be removed and replaced with a dispatch building placed further back along the Corby Avenue side of the property with no portion of the building closer than 160 feet from the northerly curb face of Artesia Boulevard and no closer than 3 feet from the westerly edge of the new Corby Avenue right-of-way (see Section IV.E.1. below). The design, materials, size and

shape of the dispatch building shall substantially conform to the site plan and elevations specified on Exhibit Nos. 6.1 and 6.2 of this Specific Plan.

The old shop building that is currently located at the rear of the property shall be removed and replaced with a new one-story shop building, which shall be placed along the Alburtis Avenue side of the property and away from Artesia Boulevard. The shop building shall be located no closer than eighty-five (85) feet from the northerly curb face of Artesia Boulevard and no closer than three (3) feet from the interior face of the wall adjacent to Alburtis Avenue. The design, materials, size and shape of the shop building shall substantially conform to the site plan and elevations specified on Exhibit Nos. 6.1, 6.2, and 6.3 of this Specific Plan.

The placement of these new buildings (dispatch and shop buildings) further to the rear of the property than the existing buildings will help implement the building envelope concept by removing all structures along the front of the property, except for a 10 foot (10') concrete block wall that is to be constructed along the Artesia Boulevard setback (see paragraph B below).

1. Height of Structures

The maximum height of structures on the property is determined by location on the site relative to Artesia Boulevard. The maximum structure height shall be thirty feet (30') within the first 150 feet measured from the northerly curb face of Artesia Boulevard. The maximum structure height shall be fifty-five feet (55') within the area between 150 and 200 feet from the northerly curb face of Artesia Boulevard. In the area beyond 200 feet from the northerly curb face of Artesia Boulevard to the rear of the site, structures shall not exceed a maximum height of seventy-five feet (75'). The only structures on site that may exceed fifty-five feet (55') shall be the mixing and storage silos located in the center and northern portion of the site.

2. Lot Coverage

The Artesia General Plan provides for a building intensity of 33% for Industrial land use designations. The General Plan also provides for a Floor to Area Ratio (FAR) of 1.0 for the Industrial Land Use Designation. Lot coverage in the Specific Plan shall not exceed a 1.0 FAR and 33% lot coverage, which coverage calculation shall include buildings, equipment and storage units and facilities, but shall exclude parking and maneuvering areas.

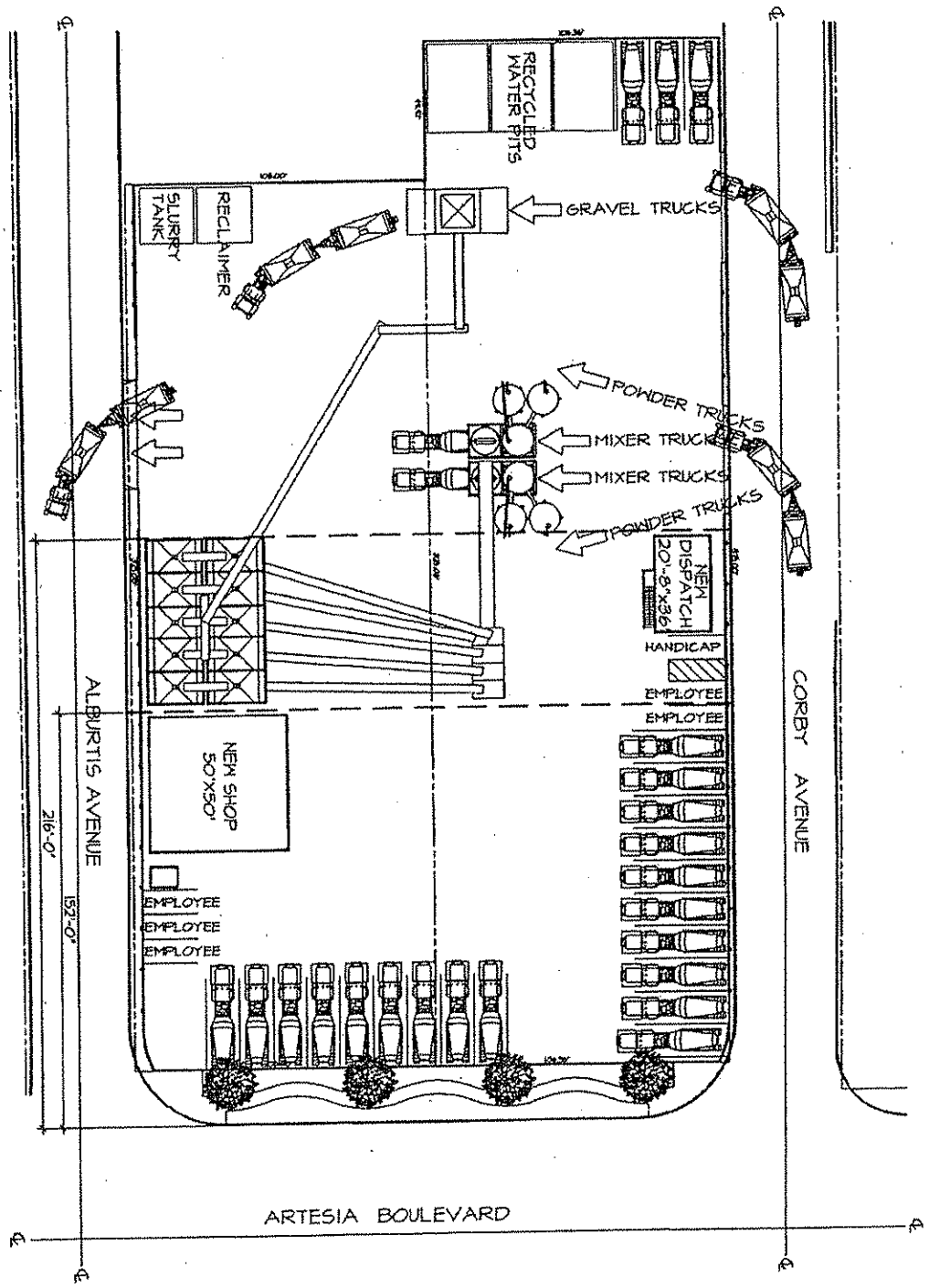


Exhibit No. 5.1
Plan View of Site Plan with Building Height Envelopes Overlaid

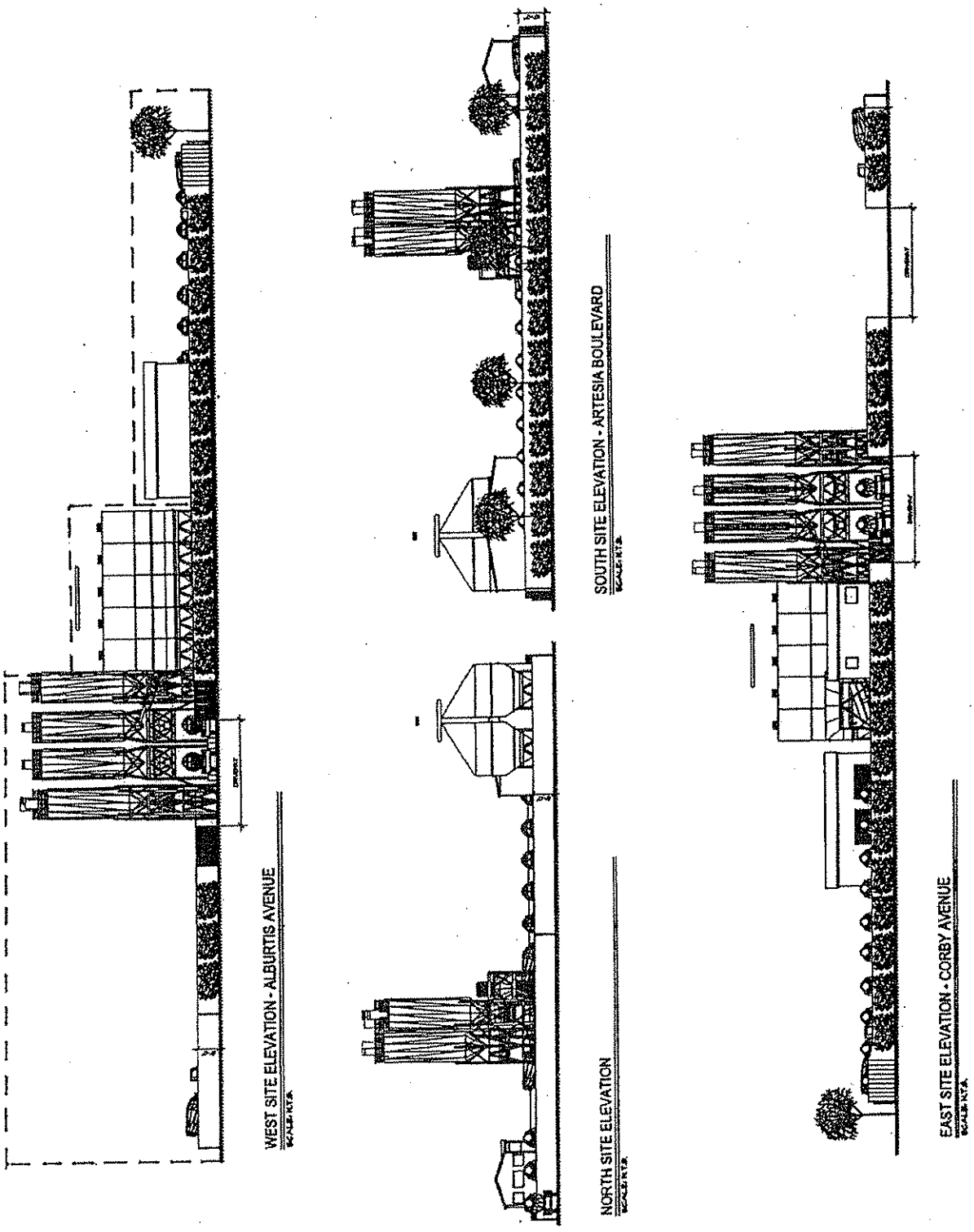


Exhibit No. 5.2
Profile View of Height Envelopes

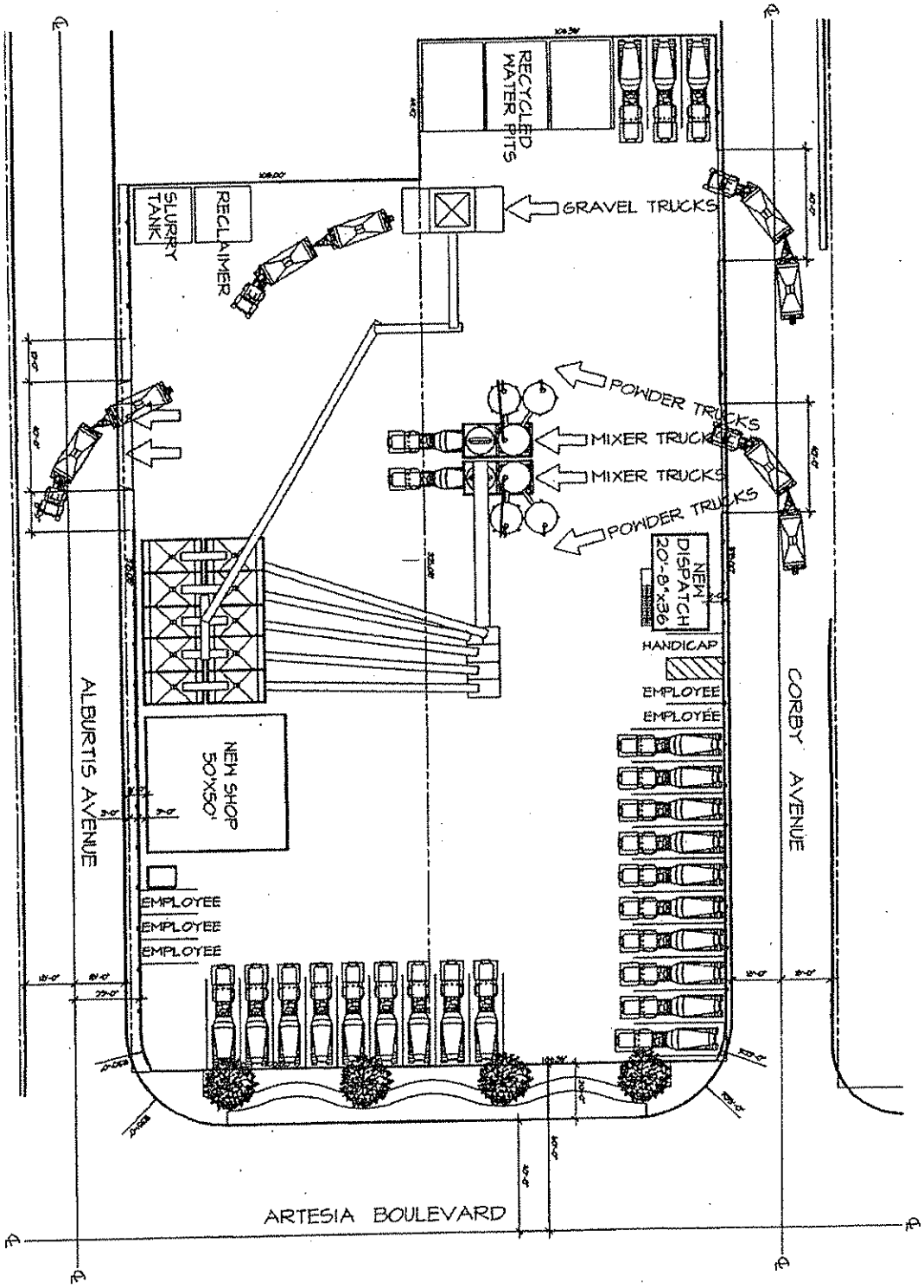


Exhibit No. 6.1
Detailed Site Plan

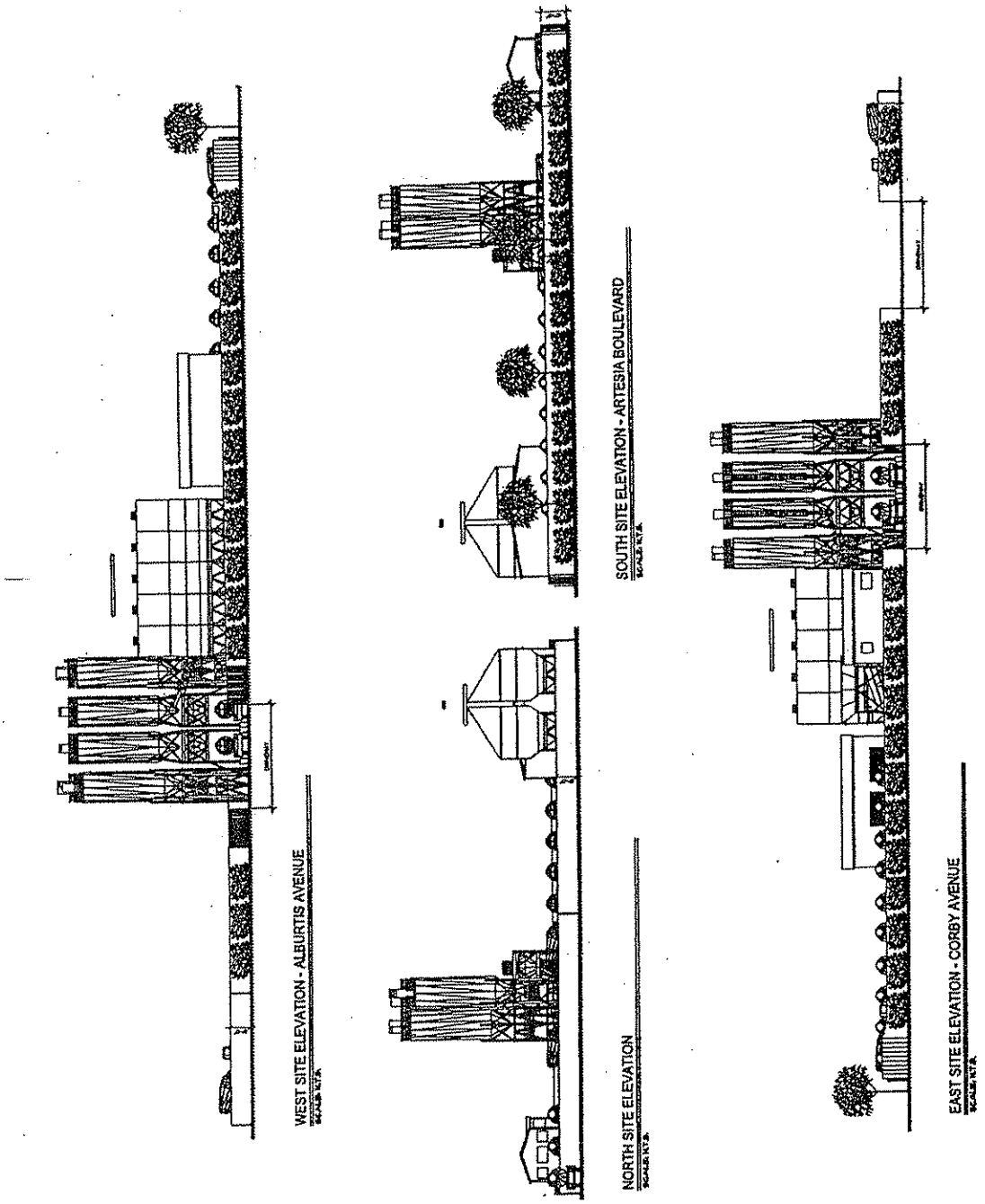


Exhibit No. 6.2
Plant Elevations

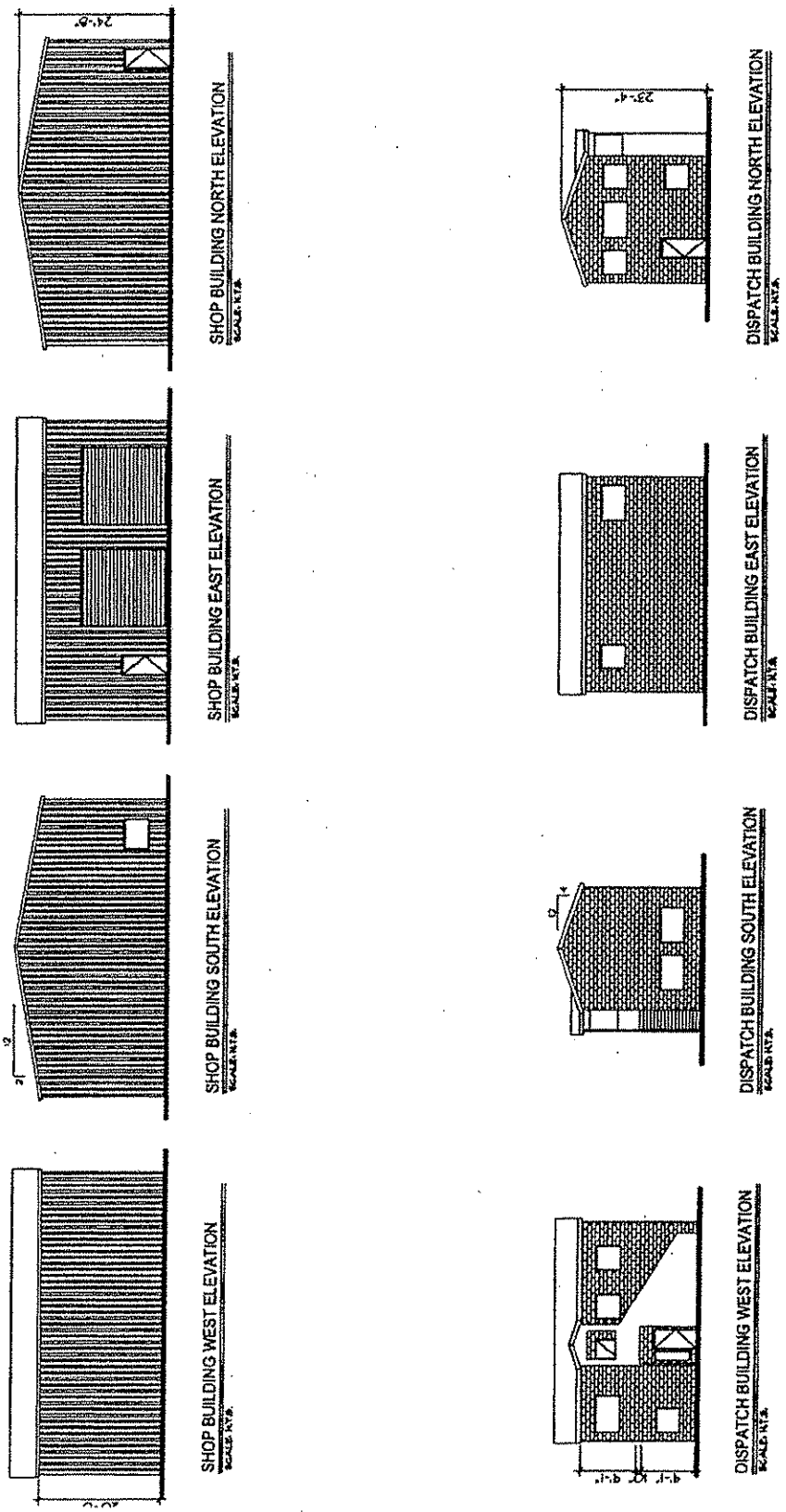


Exhibit No. 6.3
Shop and Dispatch Buildings Elevations

B. ARTESIA BOULEVARD SETBACK, SCREEN WALL AND LANDSCAPING

A setback of twenty feet (20') shall be maintained along Artesia Boulevard. This setback shall be measured from the northerly curb face of Artesia Boulevard along the entire length of the Artesia Boulevard frontage from Alburtis Avenue to Corby Avenue.

The Artesia Boulevard frontage and elevation shall be improved with a ten-foot (10') high decorative split face concrete block wall located twenty feet from the northerly curb face of Artesia Boulevard (the wall height is to be measured from the interior grade). Between the northerly curb face of Artesia Boulevard and the block wall, the area shall be improved with a five-foot (5') wide curvilinear sidewalk. On either side of the sidewalk, the area shall be improved with landscaped mounds and an automatic irrigation system with an automatic timer and planted with ground cover, shrubs, trees and climbing vines on the wall. The landscaping shall extend as close to Alburtis Avenue and Corby Avenue as feasible The type, size and spacing of all trees, shrubs, ground cover and vines, and the design of the irrigation system shall be subject to City Planning staff approval. The property owner will maintain all landscaping within the Artesia Boulevard. right of way between Corby Avenue and Alburtis Avenue, in a manner so that it remains healthy. The property owner will replace any dead landscaping within thirty 30 days after property owner determines such landscaping has died.

C. ALBURTIS AND CORBY PERIMETER WALLS AND LANDSCAPING

The Specific Plan site shall be walled on all sides except for areas necessary for ingress and egress. Because of the narrow nature of the site, an eight-foot (8') high concrete block wall shall be provided along the Corby Avenue property line. An eight-foot (8') high concrete block wall shall be provided along Alburtis Avenue, with a three-foot (3') setback off the property line. Along Alburtis Avenue, a five-foot (5') wide sidewalk, with cutouts for irrigation and vines, shall be provided along the wall. Because of the limited space within the right-of-way, portions of these walls shall be landscaped with climbing vines as shown in Exhibit No. 6.2. The property owner will maintain the climbing vines in a manner so that they remain healthy and replace any dead vines within thirty (30) days after property owner determines such vines have died. Fifteen feet (15') of the perimeter wall immediately north and south of the Alburtis Avenue driveway opening shall have a combination of forty-two inches (42") high concrete block wall and wrought iron above that, to provide for visibility enhancement for exiting vehicles. The driveway opening along Alburtis Avenue shall be no wider than forty feet (40'). In part, the purpose of the landscaping on all perimeter walls is to discourage graffiti on said walls. Any graffiti painted or marked on the premises or any adjacent areas under control of the property owner shall be removed or painted over to match the existing color of the structure within 48 hours of being discovered.

D. PARKING AND VEHICLE INGRESS AND EGRESS

All parking for employees, operators, customers, and visitors shall be provided on site. No on-street parking shall be allowed for the employees, operators, customers or visitors to the site. The site contains 3,976 square feet of building space. The office and shop facilities include a maximum of 5 staff members. There shall be a minimum of five employee parking spaces and one handicapped space for a total of 6 passenger car parking spaces. Product delivery trucks shall be parked in the lot until operators drive the trucks off site for product delivery. Product delivery truck operators shall leave their passenger vehicle in a truck space until the end of the shift, and then shall return the truck to the truck space and depart with their passenger vehicle. There shall be 22 open designated truck parking spaces for the product delivery trucks. Vehicle ingress to the site shall only be from Corby Avenue and vehicle egress from the site shall only be to Alburtis Avenue as shown on Exhibit No. 6.1.

E. LAND USES AND LIMITATIONS

1. Permitted Uses.

Permitted uses are a ready mixed concrete batch plant and associated activities, including, but not necessarily limited to, product mixing and loading, truck washing, maintenance of the concrete batch plant itself, concrete truck maintenance, delivery of products from the plant, delivery and storage of raw material, truck dispatch, truck parking, and some related clerical/office uses. No activity that is listed as an associated use or any other activity not listed above shall be conducted on the site unless solely related to the operation of the batch plant, unless the use is allowed as an alternative use in accordance with subparagraph (3) of this paragraph E.

2. Limitations on Uses and Structures.

The site shall be developed with not more than six (6) seventy-five foot (75') tall powder material silos, two (2) forty foot (40') tall loading collection hoppers, and one (1) fifty foot (50') tall material weighing scale, all of which shall be generally located in the northern and center portion of the Specific Plan area. The location of this equipment is specified on Exhibit No. 6.1.

The site shall be developed with not more than two (2) five-compartment raw material (aggregates) storage bins to be located along the western edge of the property, which bins shall not be located closer than three (3) feet from the inside edge of the perimeter wall.

Uses in the shop building shall be limited only to truck service uses associated with the maintenance and repair of vehicles and equipment used in the batch plant operation.

A trash bin enclosure shall be located adjacent to the shop building.

Welding operations (both acetylene and arc) may be conducted within the property to repair the plant and equipment, including vehicles. All welding operations are to be conducted in compliance with applicable regulations, including CalOSHA, and other requirements.

The existing underground fuel storage tank shall be removed and the soil remediated if necessary and as required by the Regional Water Quality Control Board. Only one (1) new underground storage tank shall be permitted on site at a location approved by the City.

If a radio antenna is required for the plant operation, it shall be no higher than eighteen inches (18") and may be located on the silo. No cellular antenna(s) or structures shall be located on the site.

No rooftop air conditioning units shall be allowed on the roof of the shop building or dispatch building unless architecturally screened from all off-site view locations.

No street parking shall be allowed for any employees, operators, customers or visitors to the Specific Plan site. All required and necessary parking shall be provided on-site.

3. Alternative Commercial Uses of the Property.

As an alternative to a batch plant use of the property, all uses allowed in the Commercial Transition (C-T) Zone shall be allowed on the site within 250 feet of the Artesia Boulevard right-of-way, subject to the development standards and approval requirements set forth in that Zone. If a subsequent commercial use is ever placed on the site, buildings for such use shall be placed no closer than 20 feet from northerly curb face of Artesia Boulevard, as shown on Exhibit 6.1 in this document. The parcel map which will be filed for this project will show a dedication of the front twenty (20) feet on the Artesia Boulevard frontage as shown in Exhibit 6.1.

F. SIGNAGE

A single forty (40) square foot sign shall be allowed on the Artesia Boulevard frontage concrete block wall to identify the business. Directional signs shall be allowed on the Corby Avenue and Alburtis Avenue frontages to direct truck traffic for more efficient circulation, as approved by the City's Traffic Engineer and Planning Department. The maximum area of such directional signs shall be nine (9) square feet. No pole sign and no signage shall be allowed on any silo or other structure on the site, except that small directional or building identification signs, required for internal operation, shall be allowed on the structures or equipment, subject to City Planning Staff approval.

G. UTILITIES

Power, water and sewage utilities shall be adequate to serve the proposed project. A power pole is located at the Artesia Boulevard right-of-way line in approximately the middle of the site. A power line runs back from that power pole to service areas to the rear of the site. This power line shall be under grounded as part of implementation of this project.

H. PARCEL MAP

Prior to the issuance of a grading or building permit, the owner of the property shall submit and obtain approval of a tentative parcel map to consolidate the parcels within the specific plan area into one parcel. Prior to the issuance of an occupancy permit or final inspection, the final parcel map shall be approved and recorded.

I. BUILDING AND ASSOCIATED PERMITS

All required building, grading, encroachment and other standard development permits and fees shall be obtained and paid for the development of the project site.

J. OPERATIONAL LIMITATIONS

The uses on the site shall operate in compliance with all applicable mitigation measures specified in the Mitigated Negative Declaration adopted for the project and this Specific Plan. Unless a more restrictive requirement is imposed by a mitigation measure, the following operational restrictions shall apply:

1. Truck Trips and Routes.

All cement mix trucks and raw material delivery trucks coming to the project site shall approach the project site from the west-bound lanes of Artesia Boulevard.

2. Noise Limitations.

The plant shall operate in conformance with the mitigation measures imposed on the project.

3. Dust, Water and Gravel Spillage.

The operators of the concrete batch plant shall establish an operational plan, which plan shall be reviewed and approved by City staff, which shall minimize the potential for sand, gravel, concrete and water to spill onto public streets when cement or raw material trucks travel to or leave the project site.

4. Water Clarifying Pits and Material Residue

The plant uses a system of small water clarifying pits to reclaim water and material. A typical pit is rectangular in shape, with dimensions of approximately six (6) feet wide by ten (10) feet long, and sloping from grade to about six (6) feet deep. There will be no more than eight (8) pits on the site (the final number will vary based upon the ultimate design of the site). Pits are arranged in a series, so that water is slowed, suspended material drops, and then water flows to the next pit, where the process occurs again. Water in the final pit is reused in production. Aggregate material is scraped out periodically and reused. Residue that cannot be reused in the concrete production process is trucked to approved landfills.

K. DEVIATION FROM DEVELOPMENT STANDARDS

The development standards contained herein are necessary because of the sensitive nature of a concrete batch plant use and in order to allow for the continued operation of such use on the project site. Minor modifications to these development standards may be approved administratively by the City Manager or his or her designee. A "minor modification" shall mean and include any change or modification that is not a "major modification." A "major modification" is a change in the allowable uses of the site, any increase in the height of buildings, structures or equipment beyond those specified herein, any change in the location of a building, structure or piece of equipment that places such building, structure or piece of equipment closer to Artesia Boulevard, Alburtis Avenue or Corby Avenue than specified in this Specific Plan, any change in the ingress and egress to and from the site, any change in height, location or type of perimeter walls, and any radical change in technology that would alter the operation of the concrete batch plant. Any "major modification" shall require an amendment to the Specific Plan as specified in Section VI of this Specific Plan.

SECTION IV – CIRCULATION PLAN AND IMPLEMENTATION MEASURES

A. CLASSIFICATION OF STREETS

The following streets comprise the roadway network around the Specific Plan area:

Street	Classification	Existing Daily Trips
Artesia Boulevard	Primary Highway (Major)	21,971 (March 2000)
Corby Avenue	Local Street	Not known
Alburtis Avenue	Local Street	Not known

Artesia Boulevard is a four (4) lane major roadway, 84 feet curb-to-curb, carrying east/west regional traffic. Artesia Boulevard intersects the Artesia (SR-91) Freeway east of Bloomfield Avenue in Cerritos and continues west to Pacific Coast Highway. It runs parallel to the Artesia (SR-91) Freeway, making it an alternative major thoroughfare to the Artesia (SR-91) Freeway.

Corby Avenue is a partially improved local street which extends north from Artesia Boulevard approximately 600 ft. and is a cul-de-sac. It serves only the Specific Plan site and a few properties to the north as well as the rear of a few properties fronting Pioneer Boulevard. The only significant traffic on this street is to and from the Specific Plan Area.

Alburtis Avenue is an improved local street which extends north of Artesia Boulevard and curves to the west to connect with the easterly extension of Jersey Avenue, which is located two blocks west of Alburtis Avenue. Jersey Avenue is an improved local street which extends north of Artesia Boulevard and curves to the east to connect with the westerly extension of Alburtis Avenue.

B. EXISTING CONDITIONS

Two intersections serve the Specific Plan area. The intersections are located at Artesia Boulevard and Corby Avenue, and Artesia Boulevard and Alburtis Avenue. Stop signs for each intersection are located at Corby Avenue and Alburtis Avenue, respectively.

Level of Service (LOS) is a measurement that assesses driver satisfaction and ranges from LOS A (free flow) to LOS F (forced flow). LOS A through LOS D are generally considered acceptable levels of service during peak commuting hours in urban areas such as the City of Artesia. At LOS D, most traffic clears the intersection on the first green phase. LOS E indicates the intersection is operating near or at capacity, while LOS F indicates that traffic exceeds the intersection's capacity. LOS F is characterized by jammed conditions existing over extended periods of time, often blocking side streets or nearby intersections and requiring vehicles to wait through more than one cycle of a signal. LOS F occurs when an intersection is overloaded.

C. IMPACTS

Implementation of the Specific Plan should not generate new vehicle trips. The trip generation of the current operation is a maximum of 778 vehicle trips, which includes 758 cement trucks, supply trucks and employees trips and 20 miscellaneous trips. Should there be a few additional trips generated by implementation of the Specific Plan, they would be much less than what would be generated by a commercial project (under existing zoning). With 21,971 average daily trips as of March 2000, and a carrying capacity of 30,000 average daily trips, Artesia Boulevard operates within its design limits at an LOS of C in front of the project site.

The California Environmental Quality Act (CEQA) requires that evaluation of a project's impacts include an assessment of the impacts which other projects in the area are forecast to produce, in addition to the project's potential impacts. Other projects include the development of an 11,125 square foot retail commercial building on the vacant property located at the corner of Artesia Boulevard and Jersey Avenue (11645 and 11655 Artesia Boulevard). Applications for a tentative parcel map and design review for this project were recently approved. According to the Redevelopment Plan Environmental Impact Report, 3,065 PM peak hour new trips are anticipated to be generated by Redevelopment Plan projects.

D. ACCESS TO THE SITE

Currently, access to the site is from Artesia Boulevard, Corby Avenue and Alburtis Avenue. The implementation of the Specific Plan will result in the closure of all existing driveways on Artesia Boulevard. All vehicular access to the site will be from Corby Avenue, and all vehicular traffic will exit the site onto Alburtis Avenue. The Artesia Boulevard driveway closures are intended to reduce conflicts with through traffic along Artesia Boulevard.

E. REQUIRED ROADWAY IMPROVEMENTS

The following right-of-way dedications and improvements shall be provided by the property owner as a condition of the development of the property as specified in this Specific Plan:

1. Corby Avenue.

The owner of the property shall dedicate for public street purposes the private 20-foot street easement along Corby Avenue along the entire eastern side of the Specific Plan site. The owner shall repave with concrete the full width of Corby Avenue from Artesia Boulevard to the northern property line of the subject property, and construct curbs and gutters thereon to City standards. The roadway width shall be eighteen feet (18') from centerline to curb line. No sidewalk shall be required along either side of Corby Avenue.

2. Alburtis Avenue.

The owner shall dedicate for right-of-way purposes that portion of its property that lies within twenty-three feet (23') of the existing centerline of Alburtis Avenue and shall construct a five-foot (5') wide curb-adjacent concrete sidewalk along the entire length of that frontage. The roadway width measured from existing street centerline to the easterly curb shall be eighteen feet (18').

3. Artesia Boulevard Corner Curbs.

The corner curbs and gutters at the intersection of Corby Avenue and Artesia Boulevard and Alburtis Avenue and Artesia Boulevard (on the subject property

side) shall be reconstructed and improved to City standards with a 35-foot radius curve. Right-of-way shall be dedicated to accommodate the curb returns, handicapped ramps and sidewalks as shown on Exhibit No. 6.1.

4. Repair of Damaged Curbs, Gutters and Sidewalks.

Prior to the completion of construction of the permitted uses, the owner shall repair or replace those damaged or broken portions of curbs, gutters and sidewalks along the Alburtis Avenue and Artesia Boulevard frontages of the Specific Plan site.

F. ON-SITE CIRCULATION

Internal circulation patterns and the layout of the operational areas are critical to the efficiency, visual impact, and effect on adjacent properties and streets. Vehicle access points on Corby Avenue and Alburtis Avenue shall be no closer than 200 feet from the northerly curb face of Artesia Boulevard as measured from the most southerly opening of the entrance or exit. Vehicle ingress and egress shall be eliminated from the Artesia Boulevard driveway. These new points of entry not only move the vehicles away from Artesia Boulevard, but also provide for less congestion internally so as to minimize idling time and to facilitate the movement of vehicles on and off site in a more expeditious manner.

SECTION V – WATER DISCHARGE SYSTEM AND IMPLEMENTATION MEASURES

A. DRAINAGE & STORM DRAINAGE

1. Existing Conditions.

The Specific Plan area and areas north of the area drain towards Artesia Boulevard, then into storm drains in the vicinity of Artesia Boulevard, and then into Los Angeles County Flood Control District channels, which then flow into the San Gabriel River. There is no known significant water backup in the Specific Plan area during rains. The site is not in a 100-year flood zone.

2. Potential Impacts.

Implementation of the Specific Plan is not anticipated to significantly increase flooding hazards because the Specific Plan area is already predominately covered with impervious surfaces. The renovation plan provides for recycled water pits, slurry tank and a reclaimer.

The site shall be designed and sloped to direct on-site water and other surface waters to on-site collection and retention pits. Wastewater from cement trucks will be deposited into pits and recycled into concrete mix operations. Any excess wastewater and materials will be hauled off-site. Washing of mixer trucks will

occur near rear pits and water from that activity will be collected into the pits. In addition, the property owner will comply with all required NPDES Permit and Storm Water Discharge regulations. No on-site waters and other surface waters used in the operation of the plant and its facilities shall drain onto adjacent streets or gutters.

B. SEWER CAPACITY

1. Existing Conditions.

There is an existing 8-inch sewer main in Artesia Boulevard maintained by the City of Artesia. Wastewater flow from the subject property is discharged to the local lines and conveyed to a 10-inch trunk sewer. The wastewater is treated in a regional treatment system consisting of the Los Coyotes Water Reclamation Plant (WRP) in Cerritos and the Joint Water Pollution Control Plant in Carson. Wastewater flows are minimal, as they are generated by employee restrooms and sinks.

2. Potential Impacts.

Existing sewer facilities of the Los Angeles County Sanitation District have been capable of handling the existing wastewater. No additional wastewater is expected from the renovated plant, subject to confirmation during the building permit review process. Water from internal operations shall not be sent or be allowed to flow into sewers or storm drains, except as otherwise permitted by the Storm Water Pollution Prevention Plan or the Standard Urban Storm Water Mitigation Plan.

SECTION VI – GENERAL REGULATIONS

A. AUTHORITY

The Artesia Boulevard Industrial Area Specific Plan is established through the authority granted to the City of Artesia by California Government Code Sections 65450-65457 (Specific Plans).

B. RELATION TO THE ARTESIA MUNICIPAL CODE

The Artesia Boulevard Industrial Area Specific Plan provides policies, standards, and regulations to guide development of the Specific Plan area, and serves as the zoning for the properties and area covered by the Specific Plan. Upon adoption of the Specific Plan, all land use designations, development regulations and standards set forth in this plan, to the extent described herein, shall replace those contained in the applicable sections of the Artesia Municipal Code, and the official zoning map of the City of Artesia shall be changed accordingly. Development plans, parcel maps, design review applications and approvals and other development entitlements shall be consistent with this Specific Plan.

When an issue, condition or situation occurs that is not addressed or provided for in this Specific Plan, the provisions of the Artesia Municipal Code that are most applicable to the issue, condition or situation shall apply, including with respect to development standards, land use controls, and processing requirements. In the event this Specific Plan does not contain a development standard for a particular aspect of the proposed development, the terms and provisions of the Artesia Municipal Code for the Heavy Manufacturing and Industrial (M-2) Zone shall control, except that if the proposed use or structure is a commercial office or retail use unrelated to the use of the property as a concrete batch plant, the requirements of the Commercial Transition (C-T) Zone as specified in the Artesia Municipal Code shall control. Terms used in this Specific Plan shall have the same definitions as given in the Artesia Municipal Code, unless otherwise defined herein.

If there is a difference or conflict between the provisions of the Specific Plan and the Municipal Code, the provisions of this Specific Plan shall prevail. When provisions of this Specific Plan impose regulations also required by any other ordinance, resolution, or policy, the provisions of this Specific Plan shall govern.

No provision of this Specific Plan is intended to repeal, abrogate, annul, impair, or interfere with any existing ordinance, resolution, or policy, except as specifically provided in this Specific Plan.

C. MODIFICATION AND AMENDMENT

1. "Major" and "Minor" Modifications.

Any modification to this Specific Plan that is deemed to be a "major modification," as such term is defined herein, shall require an amendment to this Specific Plan that is approved in accordance with the requirements of state law. For purposes of this Specific Plan, a "major modification" shall mean any change in the allowable uses of the site, any increase in the height of buildings, structures or equipment beyond those specified herein, and any change in the location of a building, structure or piece of equipment that places such building, structure or piece of equipment closer to Artesia Boulevard, Alburtis Avenue or Corby Avenue than currently specified in this Specific Plan, any change in the ingress and egress to and from the site, and any change in height, location or type of perimeter walls. Any change that is not a "major modification" shall be deemed to be a "minor modification" and may be approved by the City Manager or his or her designee, or may be submitted by the City Manager to the Planning Commission and City Council for review and approval.

2. CEQA Review of Modifications and Amendments.

Any modification to the Specific Plan shall be reviewed in accordance with the requirements of the California Environmental Quality Act (CEQA). Subsequent or additional environmental review may be required for the modification based on

the standards for such subsequent or additional environmental review as specified by CEQA.

D. SEVERABILITY

In the event that any section, subdivision, condition, or term of this Specific Plan is declared illegal or unenforceable by any court of competent jurisdiction, the other sections, subsections, conditions and terms shall remain in force and effect to the full extent permitted by law.

TABLE OF CONTENTS

Page No.

SECTION I – INTRODUCTION 1

A. PURPOSE, GOALS, AND OBJECTIVES 1

B. BACKGROUND AND DISCUSSION OF EXISTING CONDITIONS 4

C. ZONING AND RELATION TO THE GENERAL PLAN 8
1. Current Zoning of the Property. 8
2. Consistency Between Specific Plan and General Plan 8

D. CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE 10

SECTION II – PROJECT DESCRIPTION 10

A. LOCATION/AREA DESCRIPTION 10
1. Location. 10
2. Area Description. 10

B. OPPORTUNITIES AND CONSTRAINTS 11
1. Opportunities 11
2. Constraints. 11

C. LAND USE PLAN/DEVELOPMENT CONCEPT 12

D. CIRCULATION CONCEPT 12

E. WATER DISTRIBUTION AND DRAINAGE CONCEPT 12

SECTION III – DEVELOPMENT STANDARDS AND IMPLEMENTATION MEASURES 13

A. BUILDING "ENVELOPES": HEIGHTS, LOCATIONS AND LOT COVERAGE 13
1. Height of Structures 14
2. Lot Coverage 14

B. ARTESIA BOULEVARD SETBACK, SCREEN WALL AND LANDSCAPING 20

C. ALBURTIS AND CORBY PERIMETER WALLS AND LANDSCAPING 20

D. PARKING AND VEHICLE INGRESS AND EGRESS....21

E. LAND USES AND LIMITATIONS....21
1. Permitted Uses....21
2. Limitations on Uses and Structures....21
3. Alternative Commercial Uses of the Property....22

F. SIGNAGE....22

G. UTILITIES....23

H. PARCEL MAP....23

I. BUILDING AND ASSOCIATED PERMITS....23

J. OPERATIONAL LIMITATIONS....23

1. Truck Trips and Routes....23
2. Noise Limitations....23
3. Dust, Water and Gravel Spillage....23
4. Water Clarifying Pits and Material Residue....24

K. DEVIATION FROM DEVELOPMENT STANDARDS....24

SECTION IV – CIRCULATION PLAN AND IMPLEMENTATION MEASURES....24

A. CLASSIFICATION OF STREETS....24

B. EXISTING CONDITIONS....25

C. IMPACTS....25

D. ACCESS TO THE SITE....26

E. REQUIRED ROADWAY IMPROVEMENTS....26
1. Corby Avenue....26
2. Alburtis Avenue....26
3. Artesia Boulevard Corner Curbs....26
4. Repair of Damaged Curbs, Gutters and Sidewalks....27

F. ON-SITE CIRCULATION....27

SECTION V – WATER DISCHARGE SYSTEM AND IMPLEMENTATION MEASURES....27

A. DRAINAGE & STORM DRAINAGE....27
1. Existing Conditions....27
2. Potential Impacts....27

B. SEWER CAPACITY 28
1. Existing Conditions 28
2. Potential Impacts 28

SECTION VI – GENERAL REGULATIONS 28

A. AUTHORITY 28

B. RELATION TO THE ARTESIA MUNICIPAL CODE 28

C. MODIFICATION AND AMENDMENT 29
1. "Major" and "Minor" Modifications. 29
2. CEQA Review of Modifications and Amendments 29

D. SEVERABILITY 30

TABLE OF EXHIBITS

Exhibit 1	Artesia Boulevard Industrial Area Specific Plan Generalized Site Plan
Exhibit 2	Planning Areas
Exhibit 3	Regional Map
Exhibit 4	Artesia Zoning Map
Exhibit 5.1	Plan View of Site Plan with Building Height Envelopes Overlaid
Exhibit 5.2	Profile View of Height Envelopes
Exhibit 6.1	Detailed Site Plan
Exhibit 6.2	Plant Elevations
Exhibit 6.3	Shop and Dispatch Buildings Elevations