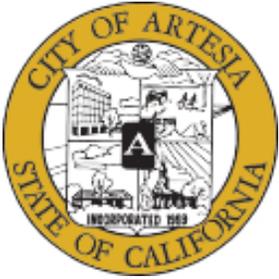




**EXISTING
CONDITIONS**
and
ALTERNATIVES

ACKNOWLEDGMENTS



CITY COUNCIL

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Prepared by



Funded by



The existing conditions analysis builds on the work and effort completed in 2018 by Gwynne Pugh Urban Studio. Previous analyses have been supplemented to include an expanded study area.

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1 INTRODUCTION

2 EXISTING CONDITIONS ANALYSIS

3 EXISTING CONDITIONS ASSESSMENT

4 PREFERRED ALTERNATIVES

ARTESIA DOWNTOWN SPECIFIC PLAN

1 INTRODUCTION

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- 1-5 **KEY CHARACTERISTICS OF TRANSIT-SUPPORTIVE COMMUNITIES**
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METRO TRANSIT-ORIENTED COMMUNITIES

Through the expansion of Metro and new funding sources (Measure M), Metro launched a Transit Oriented Communities Program. The program focused on finding and strengthening synergies between transit and the surrounding streets, public spaces, and developments to support an expanding transit network.

Metro supports local jurisdictions to develop and adopt transit-supportive policies and programs to leverage the value of transit investments and increase ridership. As a part of this program, funding was made available for jurisdictions to prepare for the expansion of Metro. Through the grant funding, Metro has five primary goals:

- Increase transit ridership and choice
- Stabilize and strengthen communities around transit
- Engage communities in visioning
- Distribute transit benefits to all
- Capture value created by transit

Because the Artesia Downtown Specific Plan is funded by the Transit Oriented Communities Program, Artesia aims to implement Metro's primary goals and incorporate the Key Characteristics of Transit-Supportive Communities.

KEY CHARACTERISTICS OF TRANSIT-SUPPORTIVE COMMUNITIES



COMPACT DESIGN



**COMMERCIAL
STABILIZATION,
BUSINESS RETENTION &
EXPANSION**



**COMPLETE
NEIGHBORHOODS**



**TRANSIT
PRIORITIZATION,
ACCESSIBILITY & AREA
DESIGN**



**STREET & NETWORK
CONNECTIVITY**



**PARKING
MANAGEMENT**



**SITE LAYOUT, PARKING
LAYOUT & BUILDING
DESIGN**



**TRANSPORTATION
DEMAND
MANAGEMENT**



AFFORDABLE HOUSING



**PEDESTRIAN & BICYCLE
CIRCULATION**

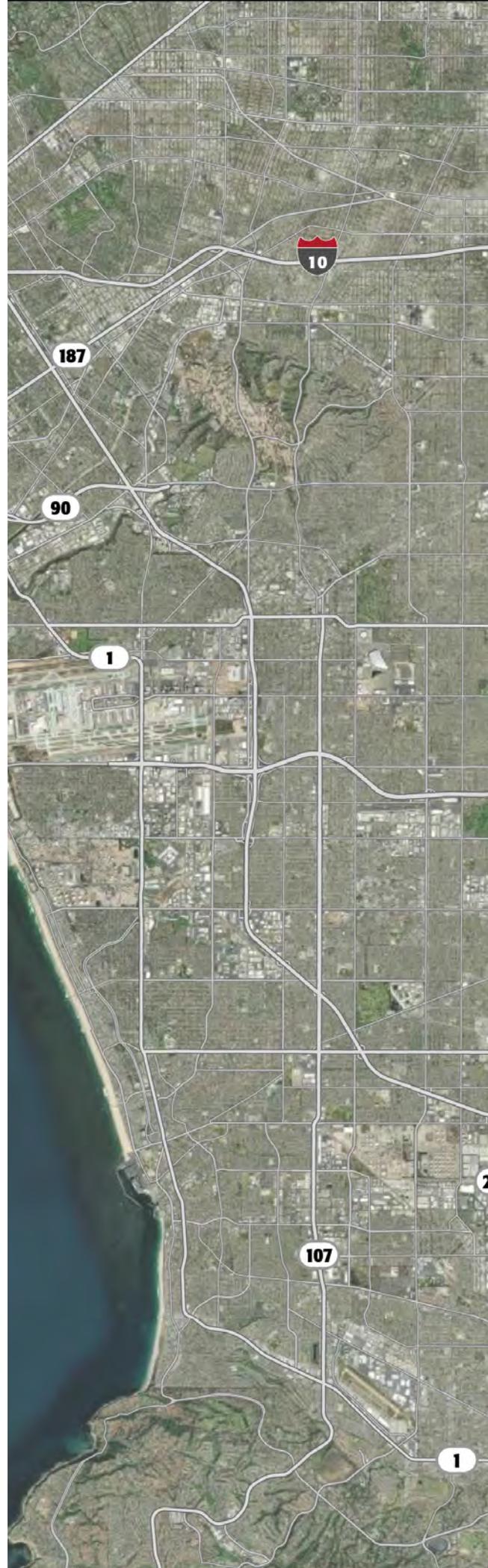
INTRODUCTION

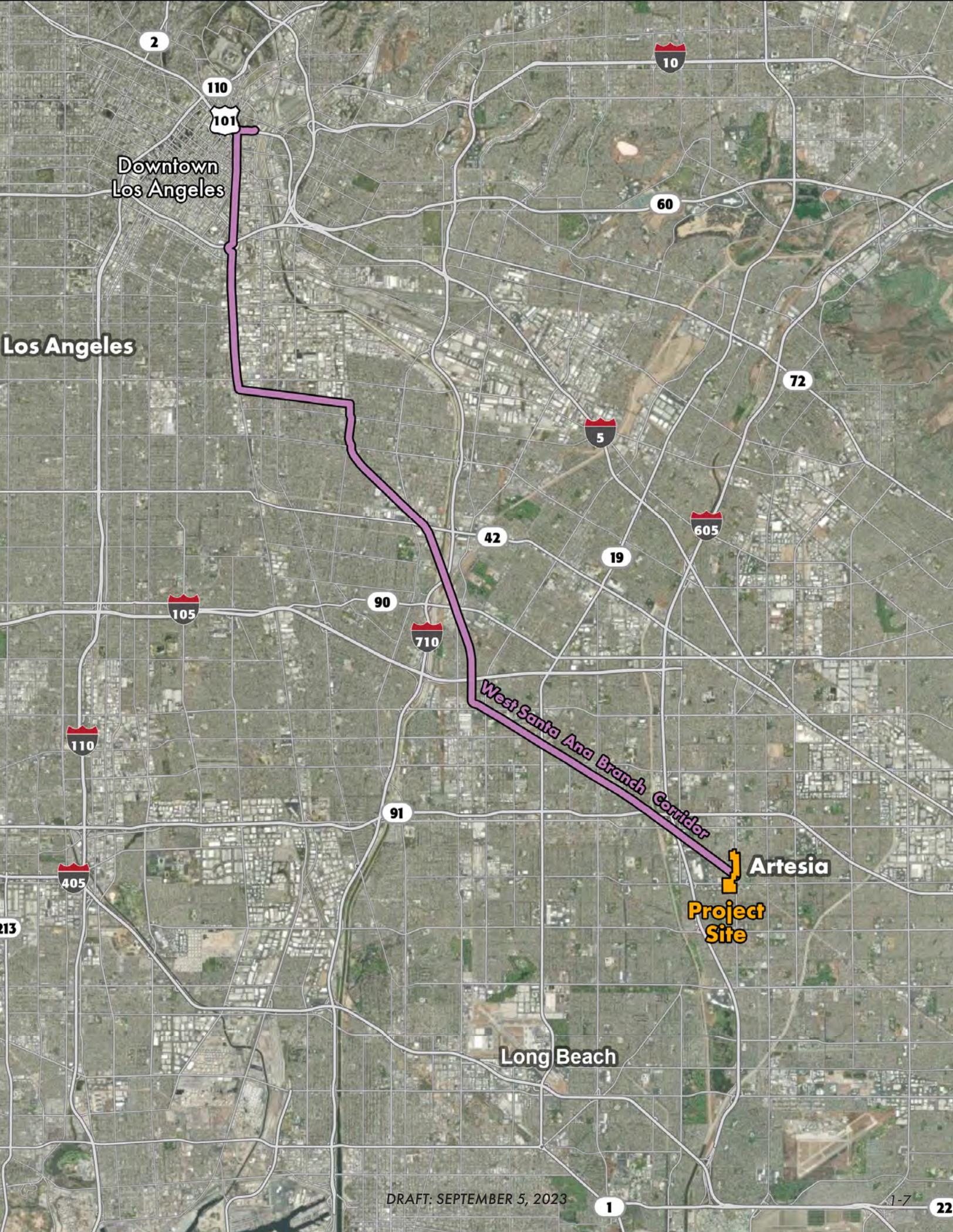
The Artesia Downtown Specific Plan will dictate the scale of future development growth and opportunity in Artesia’s Downtown district, as well as curate community gathering spaces, enhance pedestrian and bicyclist experience, and create new housing opportunities.

In 2016 LA County voters passed Measure M. The Measure is a no-sunset, half-cent sales tax measure that funds various projects and partially funds many Metro projects. Thanks to Measure M, Metro is undertaking one of the largest transportation infrastructure programs in US history and will double the size of the rail network in the next 40 years. As a part of this expansion, a focus on Transit Oriented Communities made various grant funds available to local jurisdictions within Metro project areas, Artesia included. In August of 2016, the City Council approved a grant agreement of \$375,000 between the City and Metro to fund the preparation of the Artesia Downtown Specific Plan.

In May of 2023, the City of Artesia kicked off efforts to develop the Artesia Downtown Specific Plan, referred to as ADSP, in anticipation of the arrival of the West Santa Ana Branch Line Metro station at Pioneer Boulevard. Upon the completion of the West Santa Ana Branch Line, Downtown Artesia will have a single-seat connection to Downtown Los Angeles. Pioneer Station will directly connect Artesia with major destinations and employment centers in the region—Downtown Los Angeles, Union Station, and South Los Angeles. Transferring at Union Station, passengers will be able to connect as far as Santa Monica, Pasadena, East Los Angeles, San Fernando Valley, and LAX.

Artesia’s transit-oriented future will bring with it many opportunities that can be envisioned through the lens of other downtowns that experienced revitalization through the connection of a Metro station. Downtown Bellflower, Downtown South Pasadena, and Downtown Azusa all gained new opportunities for housing, retail and commercial, and entertainment with the development of a Metro station and connection to the greater LA region.





Downtown Los Angeles

Los Angeles

West Santa Ana Branch Corridor

Artesia

Project Site

Long Beach

CASE STUDY: DOWNTOWN BELLFLOWER

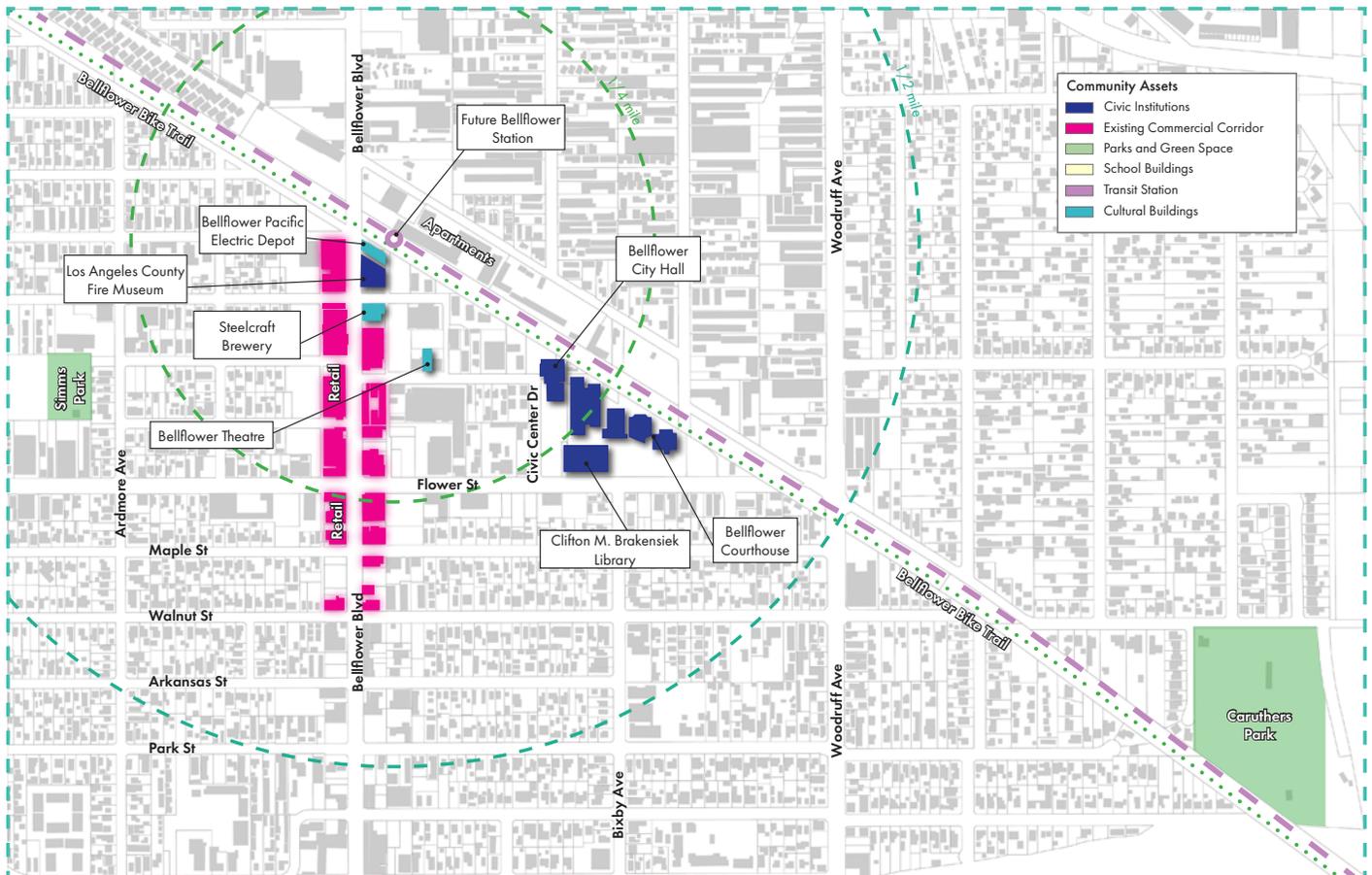
Just across town sits Downtown Bellflower. Like Artesia, Bellflower will also receive a Metro station along the West Santa Ana Branch Corridor.

Downtown Bellflower has an emphasis on dining halls and entertainment, outdoor spaces for events and programming, and preservation of historic resources and sites. Key features are expressed in the photos to the right.

The map below displays Downtown Bellflower and the existing community assets. The dark blue shows civic institutions such as city hall, the courthouse, and the library. Light blue denotes cultural and historic buildings such as the theatre. The hot pink along Bellflower Boulevard denotes the primary commercial corridor, which has shopping, service businesses, restaurants, and community spaces. The future transit station is marked by the purple circle and dotted line. The green dotted line marks a quarter-mile walking radius from the station, and the teal dotted line marks a half-mile biking radius from the station.



Breweries, eateries, and entertainment.





More retail and restaurant uses. Street-facing retail with connected and walkable sidewalks and bike lanes.



Use of open space for fairs, farmers markets, and other community events. Parks and play areas for families.



Condo- and apartment-style housing and mixed-use structures with ground-floor retail.



Enhanced open space and streetscapes using trees, greenery, and lighting.

CASE STUDY: DOWNTOWN SOUTH PASADENA

In north Los Angeles County, South Pasadena is known for its quaint charm, local architecture, and walkability.

Downtown South Pasadena is a walkable area with access to the Metro Gold line, which runs directly to downtown. Key features of South Pasadena are expressed in the photos to the right.

The map below displays Downtown South Pasadena and the existing community assets. Dark blue shows civic institutions such as city hall and the fire department. Light blue denotes cultural and historic buildings such as the historical district. The hot pink along Mission Street and Fair Oaks Avenue denotes the primary commercial corridor, which has shopping, service businesses, restaurants, and community spaces. The transit station is marked by the purple circle and dotted line. The green dotted line marks a quarter-mile walking radius from the station, and the teal dotted line marks a half-mile biking radius from the station.



*Retail and housing near the Metro station.
Focus on walkability and pedestrian and cyclist access to the Metro station.*



More housing with mixed product types, such as townhomes, condos, apartments, and single family.



Mixed-use buildings, 2 to 3 stories with ground-floor retail and a focus on consistent architecture and design. Use of parking structures and underground parking for retail and housing.



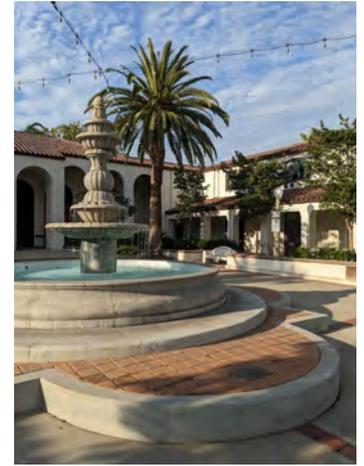
Activated streets with retail storefronts, mixed use, and placemaking features such as lightposts, historic signage, art, and more. Addition of parklets and outdoor dining for restaurants, breweries, and cafes

CASE STUDY: DOWNTOWN AZUSA

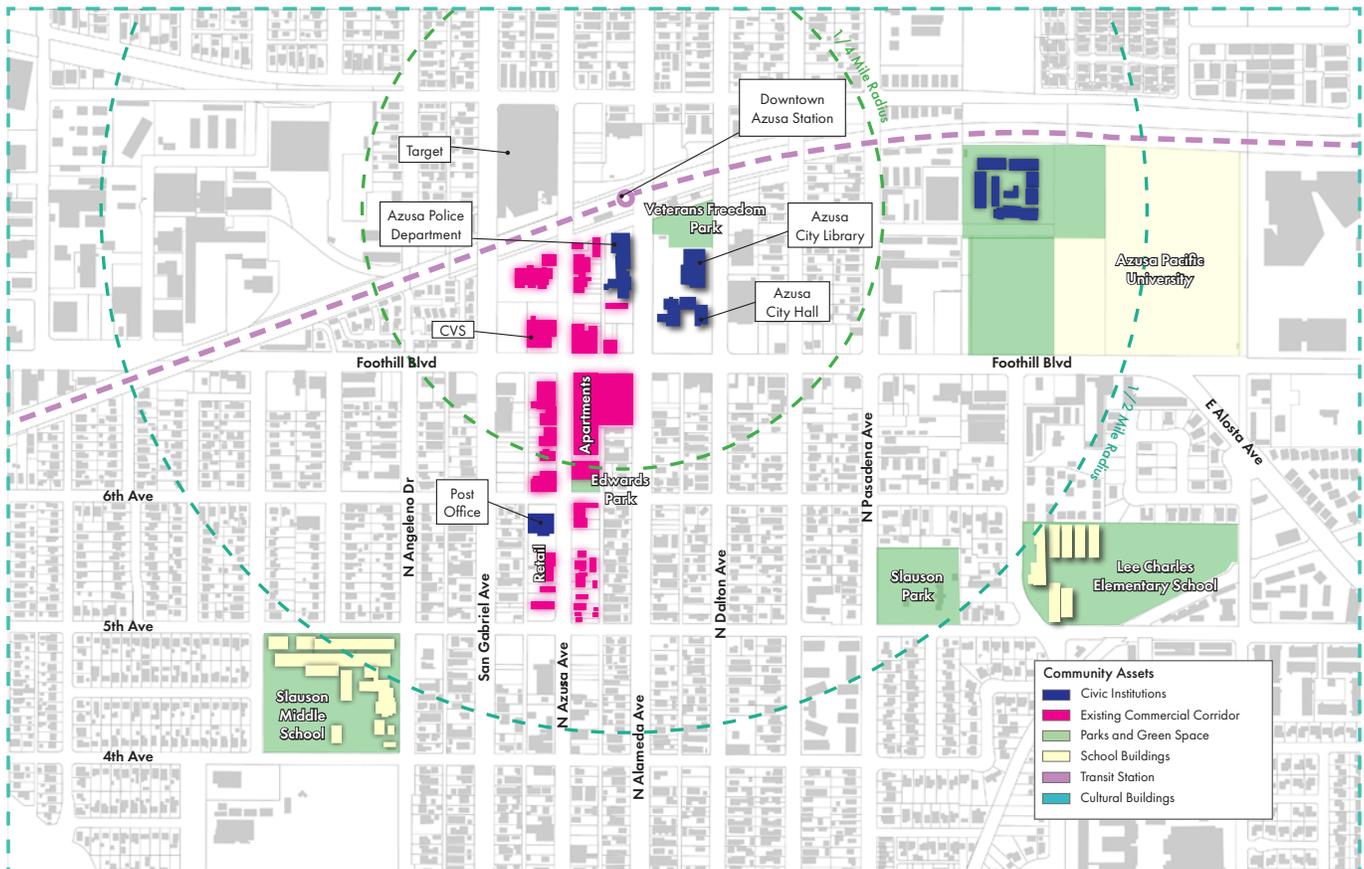
In northeast Los Angeles County sits downtown Azusa where the Gold line extends from Azusa through Downtown LA to Long Beach.

Downtown Azusa is near Azusa Pacific University, and various restaurants and stores in downtown cater to a wide demographic. Key features of the area are expressed in the photos to the right.

The map below displays Downtown Azusa and the existing community assets. The dark blue shows civic institutions such as city hall, the police department, and the library. Light blue denotes cultural and historic buildings. The hot pink along Azusa Avenue denotes the primary commercial corridor, which includes shopping, service businesses, restaurants, and community spaces. The transit station is marked by the purple circle and dotted line. The green dotted line marks a quarter-mile walking radius from the station, and the teal dotted line marks a half-mile biking radius from the station.



*Preservation of historic sites and structures.
Enhance open space with art, statues,
water features, and sculptures.*





Mixed-use structures, housing adjacent to transit and the METRO station, and 3- to 4-story housing and retail buildings.



Retail options, 3- to 4-story mixed-use, and housing above retail or next to retail.



Enhanced streetscapes and placemaking features such as lighting, parklets, decorative sidewalks, and historic storefronts.



ARTESIA DOWNTOWN VISION AND GOALS

Downtown Artesia is the heart of the city, and the future of Downtown Artesia can provide a convenient place for shopping, dining out, entertainment, recreation, and community gathering through places that are heavily influenced by the diversity of Artesia’s residents. The Vision and Goals create the path to this future.

What Is a Vision?

The vision describes the goals for how growth and development will occur in Downtown Artesia over the next 20+ years. The vision is aspirational as new developments and transportation services create opportunities to enhance Downtown’s character and encourage business success. The vision for the Artesia Downtown Specific Plan includes five key components:

- 1 Growth, Land Use, and Development**
- 2 Economic Health**
- 3 Community Character**
- 4 Beauty and Design**
- 5 Mobility**

Artesia Downtown Vision

The expansion of Metro’s West Santa Ana Branch and the planned station on Pioneer will make Artesia a gateway between Los Angeles and Orange County.

The Downtown Specific Plan encourages new opportunities for jobs, recreation, entertainment, and retail as the city prepares for the Metro extension.

The vision for Downtown Artesia reflects community values and needs. The Downtown Specific Plan will establish strategic land use designations to connect the community to housing, jobs, and recreation; create a connected business district to facilitate new economic opportunities, build a vibrant and scenic downtown reflective of a diverse community; beautify downtown through building design, landscape, and art; and enhance streetscapes to increase multimodal accessibility and safety.

What Are Goals?

A set of goals is established in the Vision for the Downtown Specific Plan. Goals are the pathway for plan implementation and direct how the Vision for the plan will be realized. Goals guide development and administration of the plan.

DOWNTOWN SPECIFIC PLAN GOALS

1 Strategic land use designations to connect the community to housing, jobs, and recreation.

1. New housing options for all household sizes, types, and income levels.
2. A place for community gathering, socializing, and rest.
3. Maintenance of existing local businesses, restaurants, and shopping.
4. Facilitation of housing near retail and shopping.
5. Opportunity for street markets, farmers markets, fairs, pop-ups, and other community-focused events.

2 A connected business district to facilitate new economic opportunities.

1. New opportunities for essential retail, such as grocery stores.
2. Focused preservation of local business ownership on Pioneer Boulevard.
3. Attract new restaurants, retail, and other commercial industries.
4. Allow for office and business park with a focus on companies that will provide technical jobs.
5. Expand the job market and job opportunities in Artesia.

3 A vibrant and scenic downtown reflective of a diverse community.

1. Downtown businesses that reflect the Latinx, Indian, East Asian, and Asian populations.
2. Affirm community character and culture through restaurants, retail, and design.
3. The restoration and reuse of buildings and places of historical or cultural significance.
4. Support diverse businesses such as multicultural food options, nightlife, cafes, entertainment, and boutique shops.

4 Beautification through building design, landscape, and art.

1. Implement standards that encourage high quality design.
2. Encourage design that is reflective of the diverse community.
3. Improve community experience in public space through landscape design and greening practices.
4. Improve community experience in public spaces through public art.
5. Use of murals, outdoor galleries, installations, and pop-ups to enhance the downtown environment.

5 Enhanced connectivity and streetscapes to increase multimodal accessibility and safety.

1. A place where streets, paseos, and alleys offer safe and convenient ways to get around for people visiting, working, or living in the Downtown.
2. Walkable urban settings that encourage safe biking and walking.
3. New walking and biking paths to connect existing and new housing and retail to the future Metro station.
4. Strategic lighting to increase safety and encourage use of the downtown in the evenings and at night.

ARTESIA DOWNTOWN SPECIFIC PLAN

2 EXISTING CONDITIONS ANALYSIS

- 2-2 **A UNIQUE DOWNTOWN**
- 2-4 **HISTORIC DEVELOPMENT OF DOWNTOWN**
- 2-6 **A MIXED-USE DOWNTOWN**
- 2-8 **EXISTING ZONING**
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A UNIQUE DOWNTOWN

Downtown Artesia is a microcosm of Southern California urbanism: on the one hand, there is a walkable main street core that developed around the historic Artesia Station; on the other, there are strip malls developed around the convenience of the automobile. Beyond the commercial Pioneer Blvd corridor, small apartment complexes share street fronts with single-family homes. All the traditional components of a Southern California city (though not the industrial warehouse complexes) can be found on the blocks that constitute Downtown Artesia.

As we look to the arrival of the West Santa Ana Branch Corridor Metro Line in the mid-2030s, Downtown already has much to offer by the way of transit-ready urbanism. Its history as a railroad town imprinted walkability in its DNA. The main street block between 186th and 187th Streets boasts an urban structure that rivals some of the best commercial streets in the region. Recent sidewalk improvements on Pioneer Boulevard put the streetscape on par with nationally recognized best practices.

Clustered around 183rd Street and South Street, Downtown's strip mall properties serve those getting around by car. While their large parking lots, wide curb cuts, and removed commercial spaces do not conform to the transit-oriented paradigm, it is easy to imagine that these large parcels with low development intensities could make way for walkable mixed-use urban developments.

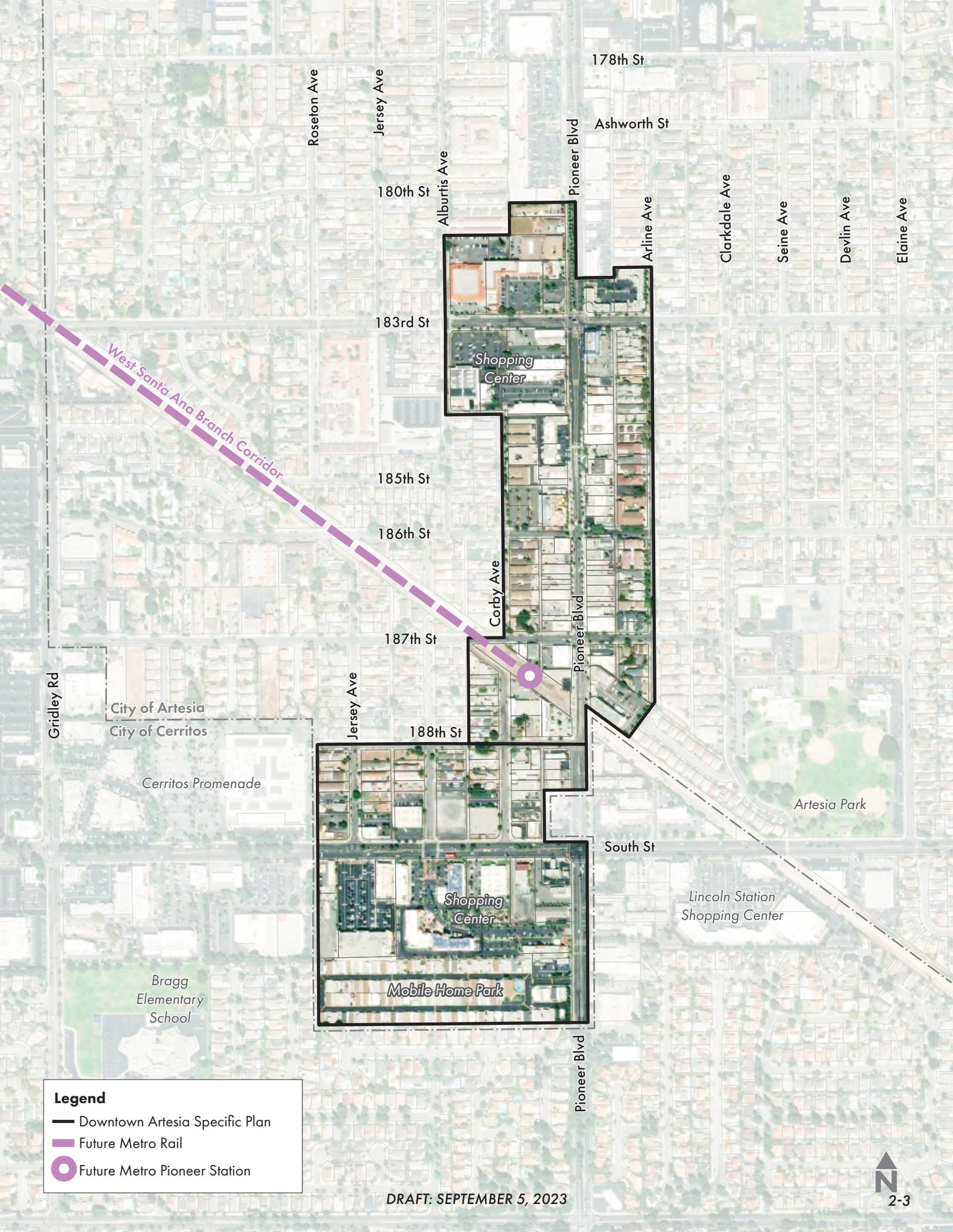
THE STUDY AREA

The Specific Plan study area focuses on the blocks adjoining Pioneer Boulevard, beginning with the area around the future Pioneer Blvd Station to the south and ending just beyond 183rd St to the north. To the east and west, the study area is bounded by Arline, Corby, and Albutis Avenues. The study area further extends south of the Future Pioneer Boulevard Station, within the City of Artesia, and includes the area between 188th Street and the Mobile Home Park, and Pioneer Boulevard to Jersey Avenue.

The study area hosts primarily commercial and residential apartment properties. South of the railroad right-of-way, there are several light industrial properties along with a number of single-family homes. The single family homes likely predate the current land use designation.

IDENTIFYING METRICS THAT CHARACTERIZE THE DOWNTOWN

Wherever possible, this report identifies metrics that correlate with high-quality transit-oriented urbanism. These metrics will help identify the development standards of the future Artesia Downtown Specific Plan.



West Santa Ana Branch Corridor

Shopping Center

Shopping Center

Mobile Home Park

City of Artesia
City of Cerritos

Cerritos Promenade

Bragg
Elementary
School

Artesia Park

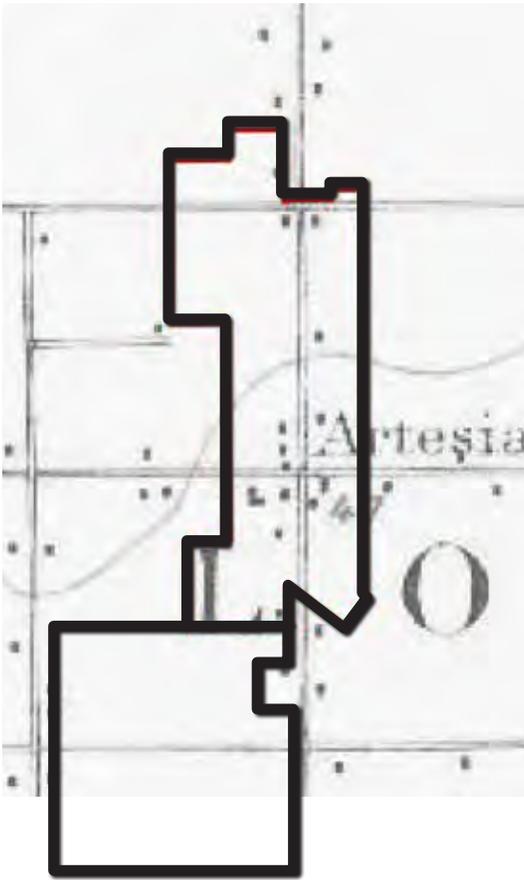
Lincoln Station
Shopping Center

Legend

- Downtown Artesia Specific Plan
- Future Metro Rail
- Future Metro Pioneer Station

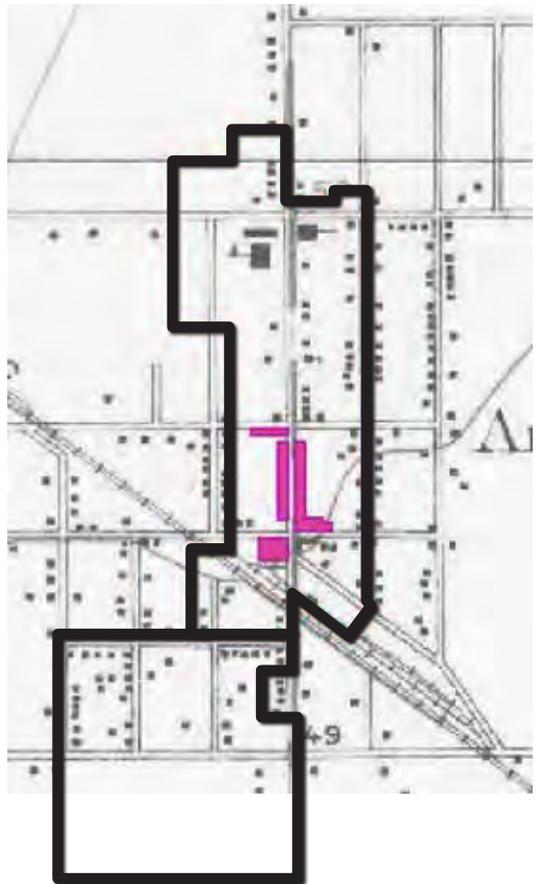
HISTORIC DEVELOPMENT OF DOWNTOWN

1902



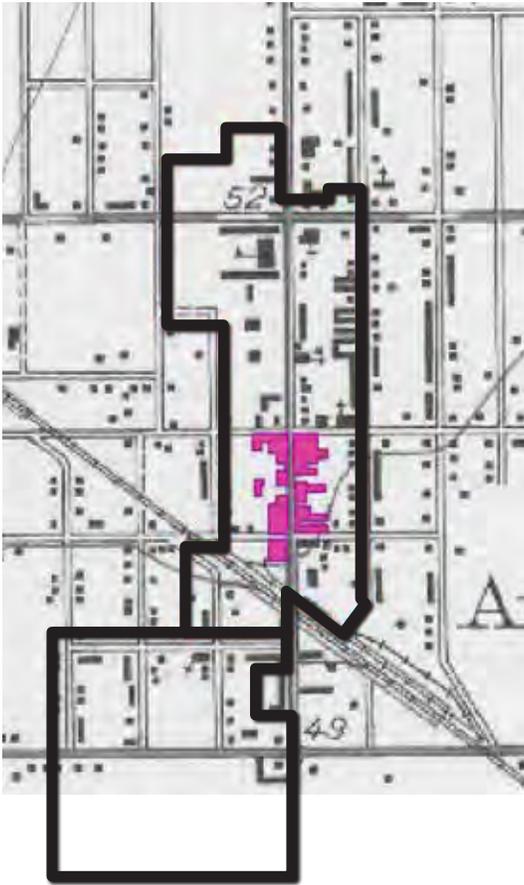
A map from 1902 shows a number of buildings clustering around the intersection of Pioneer and 186th.

1925



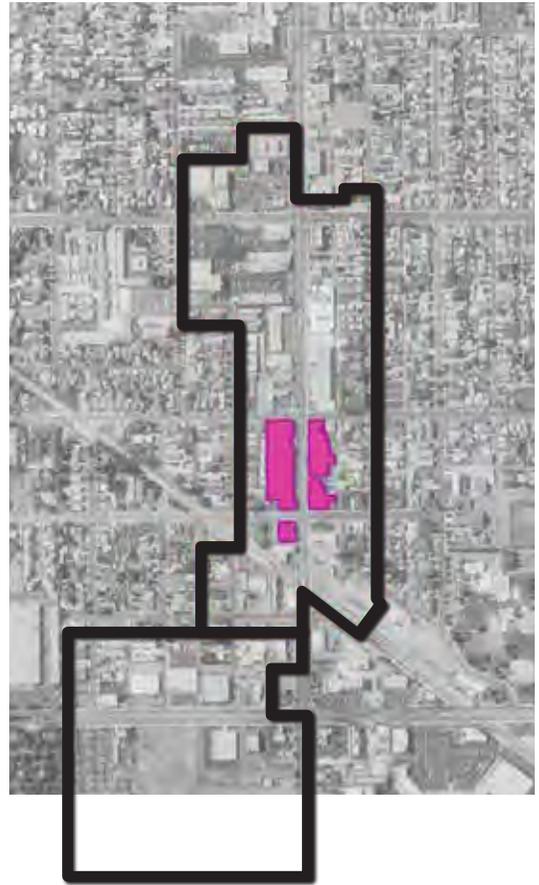
By 1925 the Pacific Electric Red Car had a station on Pioneer Blvd. Distinctively, street-fronting main street buildings line Pioneer between 186th and 187th streets.

1945



This 1945 map shows more detailed building footprints with denser infill development on Arline Ave.

1994



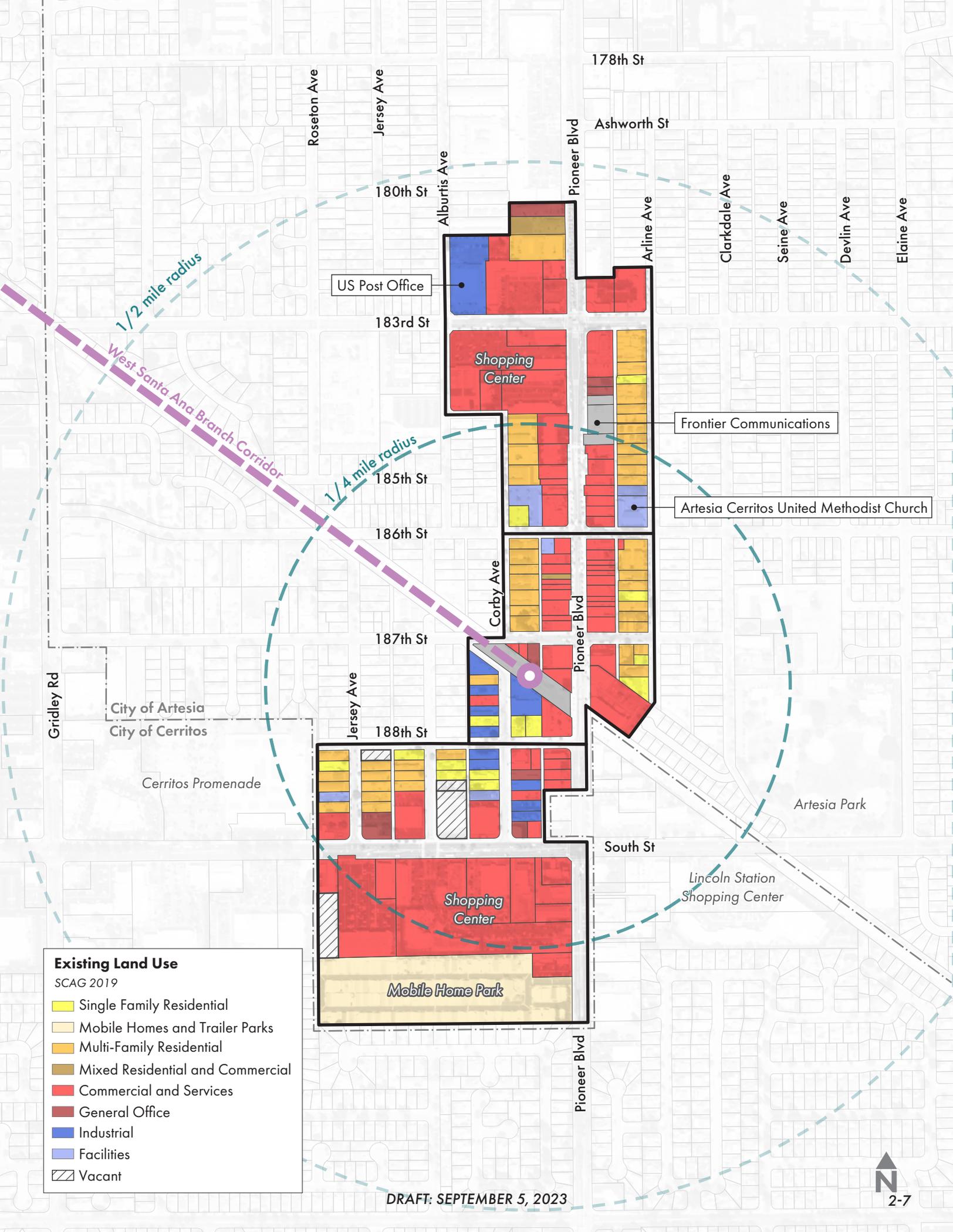
By 1994 the area north of 186th has completely transformed. The school and many other buildings have been replaced with strip malls. The main street remains.

A MIXED-USE DOWNTOWN

Downtown's land use pattern is straightforward and similar to many communities throughout Southern California: commercial uses line main thoroughfares (Pioneer Blvd, 183rd St and South St) with residential uses beyond. In the residential neighborhoods comparatively small scale multi-family residential buildings create a transition from commercial uses to single-family homes. This cross-section provides a logical progression from more active and denser uses to less dense uses.

73 retail and commercial buildings located within a half mile from Pioneer Station

The study area has a mix of uses, a landuse pattern that can provide synergies between multiple uses and reduce automobile trips. This mix of commercial, residential, industrial, and civic uses largely takes place horizontally, meaning the different uses occupy different buildings on separate sites. Mixed-use buildings (buildings that integrate multiple uses) are limited to a handful of office over retail buildings.



Existing Land Use
SCAG 2019

- Single Family Residential
- Mobile Homes and Trailer Parks
- Multi-Family Residential
- Mixed Residential and Commercial
- Commercial and Services
- General Office
- Industrial
- Facilities
- Vacant

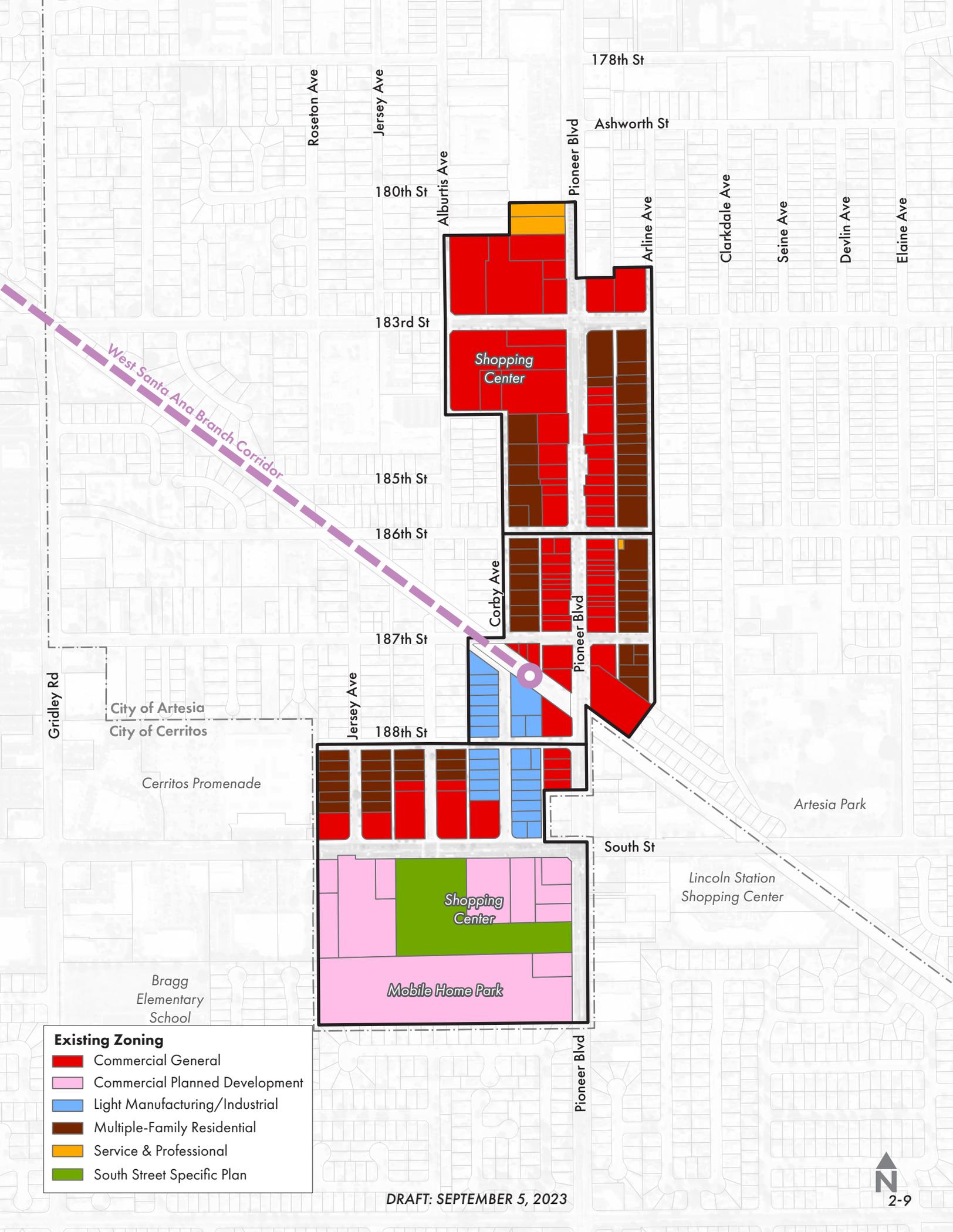
DRAFT: SEPTEMBER 5, 2023



EXISTING ZONING

The map on the following page shows existing zoning designations within the specific plan study area.

Commercial General zone designations are focused along Pioneer Boulevard, 183rd Street, and South Street. Light Manufacturing/Industrial zone designations are located south of the future rail station along Corby Avenue. Multi-family Residential designations are found along Corby Avenue and Airline Avenue. The area south of South Street is designated as Commercial Planned Development and South Street Specific Plan.



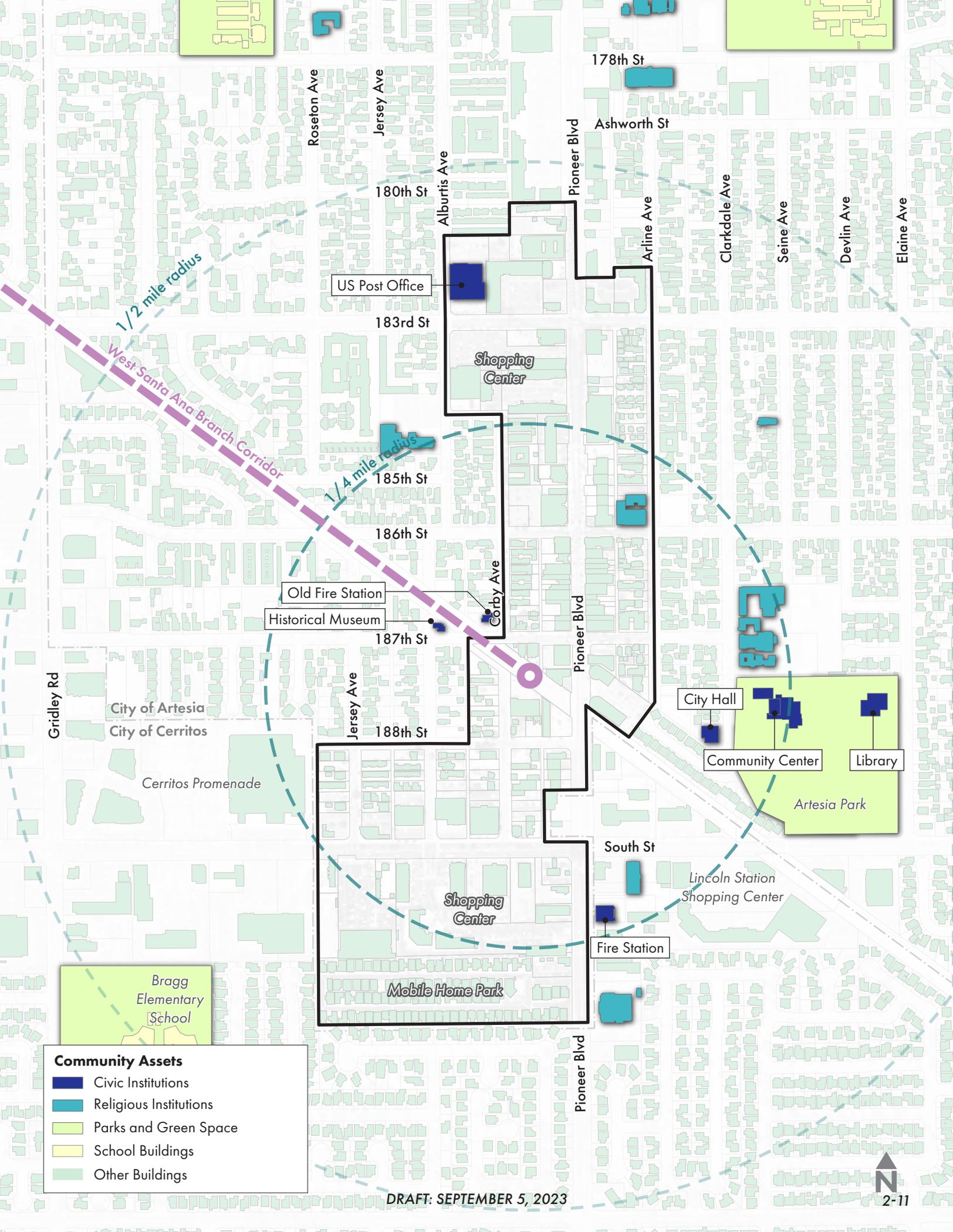
Existing Zoning

- Commercial General
- Commercial Planned Development
- Light Manufacturing/Industrial
- Multiple-Family Residential
- Service & Professional
- South Street Specific Plan

COMMUNITY ASSETS

Community assets include civic institutions, religious institutions, parks and green spaces, and schools. Community assets provide key amenities and services that contribute to healthy and functional neighborhoods.

Civic institutions within a 1/2 mile from the future Pioneer Station include Artesia City Hall, Albert O. Little Community Center, Artesia Library, a fire station, and a post office. The post office is located at the northern end of the study area. All other civic institutions are located outside just outside the southeast boundary of the study area. Artesia Park is the only park within walking distance (1/2 mile radius) from the future Metro station. Artesia Park is across the street from City Hall and is integrated with the community center and library. Other green spaces include open space on school properties. Three schools are located a few blocks away from the study area, at the northeast, northwest, and southwest corners.



1/2 mile radius
 West Santa Ana Branch Corridor

1/4 mile radius

Gridley Rd
 City of Artesia
 City of Cerritos

Cerritos Promenade

Bragg Elementary School

US Post Office

Shopping Center

Old Fire Station
 Historical Museum

City Hall

Community Center

Library

Artesia Park

Shopping Center

Mobile Home Park

Fire Station

Lincoln Station Shopping Center

- Community Assets**
- Civic Institutions
 - Religious Institutions
 - Parks and Green Space
 - School Buildings
 - Other Buildings

ACCOMMODATING CARS IN DOWNTOWN

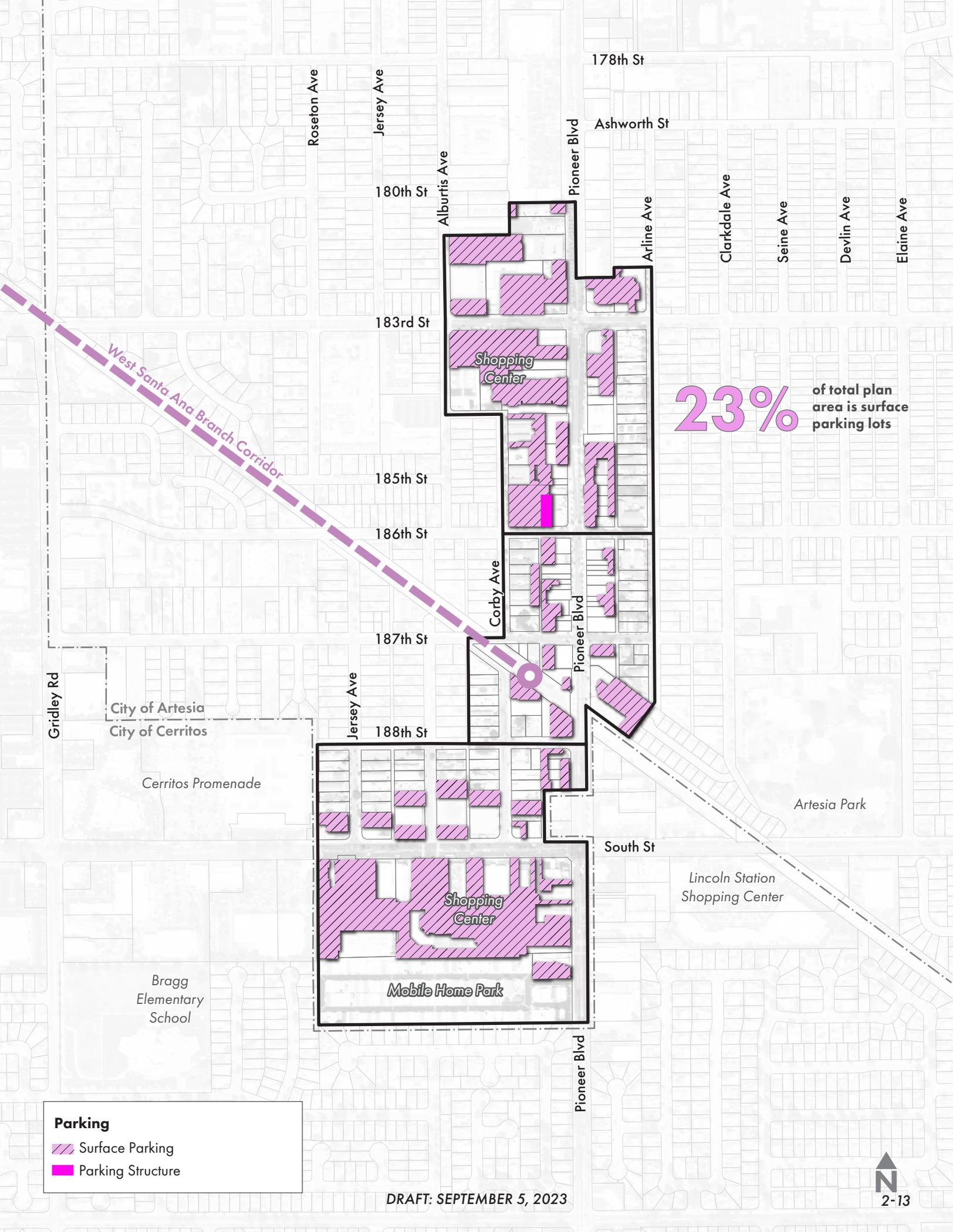
Similar to many cities, a significant amount of land is dedicated to parking. In Artesia, parking is primarily accommodated in surface parking lots. Surface lots consume a considerable amount of land per parked automobile when compared to structured parking. Currently, parking occupies 23% of the total plan area. Excluding the public right of way, surface parking occupies 38% of all property lots.

38%

**of all property lots are
surface parking lots**

The high use of land for parking is a result of code-mandated parking minimums and real-estate economics. Strip malls and similar low-intensity but high-parking need development types are a typical result of cheap commercial land and high parking requirements. This reality is rapidly changing as scarce transit-adjacent land is becoming more valuable and a declining parking demand. Throughout Southern California, both parking code changes and real estate economics are resulting in fewer parking spaces in new development.

In accordance to Assembly Bill 2097 (AB 2097), California law prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop. The entirety of the Specific Plan study area falls within a half mile radius of the future Pioneer Boulevard station, therefore, any development within the study area would not have parking requirements once the Metro station is complete, consistent with the requirements of AB 2097. Parking standards should be reviewed in anticipation of the future Metro station.



23% of total plan area is surface parking lots

Parking

-  Surface Parking
-  Parking Structure

THE SCALE OF DOWNTOWN

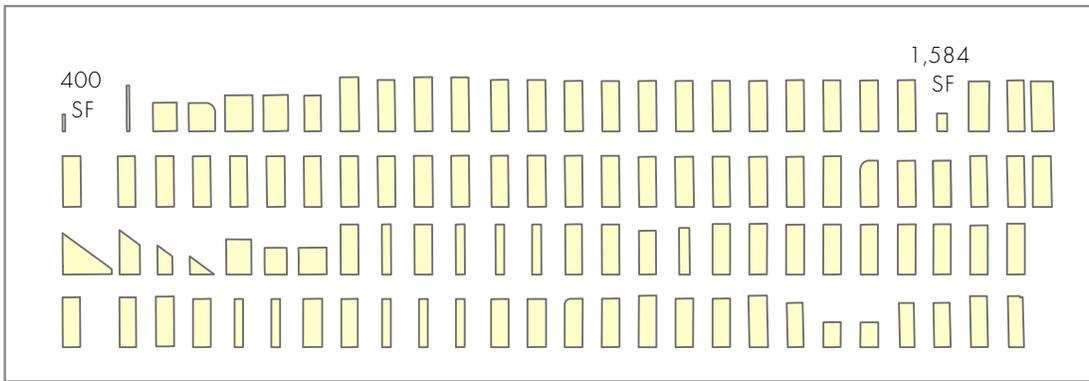
One principle of good transit-oriented design is the so-called human scale. Human-scale design refers to buildings and streets that relate to the scale of a person. That includes the aforementioned distance someone can easily walk, or walkshed. It also refers to the height and length of building components, the elements of buildings visible from the sidewalk, the frequency of entries, the presence of windows – all elements of an environment that is engaging to most people.

The scale of a neighborhood is primarily determined by the scale of its lots, frontages, and buildings. When the lots and buildings are very large, the environment can seem out of scale – the neighborhood components are far apart and it is more tedious to walk. When buildings are large, have few entrances, and blank walls they make a block feel less safe. Neighborhoods with smaller lots, frontages, and buildings are often more interesting and feel safe, largely as a result of their inherent human scale.

The following series of maps explores the existing scale of Downtown Artesia

**SHARE OF
PROJECT AREA**

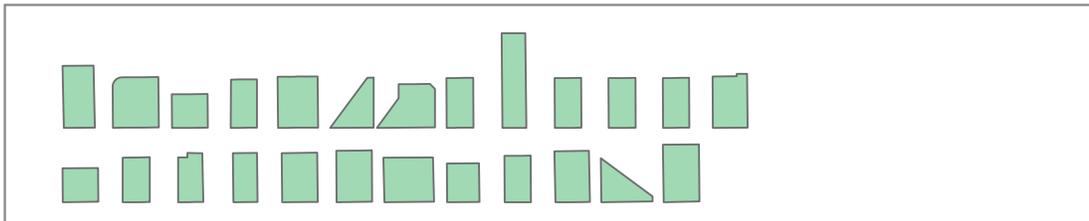
LOT SIZE: 0 - 10,000 SF



107 LOTS OCCUPY

23%

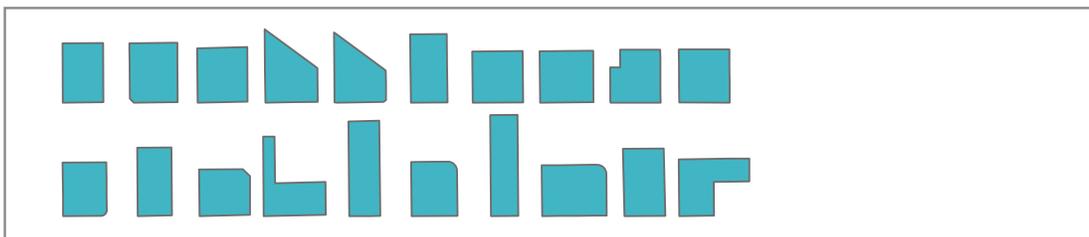
LOT SIZE: 10,000 - 20,000 SF



25 LOTS OCCUPY

11%

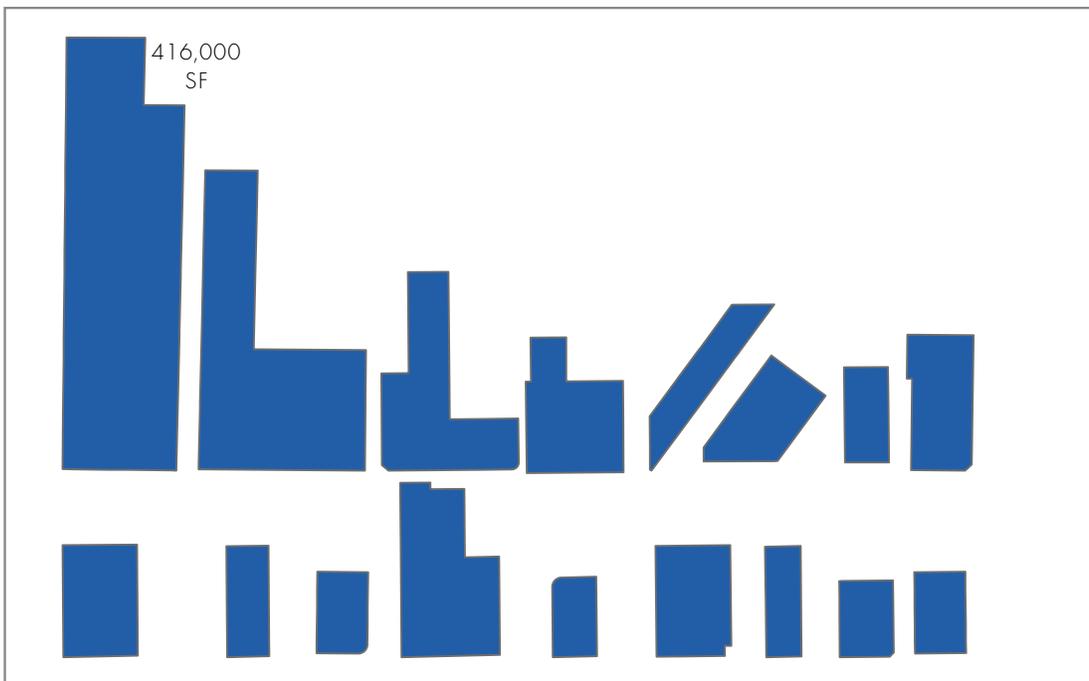
LOT SIZE: 20,000 - 30,000 SF



20 LOTS OCCUPY

15%

LOT SIZE: GREATER THAN 30,000 SF



17 LOTS OCCUPY

51%

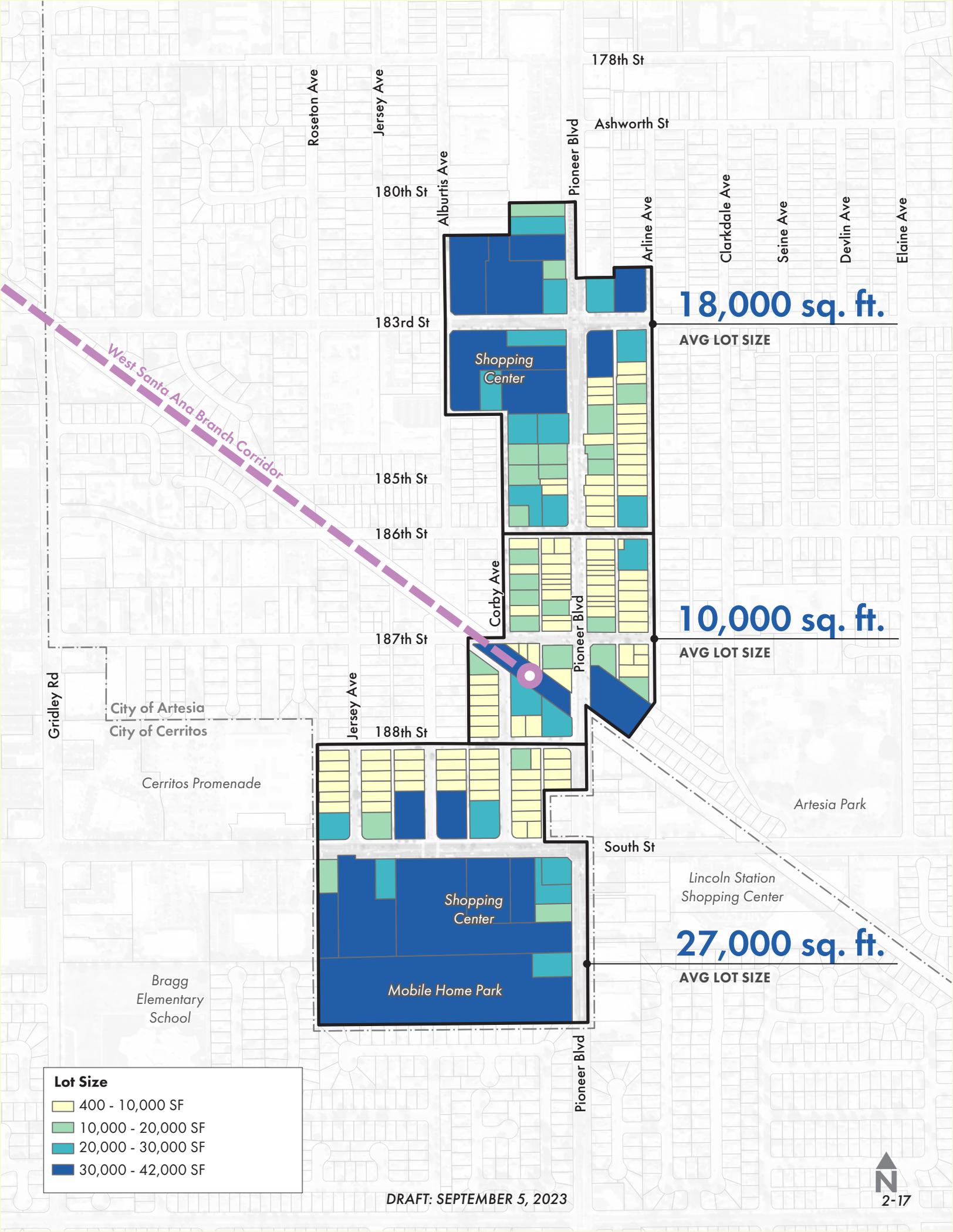
LOT SIZE

Lot size is a good indicator of the scale of development that occurs on it. Downtown Artesia has a significant spectrum of lot sizes. The smallest lot size without any existing building is 400 square feet. Of the lots that contain existing buildings, the smallest lot size is 1,583 square feet. The largest lot size is over 416,000 square feet. Interestingly, 107 of the smallest lots (lots less than or equal to 10,000 sf) occupy only 23 percent of the developable land area. The next tier of lot sizes range from 10,000 sf - 20,000 sf with 25 lots occupying 11 percent of developable area. 20 lots range from 20,000 sf - 30,000 sf occupying only 15 percent of developable land area, while 17 of the largest lots (greater than 30,000 sf) occupy 51 percent of developable land area.

When comparing lot sizes, we find that lots north of 186th Street within the study area have an average lot size of approximately 18,000 sf. Lot sizes in this area range from 6,000 sf commercial and residential lots to large 70,000 sf commercial lots. Between 186th and 188th Streets, the average lot size is less than 10,000 sf. Lots south of 188th Street. have an average lot size that is less than 27,000 sf.

This significant difference in average lot size is the result of changing commercial development patterns. Historically, commercial development clustered around a short length of a main street, usually no more than two or three blocks. Land values at the main street core were high and resulted in very small lots.

With the advent of the automobile, the distance between stores became less important and visibility at busy street intersections more important. Around the intersections of Pioneer Boulevard at 183rd Street and South Street, we find Downtown's largest sites with high visibility and extensive parking lots.



West Santa Ana Branch Corridor

18,000 sq. ft.

AVG LOT SIZE

10,000 sq. ft.

AVG LOT SIZE

27,000 sq. ft.

AVG LOT SIZE

Lot Size

400 - 10,000 SF
10,000 - 20,000 SF
20,000 - 30,000 SF
30,000 - 42,000 SF

FIGURE GROUND

The map to the right illustrates the building footprints for all structures within and around the study area. Understanding the ways the existing structures articulate block form and frame the connective tissue of the public realm helps identify the degree to which corridors are defined.

Along Pioneer Blvd, between 186th and 187th Street, the plan area is marked by a continuous building frontage. The building frontage is continuous north on the east side of Pioneer Boulevard, but is set back from the sidewalk. As you move north along Pioneer Boulevard, larger disconnected building footprints are found. Shopping centers and commercial uses on 183rd Street and South Street are composed of larger building footprints surrounded by surface parking.

Corby Ave and Airline Ave, within the study area, is composed of somewhat densely configured multi-family residential buildings. The mobile home park at the southern end of the study area includes a higher density configuration of small manufactured homes with little to no side setback.

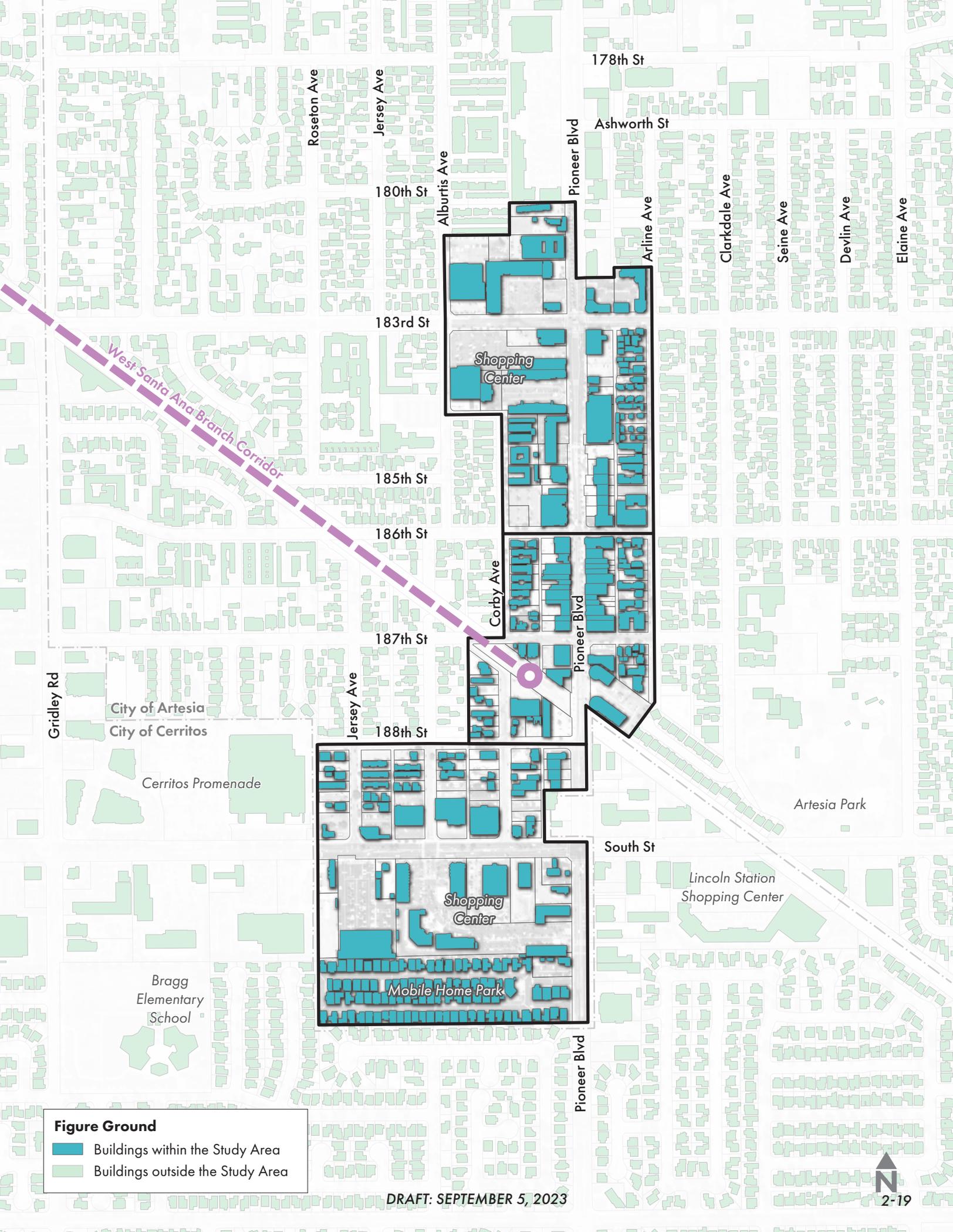


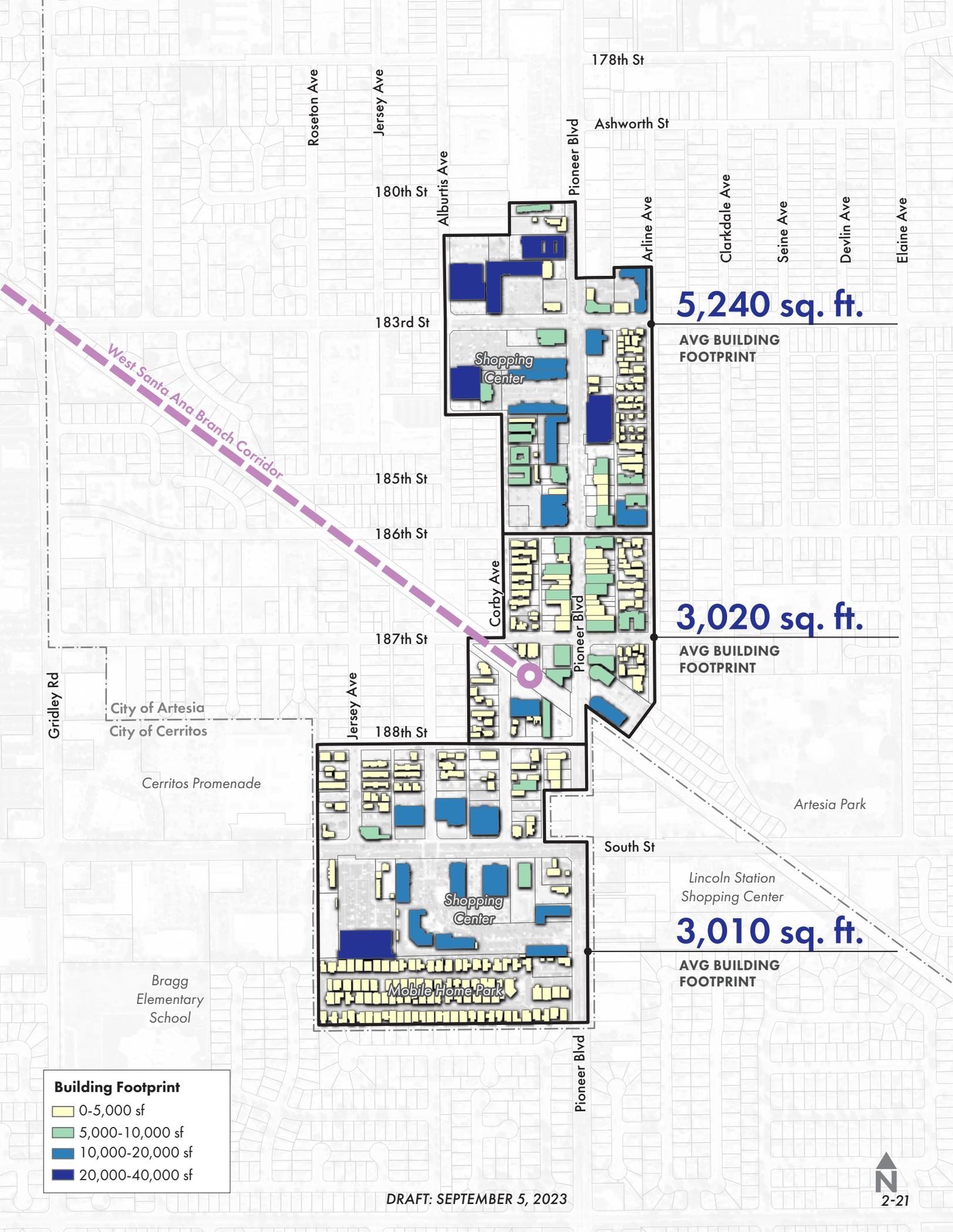
Figure Ground

- Buildings within the Study Area
- Buildings outside the Study Area

BUILDING FOOTPRINT

Building footprint, by scale and size, are closely linked and dictated by lot size. Small lots only accommodate small buildings while larger lots accommodate both small and large buildings.

The area between 186th and 188th Streets have no buildings greater than 20,000 sf, with an average building footprint of 3,020 sf. The result is a series of commercial buildings that line the street and provide significant activation of the sidewalk. The average building footprint north of 186th Street is 5,240 sf. This area includes larger commercial strip malls and multi-family buildings. The area south of 188th Street has an average building footprint of 3,010 sf and includes large commercial strip malls, and a mobile home park with a concentration of smaller residential footprints. In comparison to the commercial uses, residential buildings have smaller footprints as they are divided into smaller areas.



5,240 sq. ft.

AVG BUILDING FOOTPRINT

3,020 sq. ft.

AVG BUILDING FOOTPRINT

3,010 sq. ft.

AVG BUILDING FOOTPRINT

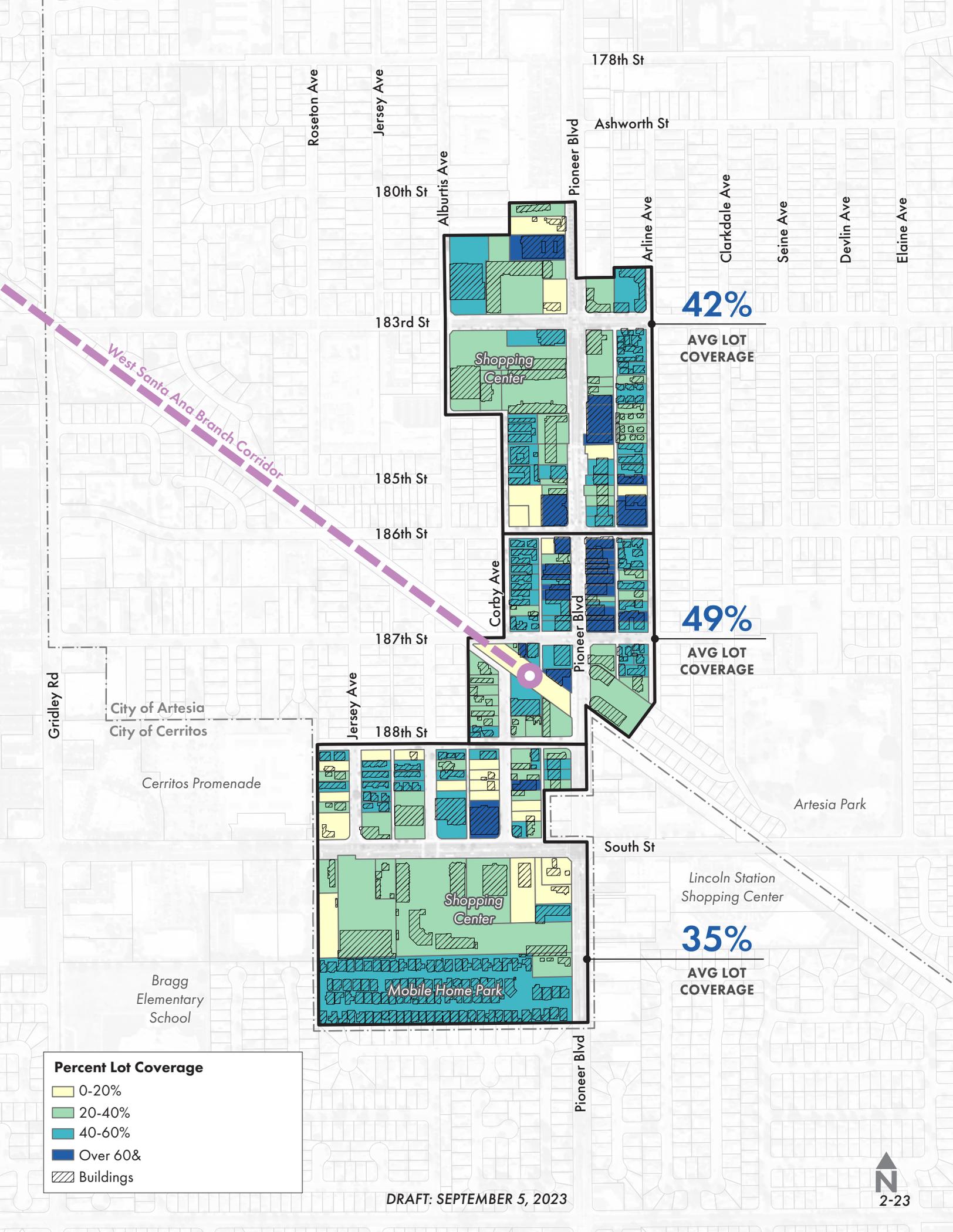
Building Footprint

- 0-5,000 sf
- 5,000-10,000 sf
- 10,000-20,000 sf
- 20,000-40,000 sf

LOT COVERAGE

The extent to which a lot is occupied by buildings can help predict the urban quality of the resulting development. Higher lot coverages correlate with a denser and more urban experience. At the same time, a high lot coverage by itself will not guarantee high quality development.

The lots north of 186th Street have an average lot coverage of 42 percent. Lots between 186th Street and 188th Street have an average lot coverage of 49 percent. South of 188th Street, the average lot coverage is 35 percent. The largest lots have lot coverages below 50%, largely a result of extensive surface parking lots.



West Santa Ana Branch Corridor

42%

AVG LOT COVERAGE

49%

AVG LOT COVERAGE

35%

AVG LOT COVERAGE

Percent Lot Coverage

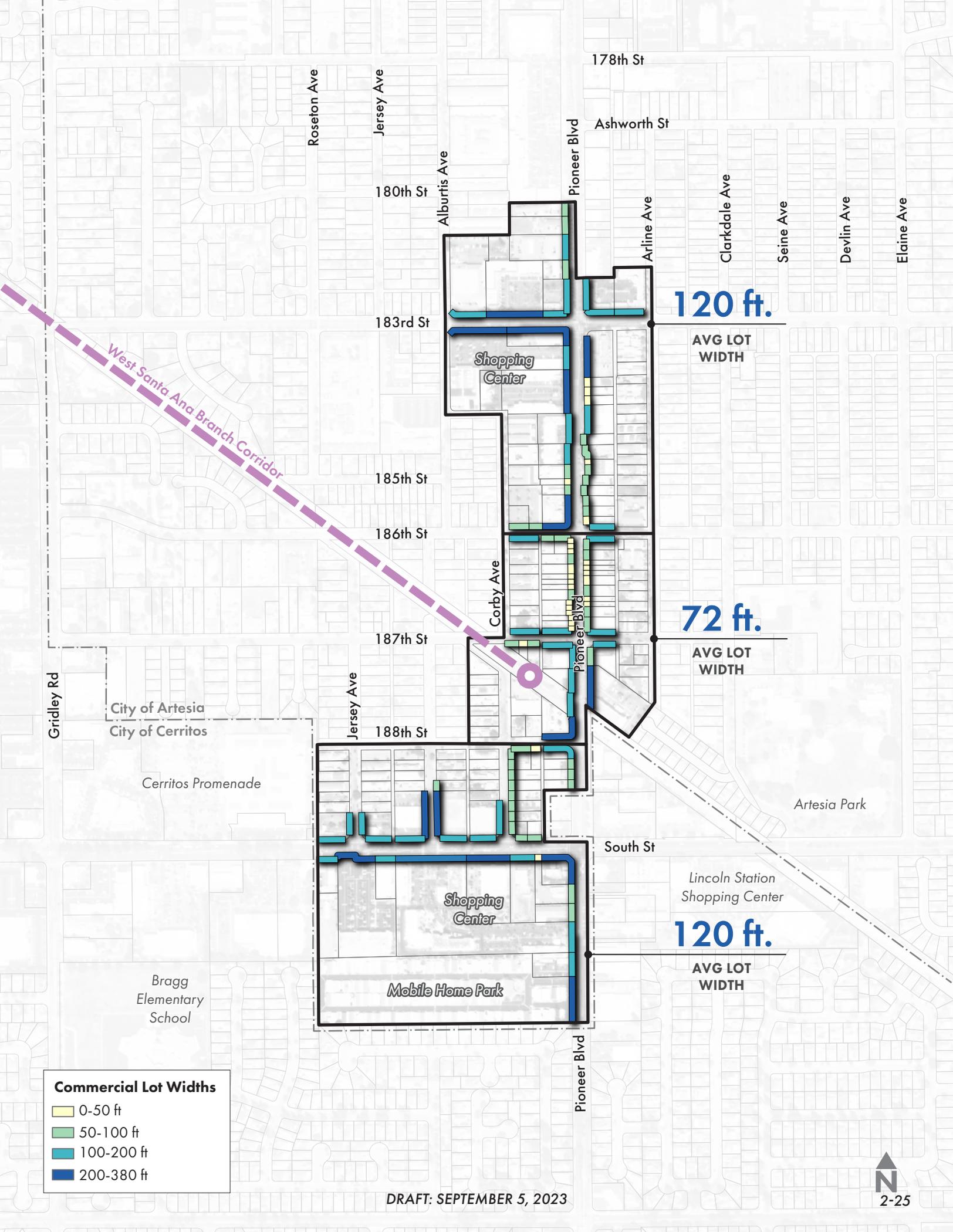
- 0-20%
- 20-40%
- 40-60%
- Over 60%
- Buildings

FRONTAGE LOT WIDTH

The lot width influences the perceived scale of a lot at the street frontage. The narrower the lot width is, the more buildings, stores, or entrances a pedestrian will pass on a given length of block. A commercial block with several narrower lots will be more interesting than the same block with fewer wide lots.

Historically, the desirability of having a business on main street and the desire to accommodate as many businesses as possible, led to very narrow retail parcels. This pattern is evident on the block of Pioneer between 186th and 188th Streets. The average lot width is only 72 feet.

With the wide adoption of the car, the logic of commercial development changed. Distances were no longer as important since the car easily overcame them. Main street frontage became less important as less people walked. Instead, parking and visibility became primary concerns leading to wider lots. Lots north of 186th Street and south of 188th Street have a higher average frontage lot width at 120 feet.



West Santa Ana Branch Corridor

Shopping Center

120 ft.

AVG LOT WIDTH

72 ft.

AVG LOT WIDTH

Shopping Center

Mobile Home Park

120 ft.

AVG LOT WIDTH

Lincoln Station Shopping Center

Commercial Lot Widths

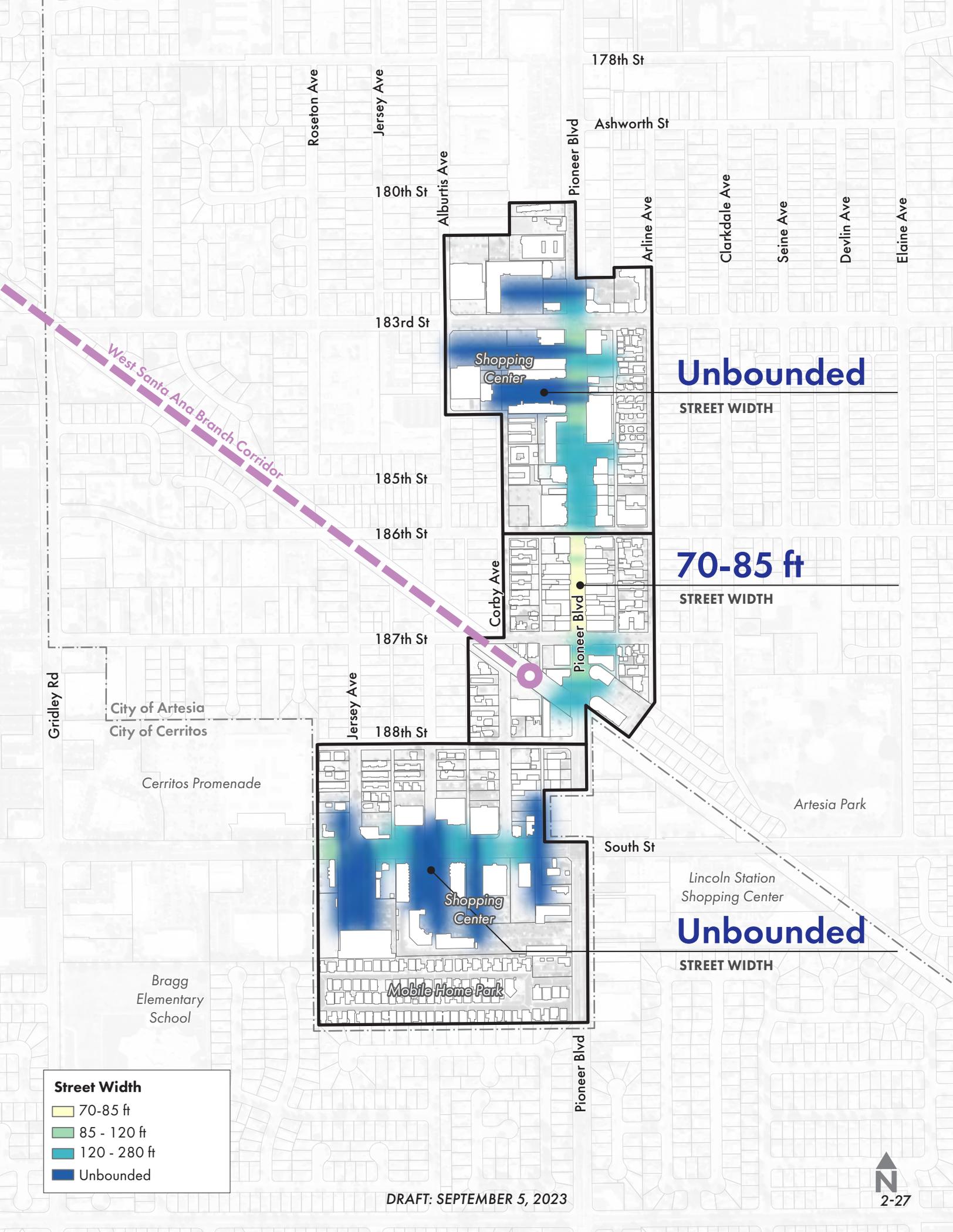
- 0-50 ft
- 50-100 ft
- 100-200 ft
- 200-380 ft

STREET WIDTH

Street width influences the physical and perceived scale of the street. Narrower street widths can help slow vehicular traffic, and create a sense of enclosure that makes a comfortable pedestrian environment. Wider street widths encourage higher traffic speeds, creating uncomfortable conditions for pedestrians and bicyclists. In both of these conditions, the urban realm is generally divided into the amount of space dedicated to vehicles and space dedicated for pedestrians and bicyclists.

The diagram to the right shows street widths measured from building frontages on Pioneer Boulevard and South Street. On Pioneer Boulevard, the area between 186th and 187th Streets have the narrowest street widths in the study area, measuring between 70-85 ft. This section has one travel lane and one parking lane in each direction, wide sidewalks, and a consistent building frontage adjacent to the sidewalk.

North of 186th Street, buildings are setback 60 feet with parking lots fronting the sidewalk, resulting in building to building streetwidths of up to 280 feet and an urban realm catered to the automobile. The shopping centers on 183rd Street and South Street front the sidewalk with expansive surface lots and building to building frontage widths of over 280 feet, exemplifying a car dependent culture. These areas present opportunities to reconsider street scape, parking and mobility in anticipation of the future Metro station.



West Santa Ana Branch Corridor

Unbounded

STREET WIDTH

70-85 ft

STREET WIDTH

Unbounded

STREET WIDTH

Street Width

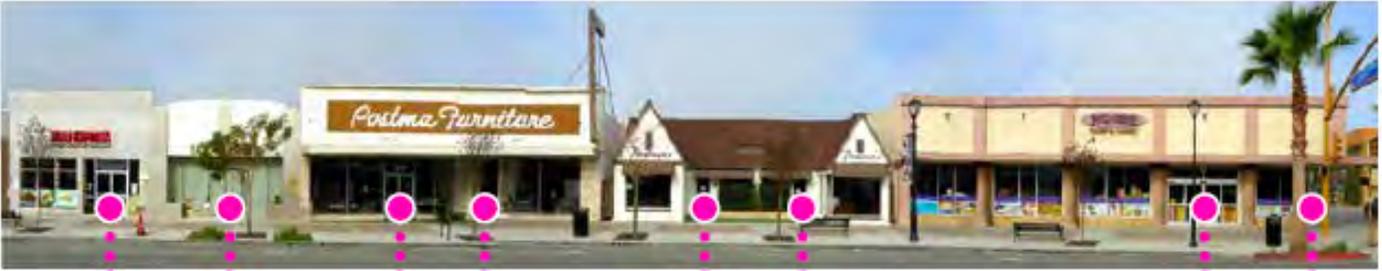
- 70-85 ft
- 85 - 120 ft
- 120 - 280 ft
- Unbounded

GROUND FLOOR ACTIVATION



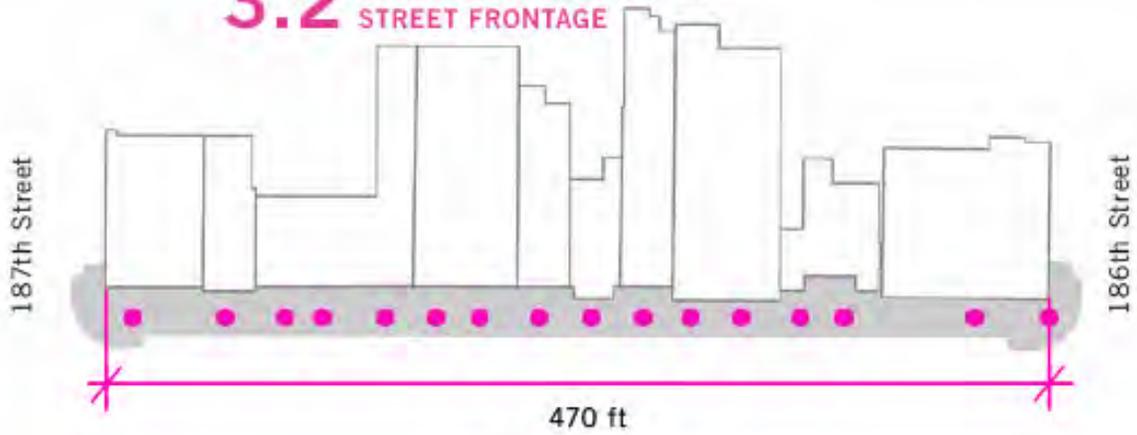
A successful streetscape experience begins with an active ground floor. An indicator for ground-floor activation is the frequency of sidewalk-fronting entrances. Entrances connect the sidewalk with activities and programs at the street level. For reference, consider the high number of entries in successful shopping destinations such as 3rd Street Promenade or even Disneyland’s Main Street.

Similar to previous analyses, the block between 186th and 187th Streets demonstrates a high ground-floor activation with 3.2 sidewalk entries per 100 ft. of street frontage. On average, there is a door to the sidewalk every 33 feet. Between 183rd and 186th Streets the number of sidewalk entries is halved to 1.4 per 100 ft. of street frontage – a significant reduction. The lower the rate of entries to distance, generally the less activated and engaging the street scape is.

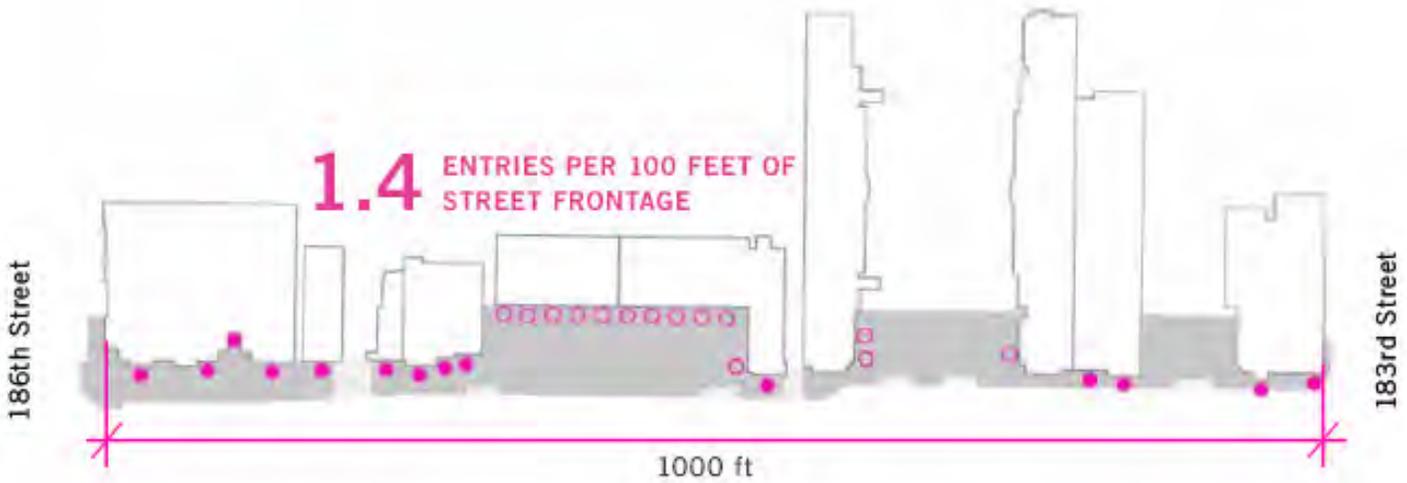


186TH STREET

3.2 ENTRIES PER 100 FEET OF STREET FRONTAGE



1.4 ENTRIES PER 100 FEET OF STREET FRONTAGE



RETAIL CORRIDOR COMPARISON

Between 186th and 187th Streets, Pioneer Boulevard already has a built structure that is very similar to some of the most successful retail corridors in Los Angeles. For example, Pasadena and Santa Monica are home to some of the most successful retail corridors in the greater Los Angeles area. Colorado Boulevard, in Pasadena, and 3rd Street Promenade, in Santa Monica, offer a diverse mix of uses, frequent building entrances, and pedestrian-oriented design. When these corridors are compared to the existing retail block on Pioneer Boulevard, all three locations present very similar features relative to lot size, building size, and building frontage width.

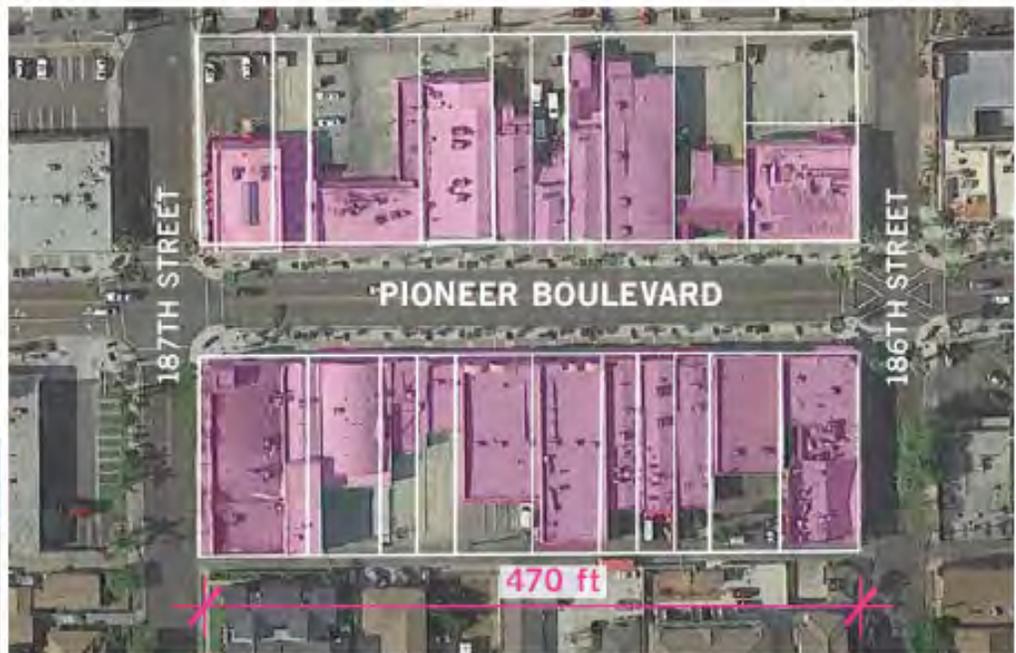
Pioneer Boulevard average building and lot sizes are slightly larger than those found on Colorado Boulevard, but smaller than buildings found on 3rd Street Promenade. Pioneer Boulevard is only 70 ft longer than the Colorado Boulevard block between Fair Oaks Avenue and Raymond Avenue and promotes a similar pedestrian experience with wide sidewalks, amenity areas, and scramble crossings.

Overall, the three compared retail blocks are strikingly similar in their structure and point to the potential in the existing built form of Artesia's main street block.

Pioneer Boulevard

Artesia

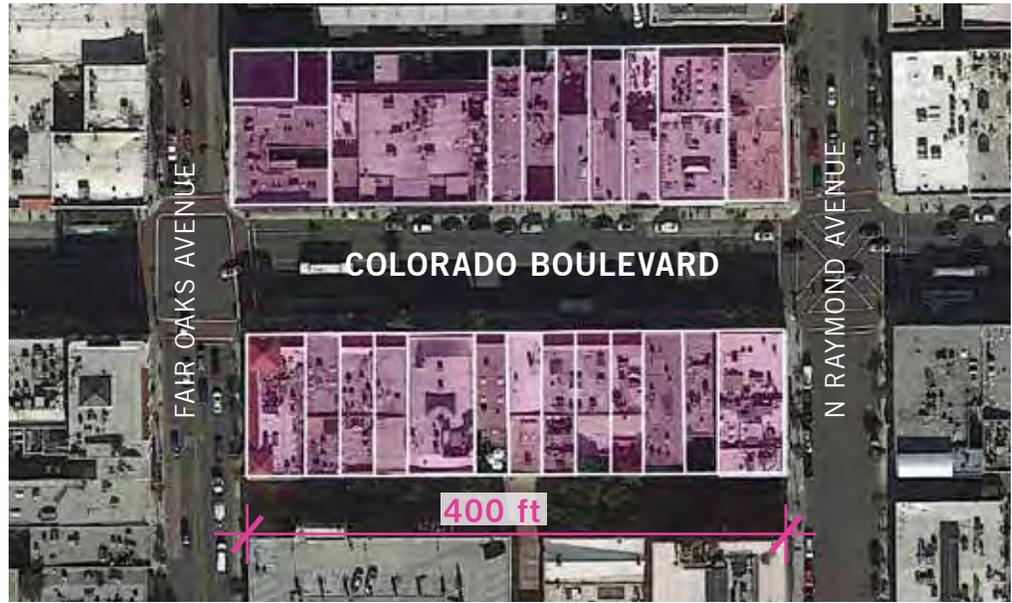
Avg Lot Size: **6,161 sq ft**
Avg Bldg Footprint Size: **4,193 sq ft**
Avg Frontage Width: **46 ft**



Colorado Boulevard

Pasadena

Avg Lot Size: **3,851 sq ft**
Avg Bldg Footprint Size:
3,298 sq ft
Avg Frontage Width: **37 ft**



3rd Street Promenade

Santa Monica

Avg Lot Size: **7,952 sq ft**
Avg Bldg Footprint Size:
7,765 sq ft
Avg Frontage Width: **57 ft**



RESIDENTIAL BUILDING TYPOLOGIES

There are five common residential typologies that exist in the residential areas of the specific plan area.

Building Type #1 - Townhouse

There are not many townhouses in the project area, but when found they can be characterized by sidewalk walk-up entrances, tucked garages, and multiple stories. Majority of the townhouse developments within the specific plan area were built in the past 10 years.

Building Type #2 - Bungalow Apartments

The bungalow apartments within the specific plan area can be characterized as a dwelling unit that stands as an individual building, with a shared communal driveway between neighbors. Bungalow Apartments are concentrated along Airline Ave

Building Type #3 - Courtyard Apartments

The courtyard apartment typology blends public and private spaces, sharing green space and interaction between residents. Built in the 1960s, these courtyard apartments are still a popular living option for Southern California residents. Courtyard apartments are located along Corby Ave within the Specific Plan Area.

Building Type #4 - Single Family Residential

Single family residential dwelling units are found in the residential areas south of 187th Street and west of Pioneer Boulevard. This typology represents typical suburban homes, with a one to two story main unit, a front yard with driveway, and backyard. Typical lots are about 7,500 square feet.

Building Type #5 - Mobile Homes

La Belle Chateau Mobile Home Park is located at the southern end of the Specific Plan area. Mobile homes, or manufactured homes are prefabricated structures that are transported to a site. Mobile home units in this area are approximately 2,400 square feet, have little to no side setback, and share a private road within the mobile home park for access.

Building Type #1 - Townhouse



Building Type #2 - Bungalow Apartments



Building Type #3 - Courtyard Apartments



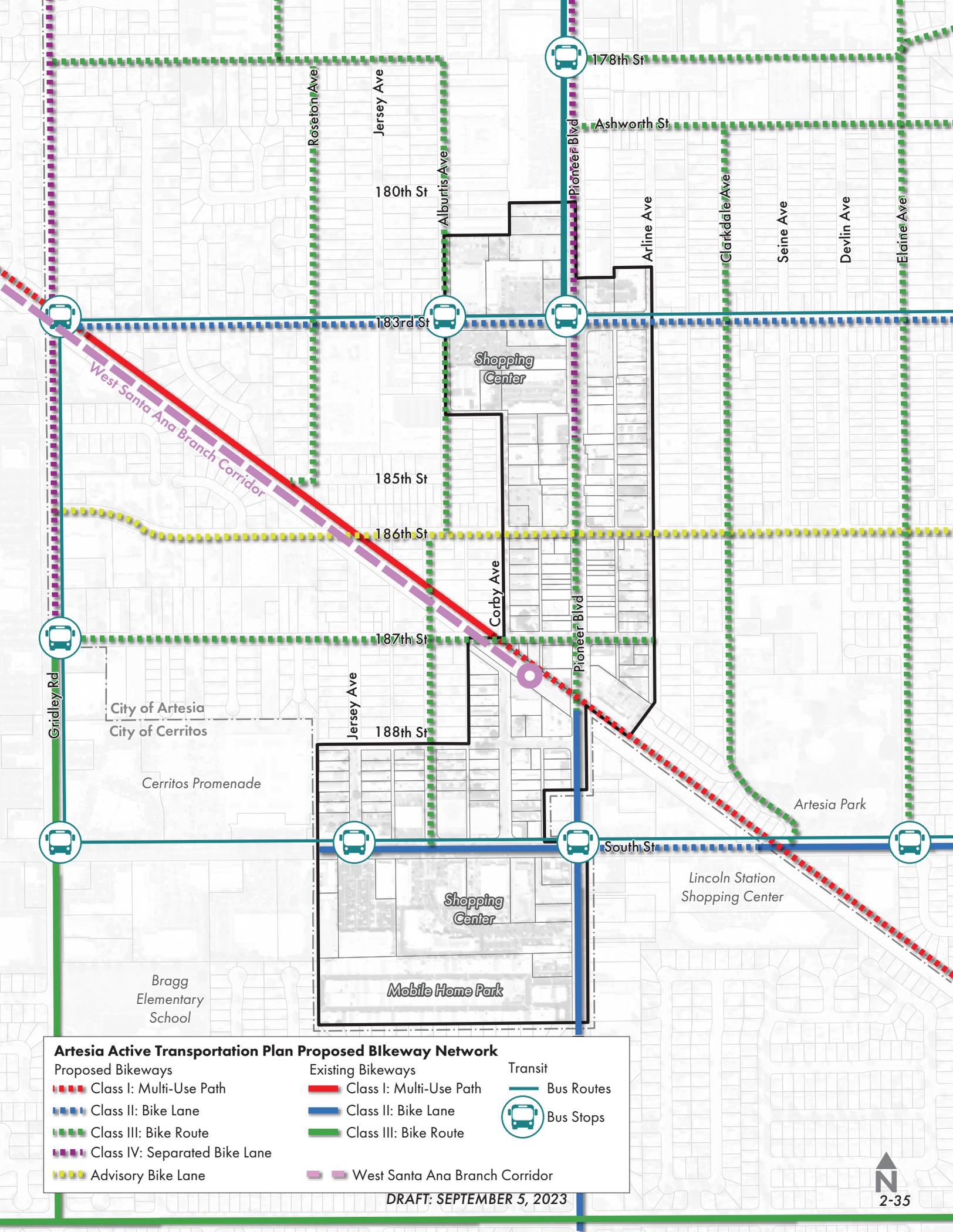
Building Type #4 - Single Family Residential



Building Type #5 - Mobile Homes



(precedent photo)



Artesia Active Transportation Plan Proposed Bikeway Network

Proposed Bikeways	Existing Bikeways	Transit
Class I: Multi-Use Path	Class I: Multi-Use Path	Bus Routes
Class II: Bike Lane	Class II: Bike Lane	Bus Stops
Class III: Bike Route	Class III: Bike Route	
Class IV: Separated Bike Lane	West Santa Ana Branch Corridor	
Advisory Bike Lane		

DRAFT: SEPTEMBER 5, 2023



FIRST/LAST MILE

First/Last Mile considers the experience of getting to and from transit station within a half or quarter mile radius. This includes getting to a transit station and getting off the transit station to your destination. A first/last mile network recommends key routes for first/last mile improvements to enhance the experience for all users getting to and from transit. The diagram to the right shows a first/last mile network within a quarter mile from the future Metro station. The first/last mile network aligns with Artesia's Active Transportation Plan.

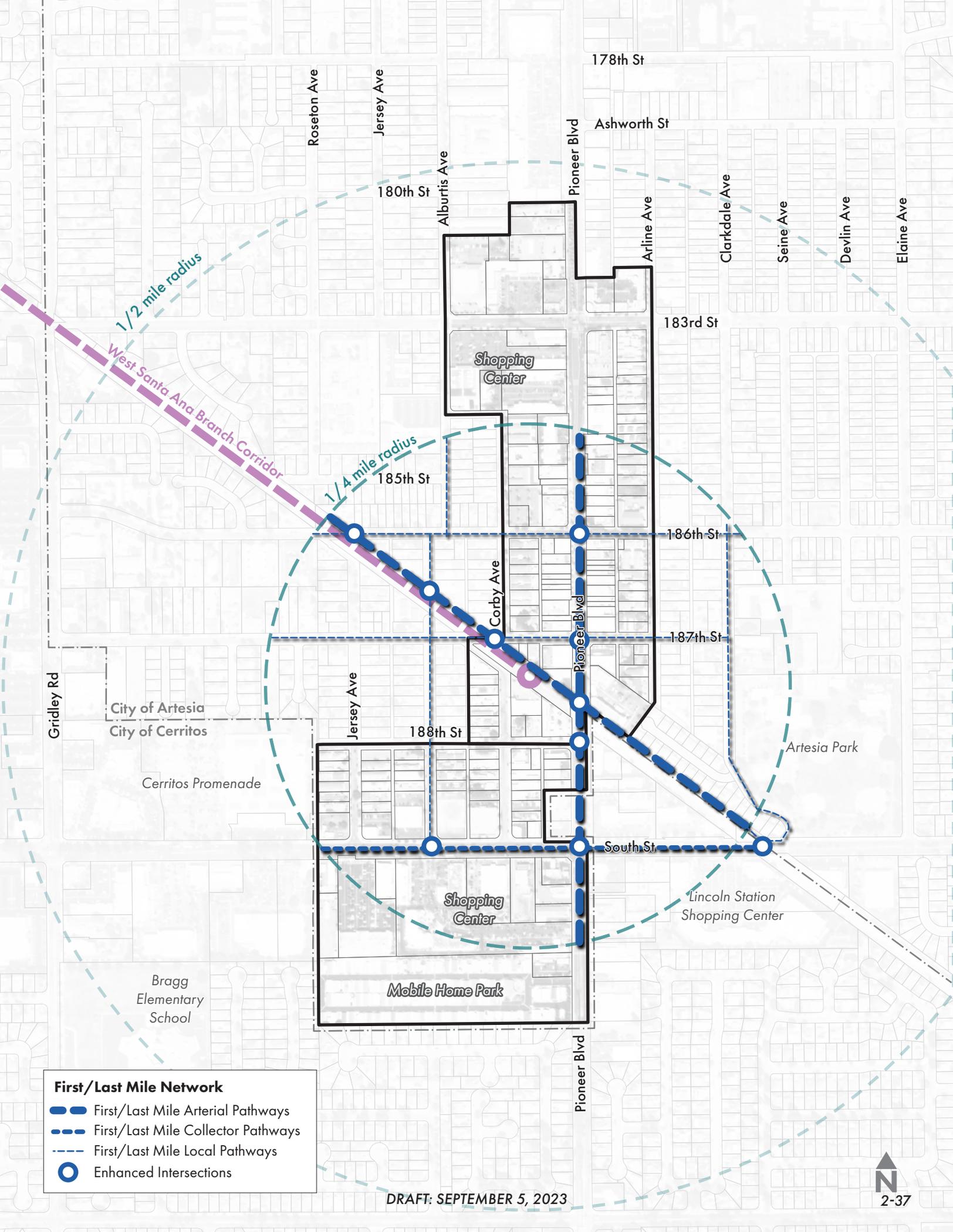
The first/last mile network is composed of three tiers: arterial, collector, and local pathways.

Arterial pathways are routes that connect directly to the station. These pathways include Pioneer Boulevard and the railroad right of way along the future Metro Line. Arterial pathways should have the full suite of first/last mile enhancements, including enhanced bike facilities, enhanced pedestrian crossings, wide sidewalks, street trees, pedestrian scaled lighting, street furniture, and wayfinding signage. ATP recommendations on Pioneer Boulevard and the multi-use path along the Metro Rail line should be prioritized to ensure safe connections to the future station. Pioneer Boulevard currently has adequate pedestrian amenities such as lighting, wide sidewalks and street trees. Wayfinding signage is recommended on Pioneer Boulevard to guide visitors to destinations and transit connections. Arterial first/last mile improvements should accompany the multi-use path to ensure a safe and comfortable experience.

Collector pathways are key secondary routes that connect to Arterial pathways. South Street is a major thoroughfare that connects to Pioneer Boulevard and is identified as a collector pathway. South Street also provides connections to key destinations such shopping centers, Artesia Park, and bus connections, and would benefit from the full suite of first/last mile improvements. Bus stop enhancements such as seating, bus shelters, and real-time information signage would help enhance the experience for transit users. First/last mile improvements support the ATP proposed bike lane on South Street.

Local pathways are typically low-stress residential streets that would provide connections to the future Metro station. Bike facilities such as bike routes or sharrows are recommended for these pathways. Street tree infill, pedestrian scaled lighting, and wayfinding signage can improve the cyclist and pedestrian experience along these routes.

Enhanced intersections include improvements such as high visibility crosswalks, leading pedestrian interval signals, bike boxes, and wayfinding signage. Enhanced intersections are identified in the first/last mile network to ensure a continuous and safe pedestrian experience for all users getting to and from the future Metro station. Enhanced intersections along Pioneer Boulevard, along the proposed multi-use path, and along South Street are critical to support first/last mile connections.



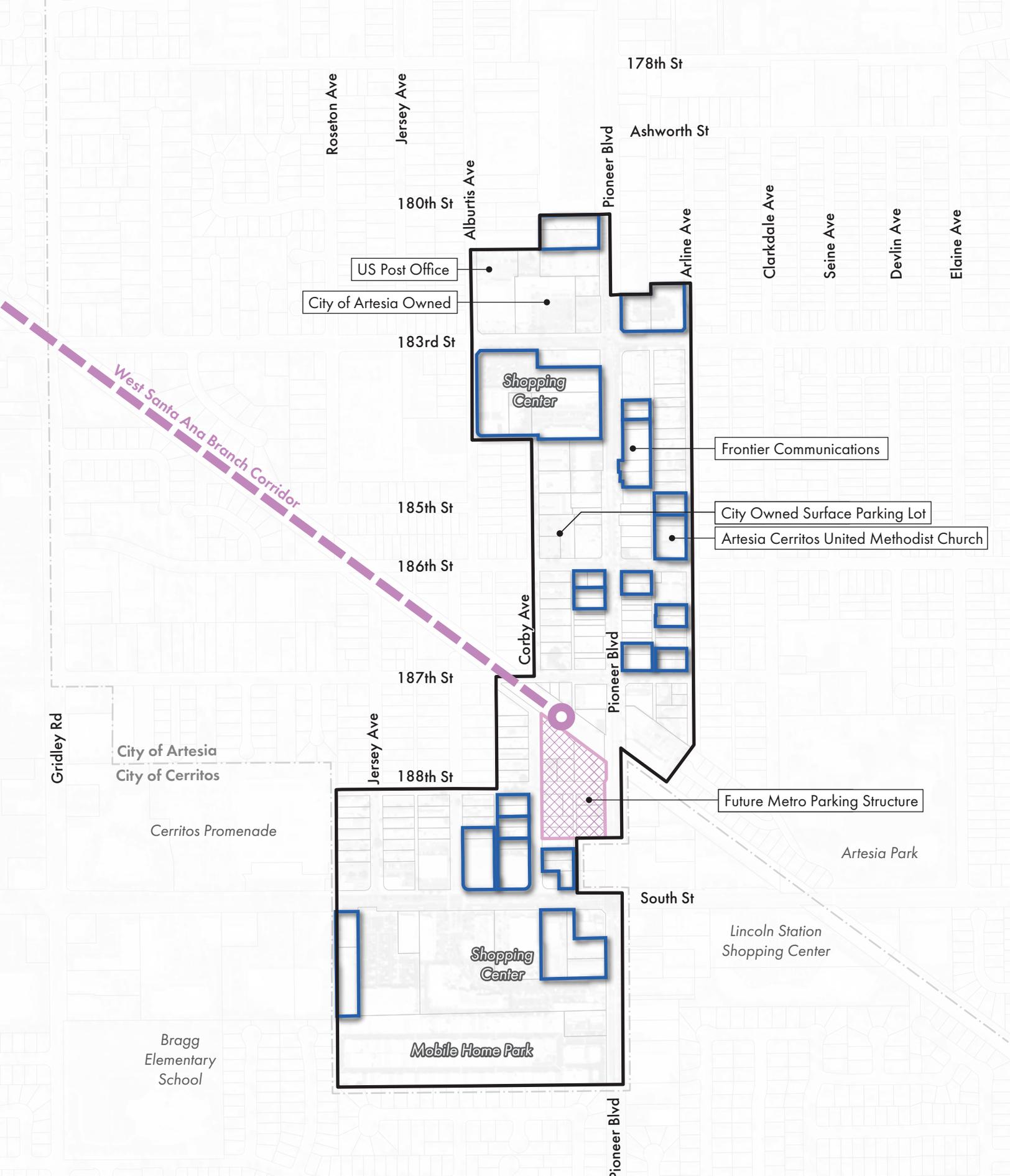
First/Last Mile Network

-  First/Last Mile Arterial Pathways
-  First/Last Mile Collector Pathways
-  First/Last Mile Local Pathways
-  Enhanced Intersections

PROPERTY OWNERSHIP

Contiguous parcels with the same owner increases the amount of potential developable land, providing more options for development. Contiguous parcels with the same owner are shown to the right. These parcels should be considered when determining development options.

Two parcels north of 183rd Street are owned by the City of Artesia and the US Post Office.



Property Ownership
 [Blue Outline] Contiguous Parcels with Same Owner

3 EXISTING CONDITIONS ASSESSMENT

3-2 DEVELOPMENT OPPORTUNITY

3-4 OPPORTUNITY AND CONSTRAINTS

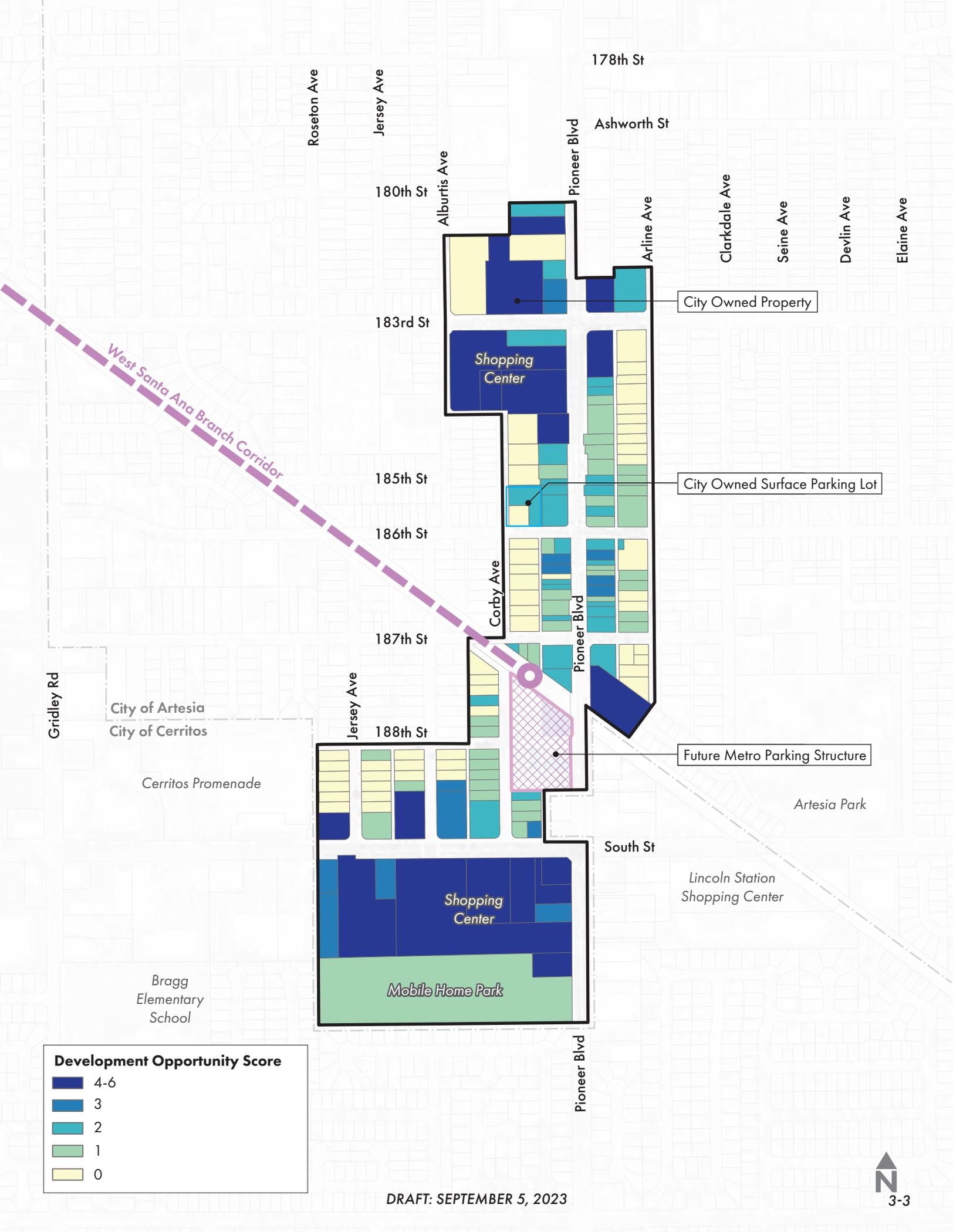
DEVELOPMENT OPPORTUNITY

To determine parcels that are most suited for development, each parcel was given a development opportunity score. Development opportunity scores were determined by attributing points to each parcel, outlined in the table to the right.

Each parcel received points if it met the development opportunity criteria. The development opportunity score is the sum of all development opportunity criteria points the parcel received. The maximum development opportunity score is 6. A parcel with a score of 6 means it met all of the development opportunity criteria and has high development opportunity. A total score of 0 or 1 means very little development opportunity.

Parcels near the intersection of 183rd Street and Pioneer Boulevard, and south of South Street have the highest development opportunity. These parcels received at least four points, generally have larger lot sizes with low lot coverage, and have commercial uses. Residential areas are likely to retain their uses and have very low development opportunity.

Development Opportunity Criteria	Points
Includes existing office, commercial, or vacant uses	1
Is a contiguous parcel with the same owner	1
Has lot width greater than 200 ft	1
Ratio of assessed value of improvements to assessed value of land is less than 1	1
Has a lot size greater than 20,000 sf and lot coverage below 40%	2
Max Development Opportunity Score <i>(Sum of Development Opportunity Criteria Points)</i>	6



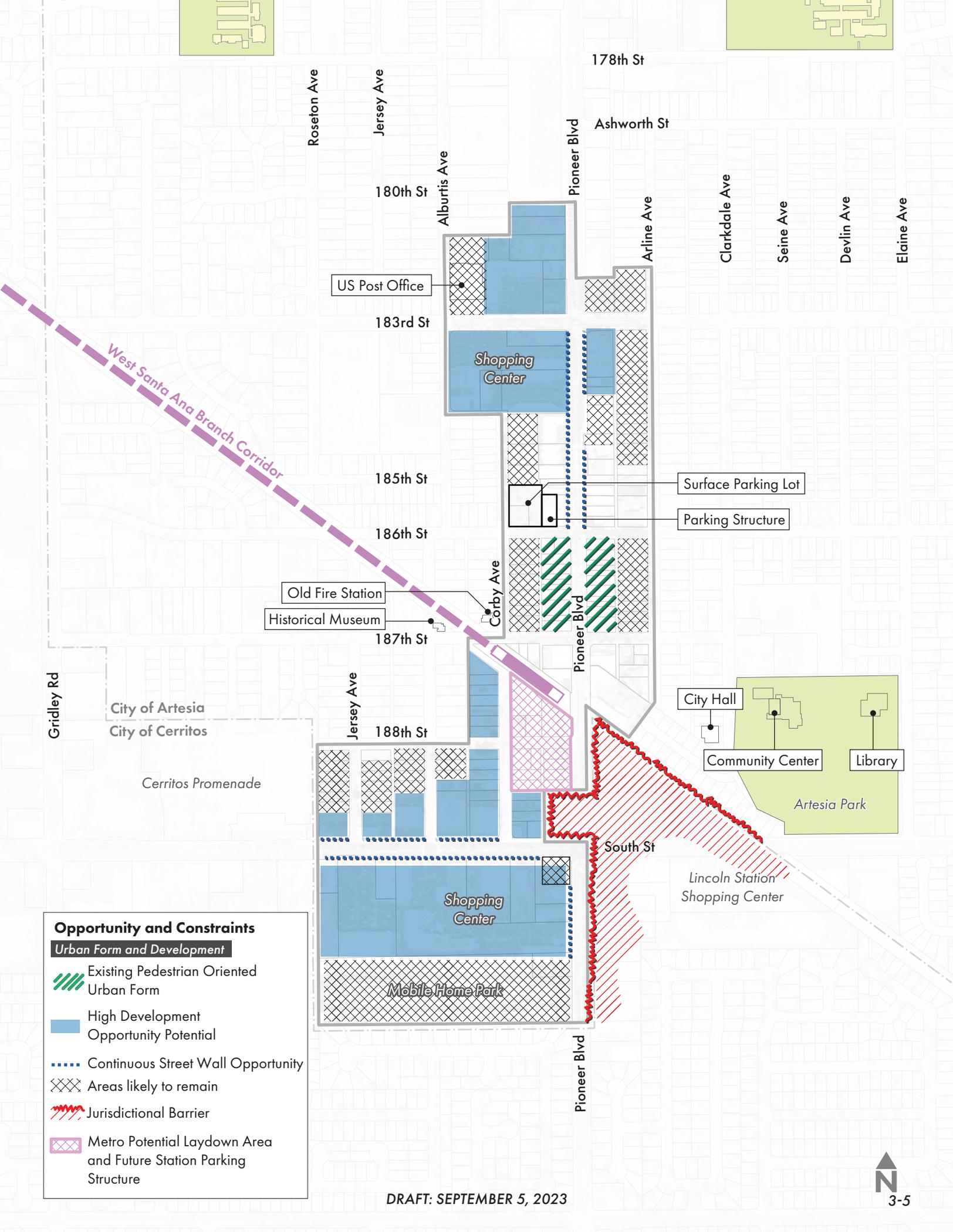
OPPORTUNITY AND CONSTRAINTS

A analysis of urban form and development for Downtown Artesia is highlighted on the facing page. An existing high quality pedestrian urban form is present on Pioneer Boulevard between 186th Street and 187th Street. A continuous active street frontage of commercial buildings with wide sidewalks, street trees, pedestrian-scaled lighting, and street furniture contribute to a comfortable and safe pedestrian experience.

In the downtown study area, areas that are likely to remain include residential areas, recent commercial development, and the US Post Office. Areas that have high development opportunity potential include areas adjacent to the future Metro Station, along South Street, and commercial areas at the 183rd Street and Pioneer Boulevard intersection. High development opportunity areas were guided by a development opportunity analysis, detailed on the following pages.

Lots facing South Street and Pioneer Boulevard north of 186th Street have large setbacks with frontages typically dominated by parking. New development in these areas has an opportunity to create a continuous street wall to create interest and enhance the pedestrian scale and environment in the public right-of-way.

The city boundary at the southeast edge of downtown poses a constraint. Coordination with the City of Cerritos is required to develop a cohesive and planned urban environment along Pioneer Boulevard along the city boundary.



Opportunity and Constraints

Urban Form and Development

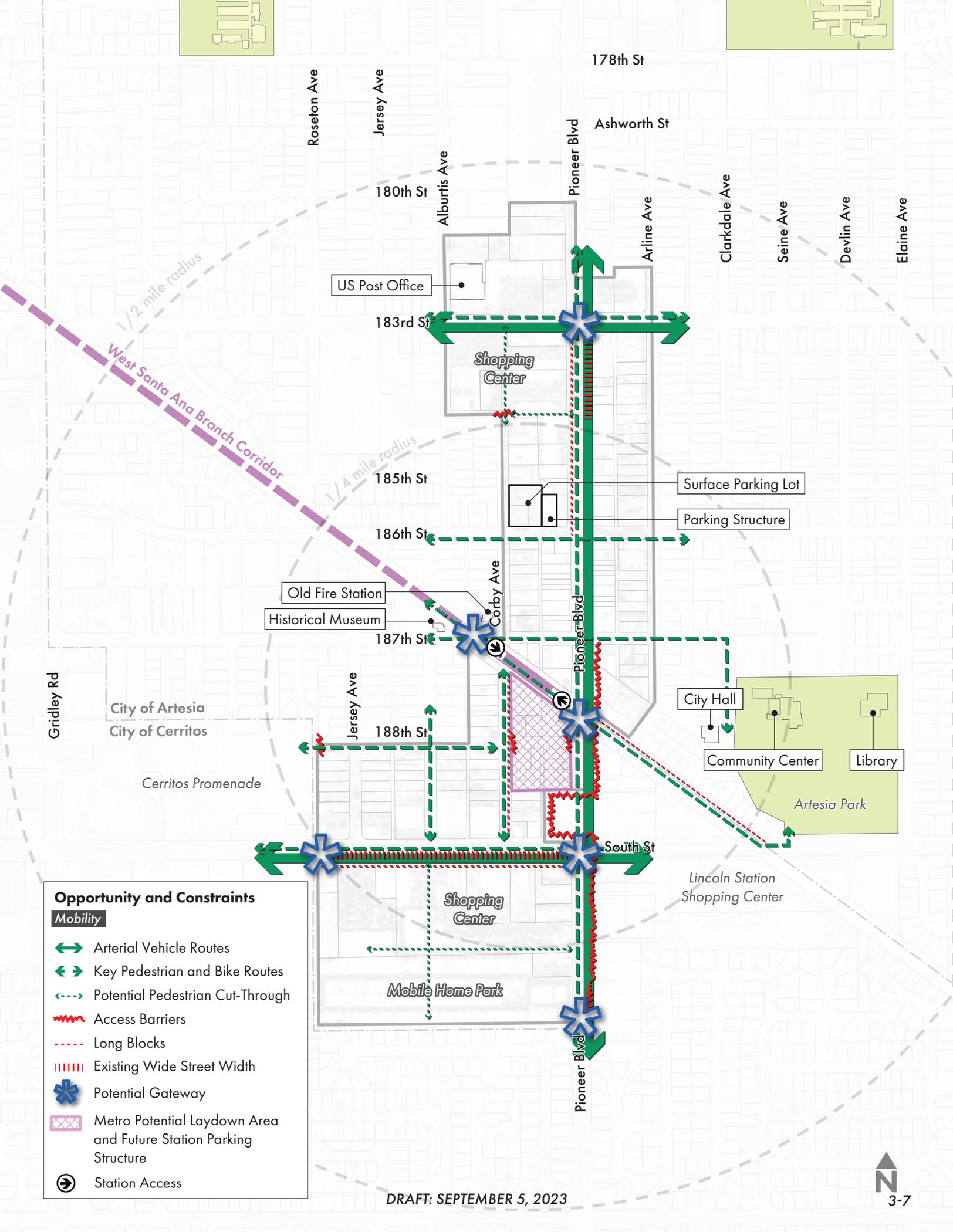
-  Existing Pedestrian Oriented Urban Form
-  High Development Opportunity Potential
-  Continuous Street Wall Opportunity
-  Areas likely to remain
-  Jurisdictional Barrier
-  Metro Potential Laydown Area and Future Station Parking Structure

OPPORTUNITY AND CONSTRAINTS

The map on the facing page shows opportunity and constraints in the project area related to mobility. The major arterial vehicle routes in Downtown Artesia are 183rd Street, South Street, and Pioneer Boulevard. Streets highlighted as key pedestrian and bike routes are streets that provide connections to key destinations throughout the study area and would benefit from streetscape improvements to provide a safe and comfortable experience for pedestrians and bicyclists. Potential pedestrian cut-throughs are pedestrian-only paths that would break up long blocks and enhance connectivity for pedestrians.

Access barriers include areas that limit or block continuous access, such as where Corby Avenue dead ends into a closed gate at 184th Street. The future Metro station parking lot will close 188th Street between Corby Avenue and Pioneer Boulevard. Any streetscape improvements on Pioneer Boulevard south of 187th Street will require coordination with the City of Cerritos.

Potential gateways are opportunities to signify entrances to downtown Artesia. Potential gateways are identified at key intersections and adjacent to the future Metro station.



Opportunity and Constraints

Mobility

-  Arterial Vehicle Routes
-  Key Pedestrian and Bike Routes
-  Potential Pedestrian Cut-Through
-  Access Barriers
-  Long Blocks
-  Existing Wide Street Width
-  Potential Gateway
-  Metro Potential Laydown Area and Future Station Parking Structure
-  Station Access

ARTESIA DOWNTOWN SPECIFIC PLAN

4 PREFERRED ALTERNATIVES

4-2 **Introduction**

4-4 **Alternatives**

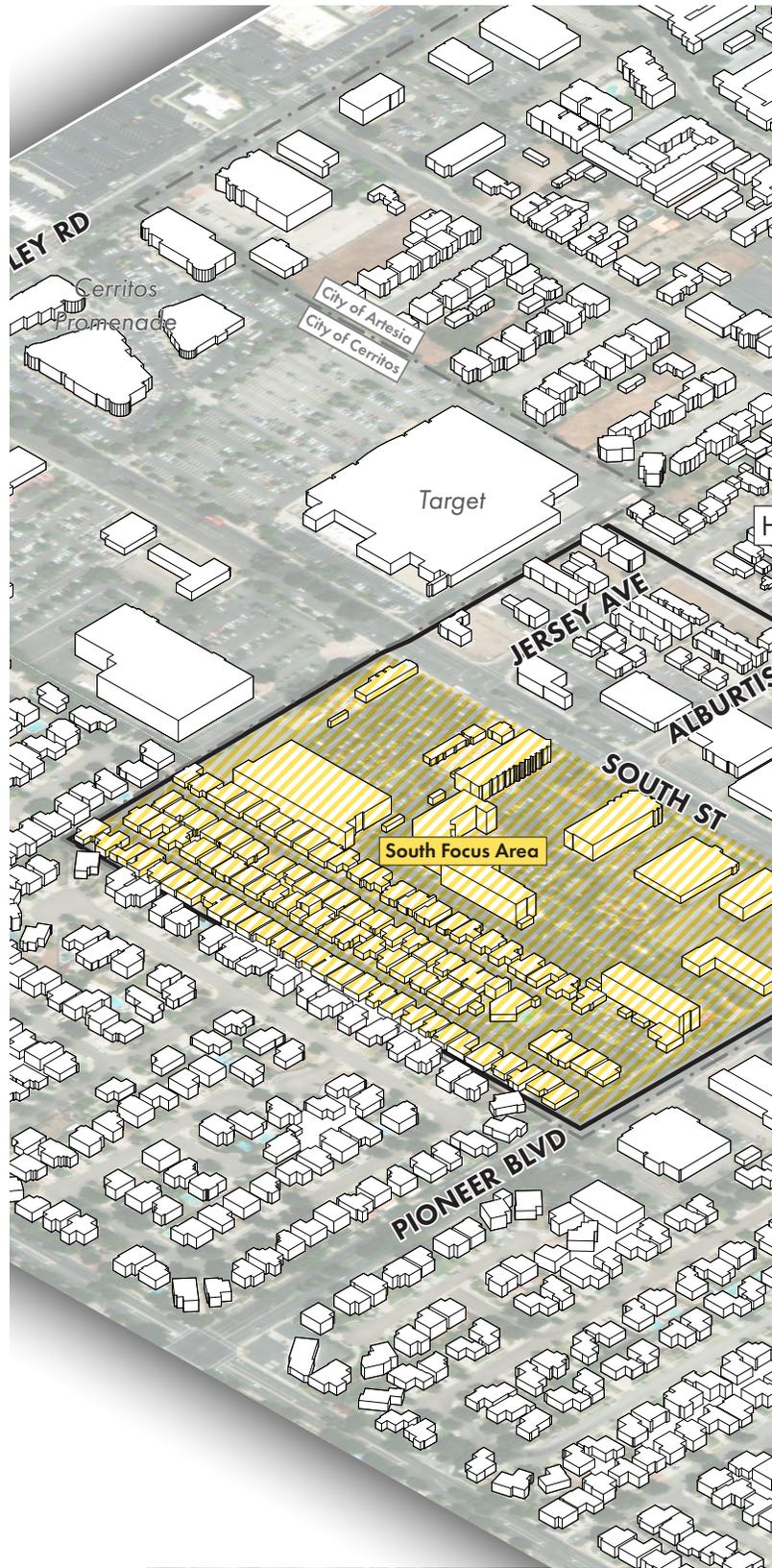
INTRODUCTION

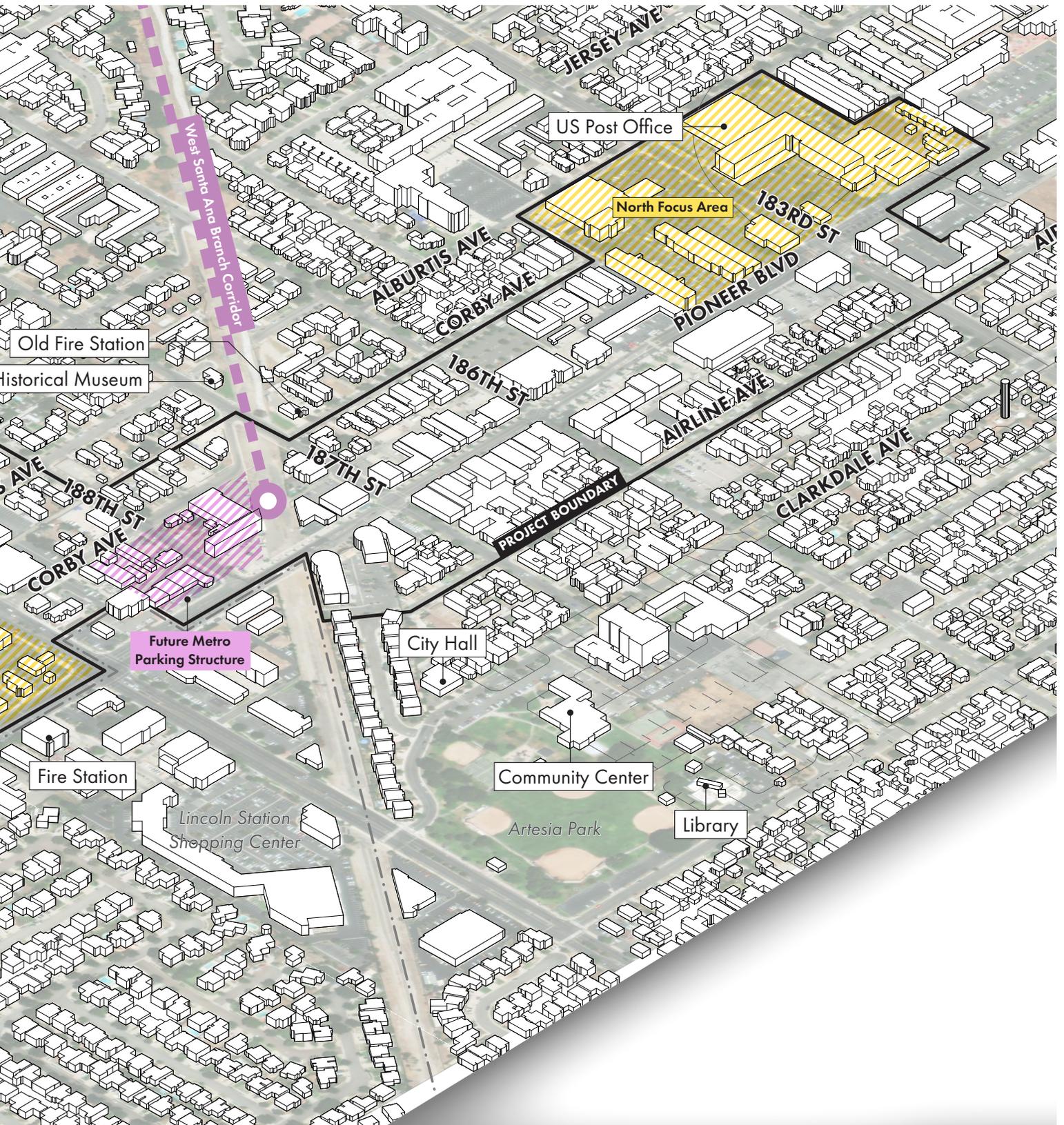
Two focus areas were selected to explore site alternative development concepts. These areas were selected based on parcels with high development opportunity potential (see Existing Conditions Assessment).

The North Focus Area includes the area west of Pioneer Boulevard and north of 184th Street in the Downtown Study Area. The area includes 12 acres and 11 parcels. The City of Artesia owns the Artesia Towne Center retail property adjacent to the US Post Office. A Jack in the Box drive-thru restaurant sits at the northwest corner of the 183rd Street and Pioneer Boulevard intersection.

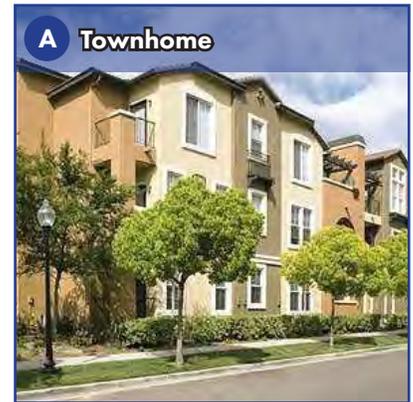
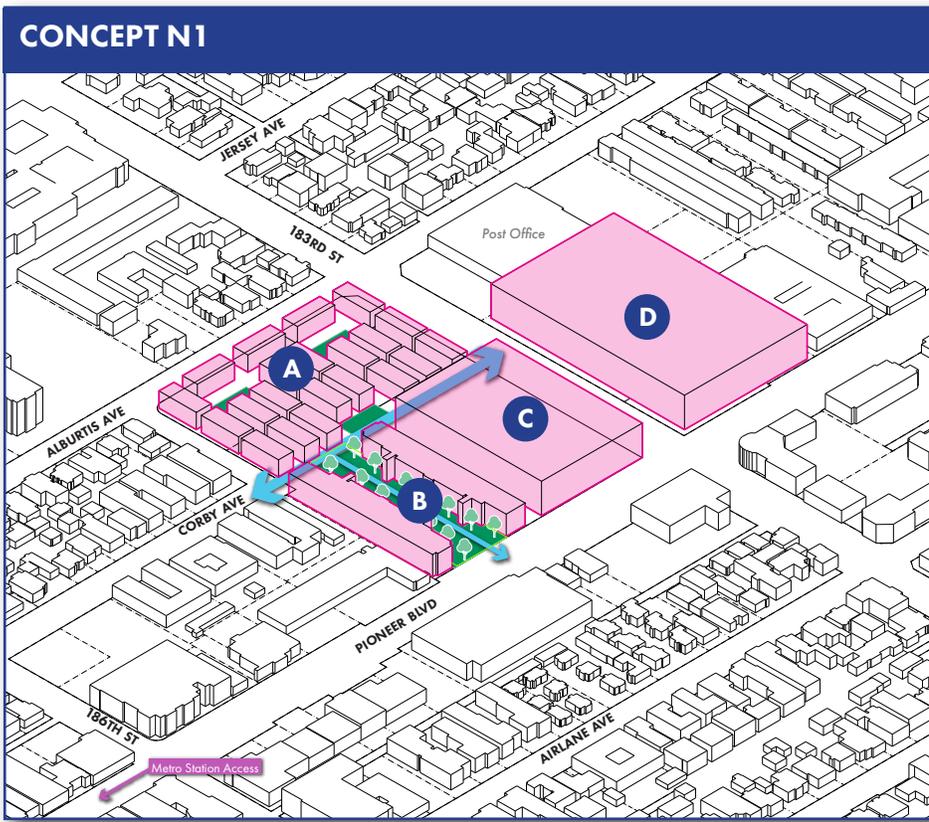
The South Focus Area includes the properties on the south of South Street, north of the mobile home park, in the Downtown Specific Plan boundary. The focus area is 24 acres and composed of 12 individually owned parcels.

The concept alternatives that follow do not prescribe or presume specific development at this time. Rather, they illustrate the investment opportunities of Downtown Artesia and inform the creation of zoning regulations and standards in the future Artesia Downtown Specific Plan.





NORTH FOCUS AREA PREFERRED CONCEPT



A Townhome



B Retail Court



C 4- to 5-Story Mixed Use



D Parking Structure with Ground-Floor Retail

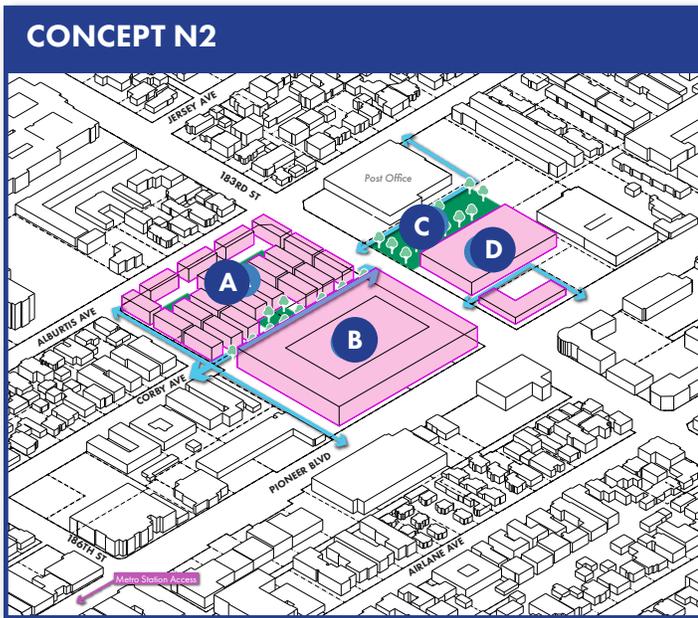
Concept Overview

As visitors drive into Downtown Artesia from the north via Pioneer Boulevard, they are greeted with a 5-story public parking structure with active retail facing Pioneer Boulevard and 183rd Street (Site D). This building also hosts conceptual City Hall offices adjacent to the existing Post Office. From the parking structure, visitors can walk down Pioneer Boulevard, passing by a retail/residential mixed-use building (Site C) and a retail court (Site B). Residents of the new townhomes (Site A) also enjoy connections to Downtown through the retail court.

Key Implications

- Site D would remain in City control through a private-public partnership (P3). Ideally this development includes the acquisition of Jack in the Box and neighboring properties by P3 developer. P3 developer will build a public parking structure incorporating city hall offices as well as leasable space for retail/commercial facing Pioneer Boulevard and 183rd Street.
- Relocation of City Hall offices is compatible with existing Post Office and can create a small civic center.
- Parking structure at Site D will serve as a catalyst for downtown investment by generating pedestrian traffic to the south on Pioneer Boulevard, encouraging the development of Sites B and C .
- Site A is prime for new townhome development, creating ownership opportunities for new residents.

NORTH FOCUS AREA ALTERNATIVE CONCEPTS



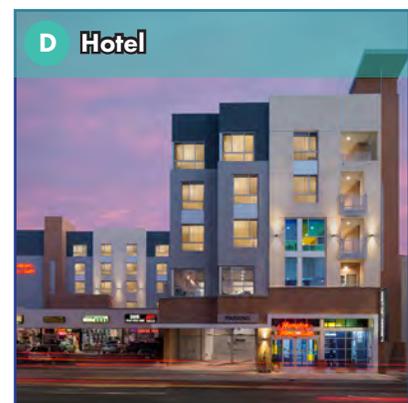
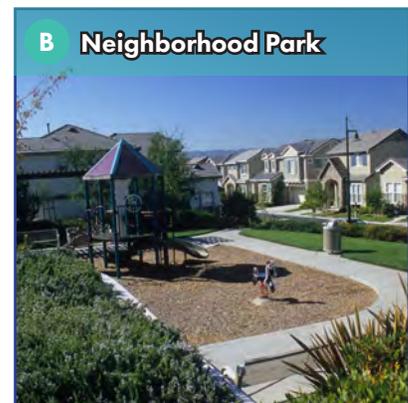
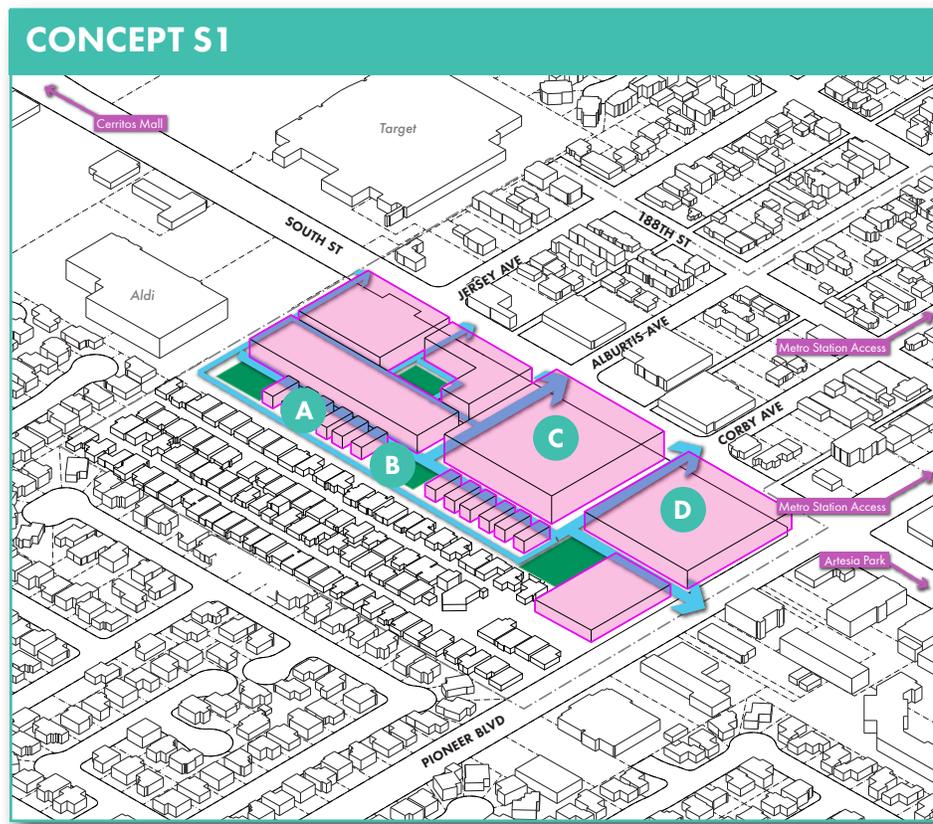
Concept Overview

- A. 3-story Townhomes
- B. 4- to 5-story Mixed-Use with Public Parking
- C. Civic Open Space
- D. 2- to 3-story Commercial and City Offices

Key Implications

- Site A is prime for new townhome development, creating ownership opportunities in Downtown.
- Parking structure (Site B) embedded in new development provides convenient parking for new city hall location (Site D) and access for visitors to Downtown Artesia. However, will require willing participation by private landowners/developers.
- New open space (Site C) provides opportunity for civic gatherings and events. However, consumption of land for public use limits potential tax revenue.
- City Hall uses are compatible with existing Post Office. However, a new city hall facility will require a private development partner and commercial co-tenants to be financially viable.

SOUTH FOCUS AREA PREFERRED CONCEPT



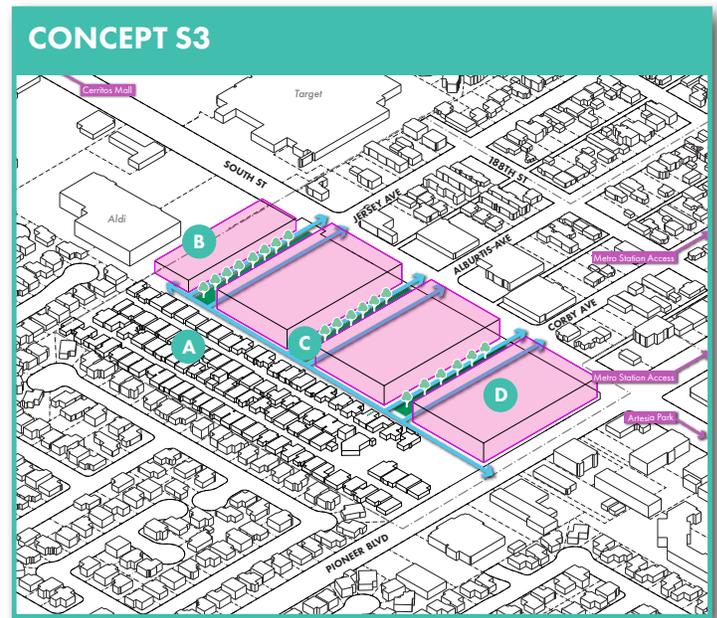
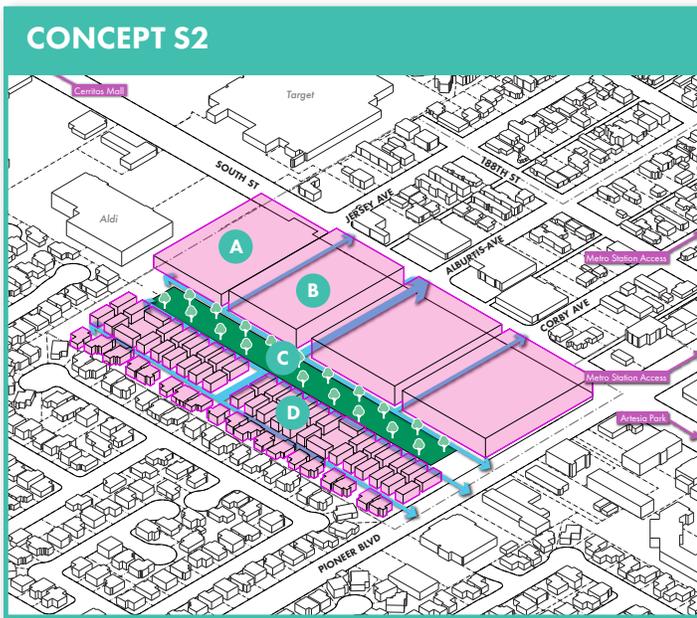
Concept Overview

A network of pedestrian paths fronted by mixed-use buildings with ground-level retail bring life and activity to the South Focus Area. A system of connected open spaces provide access to diverse recreational amenities for residents and neighbors. Three-story townhomes (Site A) provide a buffer and transition between the existing mobile home park and new 4- to 5-story mixed use and residential development (Sites C & D) facing South Street. Site D is a prime location for a Downtown hotel due to its proximity to the future Metro station and easy connections to the 605 Freeway via South Street and the 91 Freeway via Pioneer Boulevard.

Key Implications

- Preserves existing mobile home park uses.
- Street grid system is flexible, and scale of blocks can be tailored to existing property lines, including potential lot consolidation.
- New streets connect to the future Metro station at Corby Avenue and Alburdis Avenue, enabling convenient pedestrian access.
- Configuration of open spaces is tailored to individual developments.
- Townhome development provides buffer and transition between the existing mobile home park and new 4- to 5-story mixed use and residential development toward South Street.
- New townhomes provide ownership opportunities.
- New hotel provides tax revenue.

SOUTH FOCUS AREA ALTERNATIVE CONCEPTS



Concept Overview

- A. New 4- to 5-story Mixed-Use Residential
- B. New 4- to 5-story Mixed-Use Residential
- C. New Linear “Central” Park
- D. New 2- to 3-story Townhomes

Key Implications

- Linear “central” park straddles multiple property lines— scheme requires lot consolidation by master developer.
- New streets connect to existing street grid north of South Street; provides convenient pedestrian connections to future Metro station at Alburty Avenue and Corby Avenue.
- New townhomes provide ownership opportunities and buffer existing single-family homes from higher density development on South Street. However, presumes redevelopment of existing mobile home park.
- New linear park provides large open space amenity for new development.

Concept Overview

- A. Existing Mobile Home Park
- B. 2- to 3-story Residential
- C. Wide Median Strips on North-South Streets
- D. 4- to 5-story Mixed-Use Buildings

Key Implications

- Existing mobile home park is preserved.
- New streets connect to existing street grid north of South Street; provides pedestrian connections to future Metro station at Alburty Avenue and Corby Avenue.
- Wide medians with streetscape and open space amenities fronted with retail uses create inviting, active, vibrant streets.
- Stepbacks would be required to transition high-density buildings on South Street to neighboring mobile home park.
- Block scheme largely ignores existing property lines.