ARTESIA DOWNTOWN SPECIFIC PLAN

Adopted July 14, 2025

ACKNOWLEDGMENTS

City of Artesia
18747 Clarkdale Ave.
Artesia, CA 90701

City Council
Ali Taj, Mayor
Rene Trevino, Mayor Pro Tem
Zeel Ahir
Monica Manalo
Melissa Ramoso

Planning Commission
Victor Manalo, Chair
Michele Diaz, Vice-Chair
Paul Barcelos
Maurice Pantoja
Chirag Patel

City Staff
Abel Avalos, City Manager
Melissa Burke, Deputy City Manager
Karen Lee, Special Projects Manager

Planning Consultant
Art Bashmakian, Sagecrest Planning + Environmental

Prepared by
PLACEWORKS

Funded by
Metro

Note: This document is intended to be viewed as a two page spread with a single cover and back page.

ADOPTION / AMENDMENT HISTORY

ADOPTING RESOLUTION / ORDINANCE	HEARING DATE
Planning Commission Ordinance No. 25-17P	July 1, 2025
Planning Commission Resolution No. 25-18P	July 1, 2025
Planning Commission Resolution No. 25-19P	July 1, 2025
Planning Commission Resolution No. 25-20P	July 1, 2025
City Council Resolution No. 25-3058	July 14, 2025
City Council Resolution No. 25-3059	July 14, 2025
City Council Ordinance No. 25-971	July 14, 2025
City Council Ordinance No. 25-972	July 14, 2025

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The Artesia Downtown Specific Plan (ADSP) contains ten chapters and two appendices:

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1. INTRODUCTION

1.1 SPECIFIC PLAN AREA

The Artesia Downtown Specific Plan (ADSP) area includes the blocks adjoining Pioneer Boulevard, beginning with the area around the future Pioneer Station to the south and ending just beyond 183rd Street to the north. To the east and west, the study area is bounded by Arline, Corby, and Alburtis Avenues. The study area further extends south along Pioneer Boulevard within the City of Artesia and includes the area between 188th Street and the Le Belle Chateau Estates Mobile Home Park, and Pioneer Boulevard to Jersey Avenue.

The study area hosts primarily commercial and residential apartment properties. South of the current railroad right-of-way are several light industrial properties and a number of single-family homes.

1.2 SPECIFIC PLAN PURPOSE

The Los Angeles County Metropolitan Transportation Authority (Metro) plans to construct the Southeast Gateway Line (SGL), which includes a future station Pioneer Boulevard. Upon completion, the SGL will enhance Downtown Artesia's position as a gateway between Los Angeles and Orange Counties. To facilitate new transit-oriented development, the ADSP will implement new land use, zoning, and development standards, thereby creating incentives for new investment in the downtown. The ADSP encourages new opportunities for jobs, housing, recreation, entertainment, and retail as the City prepares for the Metro extension.

The ADSP will dictate the scale of future development growth in Artesia's Downtown district, enhance pedestrian and bicyclist experience, and curate community gathering spaces.

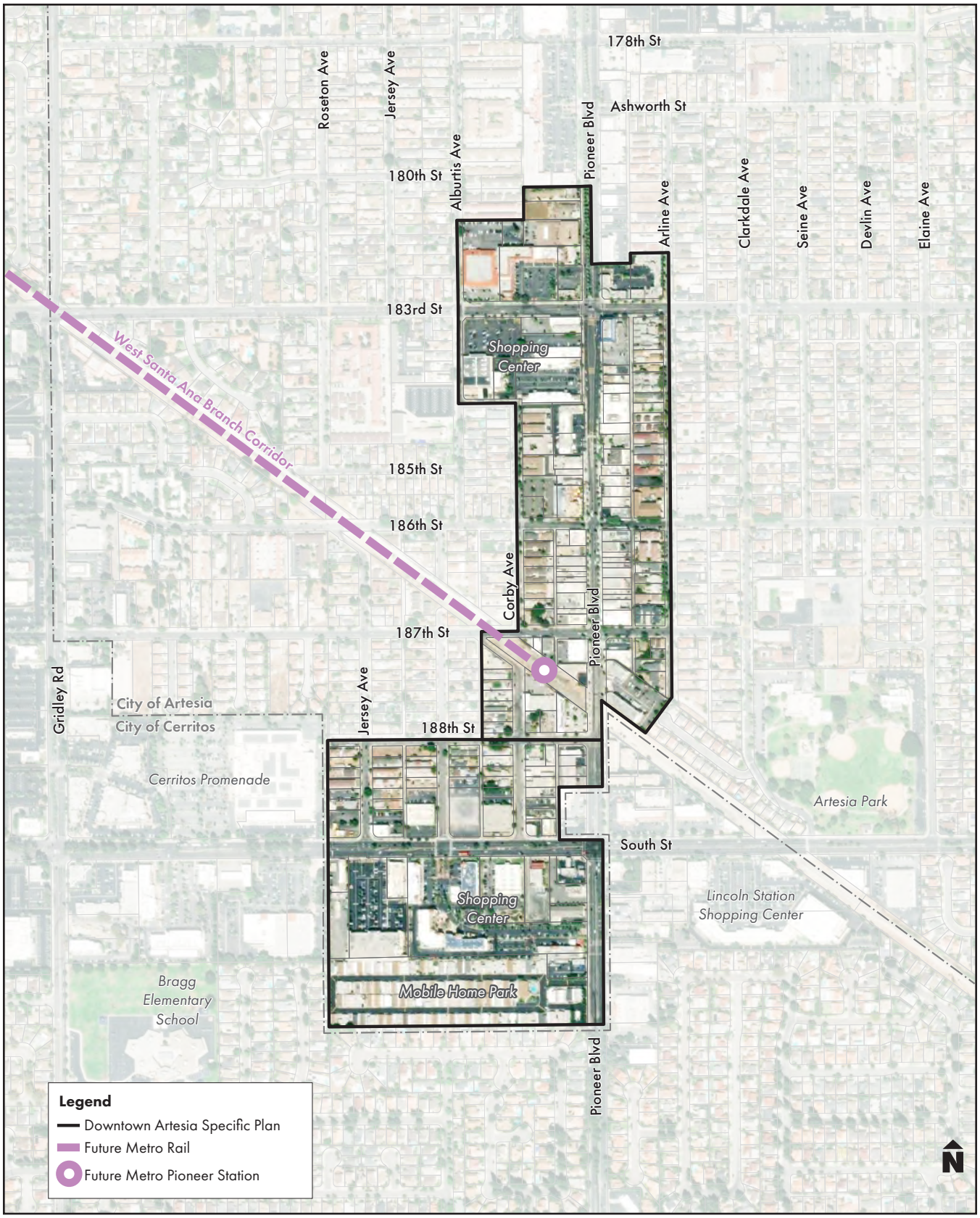

Figure 1.1: Artesia Downtown Specific Plan Project Area

1.3 WHAT IS A SPECIFIC PLAN?

A Specific Plan is a regulatory tool that local governments use to guide development in a focused area of the community. The General Plan is the primary guide for growth and development citywide, and a Specific Plan focuses on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457, allows cities and counties to prepare Specific Plans to develop policies, programs, regulations, and guidelines to implement the jurisdiction's adopted General Plan. As prescribed by law, a Specific Plan includes text and diagrams that generally describe:

- The distribution, location, and extent of all land uses.
- The standards and criteria by which new development will proceed.
- The proposed distribution, location, extent, and intensity of major components of public infrastructure, such as transportation and utility systems.
- A program of implementation measures, such as financing measures, policies, regulations, and public works projects.

The Specific Plan will provide applicants, City staff, the public, and decision makers with information on the overall intent for Downtown, design standards to facilitate the project's implementation, and future changes thereto. It is intended that local public works projects, design review plans, detailed site plans, grading permits and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

The Artesia Downtown Specific Plan will be adopted by resolution and ordinance and establish the necessary plans, development standards, regulations, infrastructure requirements, and implementation programs on which subsequent project-related development activities within the Specific Plan are to be founded.

1.4 DOWNTOWN ARTESIA HISTORY

1.4.1 FOUNDING ARTESIA

Artesia was first settled in 1875 and remained an agrarian community for over 80 years, with influxes of Dutch and Portuguese immigrants in the early twentieth century. Its name comes from the naturally occurring artesian wells in the area. Artesia was incorporated as a city in 1959. Downtown Artesia is known for its unique and diverse retail business community. This transformation to the Downtown district coincided with the immigration patterns of the 1980s and continued into the 1990s. The Pioneer Boulevard corridor from 183rd Street to South Street consists of an international mix of restaurants, boutiques, and specialty stores. As a result, Downtown Artesia has a diverse ethnic character, celebrated annually since 2013 on Pioneer Boulevard with the "International Street Fair & Diversity Festival." Today Artesia is a cosmopolitan city with a foundation built on the diverse cultural composition of its businesses and residents.

Figure 1.2: 2024 International Street Fair & Diversity Festival

1.4.2 THE PACIFIC ELECTRIC RAILWAY

The founding of Artesia is heavily indebted to the Pacific Electric Railway Company. The Pacific Electric, nicknamed the Red Cars, was a privately owned mass transit system in Southern California consisting of electrically powered streetcars, interurban cars, and buses. Henry E. Huntington, the owner of the Pacific Electric, was also a significant real estate investor who developed and sold land along the Red Car routes, opening up many town sites and cities across the region, including Artesia.

Figure 1.3: Historic Artesia Station; Source: Portuguese Historic Museum

Red Cars began service through Artesia in 1905, along a branch line that connected Downtown Los Angeles with Santa Ana in Orange County. The route was known as the West Santa Ana Branch (WSAB). According to Metro's WSAB Transit Corridor Rename the Project website:

> From 1901 to the early 1960s, before the car ruled in Southern California, Los Angeles had the most extensive rail car system in the country. Pacific Electric and other rail service providers connected cities throughout LA, Orange, Riverside and San Bernardino Counties.
>
> One of those rail corridors, named the Pacific Electric Right-of-Way (ROW)/West Santa Ana Branch Corridor, provided passenger service from downtown LA, along the alignment currently used by the Metro A Line (Blue), to Watts Station where the line turned southeast to travel along the ROW to a terminal station in the City of Santa Ana in Orange County. Passenger service to Santa Ana ceased in 1950 and to Bellflower in 1955. This ROW has been primarily unused since Pacific Electric service ended in 1961. The portion of this rail corridor within LA County limits is known as the "West Santa Ana Branch."
>
> This new rail line will travel from downtown LA to the City of Artesia and will provide service to Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon and unincorporated Florence-Firestone. The rail line will not travel to Santa Ana as it once did. Given this confusion about the project, Metro will rename the project to better reflect the service area, the communities' character, culture and experience of the people who live, work and play in the cities served by the new line. The new name will remain in place through completion of construction, at which time it will receive a newly designated line letter and line color as the project prepares for revenue service.

In January 2024, Metro renamed the rail corridor the "Southeast Gateway Line."

1 Artesia: From Portuguese Dairy Farms to Little India, Mike Sonksen. PBS, online. August 22, 2014. Metro. 2023. "The Story Behind the Name 'West Santa Ana

2. Branch'." WSAB Transit Corridor Rename the Project. Accessed January 18, 2024. https://www.renamewsab.com/.

1.4.3 METRO

In 2016, Los Angeles (LA) County voters passed Measure M. Measure M is a no-sunset, half-cent sales tax measure that funds various Metro transportation projects. Thanks to Measure M, Metro is undertaking one of the largest transportation infrastructure programs in United States 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 2016, the Artesia 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 2023, the City of Artesia kicked off efforts to develop the ADSP in anticipation of the arrival of the Southeast Gateway Line (referred to at the time as the West Santa Ana Branch) Metro station at Pioneer Boulevard. After completion of the Southeast Gateway Line, Downtown Artesia will have a connection to the Metro A line at Slauson Station. Pioneer Station will connect Artesia via light rail with major destinations and employment centers in the region—Downtown Los Angeles, Union Station, and South Los Angeles. Transferring at Slauson Station to Union Station, passengers will be able to connect as far as Santa Monica, Pasadena, East Los Angeles, San Fernando Valley, and the Los Angeles International Airport (LAX).

Figure 1.4: Southeast Gateway Line Route

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2. DOWNTOWN TODAY

2.1 SOUTHEAST GATEWAY LINE

The Southeast Gateway Line project is a new light-rail transit line that will connect southeast Los Angeles County to South Los Angeles and beyond. The corridor is intended to include 14.5 miles of length and 9 proposed stations across 13 cities. As presently designed, Artesia will be the southern terminus of this transit line.

In 2021, Metro released the Transit-Oriented Development Strategic Implementation Plan (TOD SIP) as a resource to develop new corridor-wide governance strategies, with strategies and actions to adopt into local plans and programs and to provide grant funding.

In January 2022, the Metro Board of Directors approved the Locally Preferred Alternative (LPA) for the project from Slauson/A Line in unincorporated Florence-Firestone to Pioneer Station in Artesia, a 14.5-mile segment, and approved a Maintenance and Storage Facility (MSF) in the City of Bellflower.

2.2 METRO PLANNING PRINCIPLES

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 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 ADSP 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.

Figure 2.1: Southeast Gateway Line Map - Locally Preferred Alternative

2.3 WSAB TOD SIP

The WSAB TOD SIP (or West Santa Ana Branch Transit Oriented Development Strategic Implementation Plan) was adopted by Metro in 2019 in anticipation of the expansion and development on the WSAB, now called the Southeast Gateway Line. The SIP analyzes the existing communities along the future line to better understand the community needs and how transit investment can be both effective and maximized in these communities and provides recommendations and best practices for plan implementation. The goal of the WSAB TOD SIP is to outline the vision for future changes in station areas and the types of development roles that each station will play in the overall corridor.

The WSAB TOD SIP outlines the process of evaluating the existing conditions of each city along the line, the development of vision and goals for each city and the county, and the creation and identification of the five development typologies. The development typologies are defined by the following characteristics: area of influence from local to regional, land use emphasis (employment-centric vs. residential-centric), mix of uses, street and block characteristics, and density and scale. The five typologies are:

- Main Street Adjacent
- Large Scale Redevelopment
- Residential Arterial Infill
- Industrial Hybrid Infill
- High Density Walkable Mixed-Use

The report identifies Artesia as Main Street Adjacent, meaning it acts as the center to local commercial districts and has potential areas for community-serving, mixed-use infill development. Because Pioneer Boulevard is anchored by, a regionally recognized hub of restaurants and retail, the SIP identifies a future of high density mixed uses and a cultural destination surrounded by attractive residential neighborhoods. The SIP outlines the following priorities for Artesia:

- Artesia Downtown Specific Plan: Prioritize the development of a Specific Plan to incentive development.
- Business Preservation: Preserve the cultural heritage of legacy and family businesses within the station area.

- Joint Development of Mixed-Use TOD: Collaborate with Metro on joint development and explore innovative parking strategies for the downtown.
- Property Bases Improvement District (PBID): Explore the formation of a PBID to market, contribute, and maintain the operational capacity of Pioneer Boulevard.

The vision and priorities outlined in the WSAB TOD SIP have been evaluated and considered in the development of this Specific Plan.

2.3.1 PIONEER TRANSIT-ORIENTED COMMUNITY MASTER PLAN

Pioneer Transit-Oriented Community Master Plan was completed in 2019 by City Design Studio for Los Angeles Metro in conjuction with the WSAB TOD SIP. The goal of the master plan was to intensify the station area and the Pioneer Boulevard Corridor and transform the station area into a destination that ensured better access for pedestrians and cyclists. The vision includes buildings that are four to seven stories tall with ground-level retail, commercial offices at the second level, and residential uses on upper floors.

Figure 2.2: TOD SIP - Pioneer Station Illustrative; Source: City Design Studio

2.4 ARTESIA (PIONEER) STATION

The future Artesia (Pioneer) Station will be located between Pioneer Boulevard and 187th Street, with pedestrian access from both streets. Metro has plans for a potential five-story parking structure south of the station, between Pioneer Boulevard and Corby Avenue. In the preferred design option, 186th Street will terminate at the rail right-of-way whereas 187th Street will remain as a continuous street, crossing the rail tracks. Figure 2.3 illustrates the Pioneer Station, and Figure 2.4 illustrates Pioneer Boulevard looking south toward the Pioneer Station and parking structure beyond. Figures 2.5 and 2.6, presented in Metro's "WSAB Transit Corridor Final EIR Chapter 2: Project Description," illustrate the preferred design option for station access.

Figure 2.3: Pioneer Station Illustrative; Source: Metro

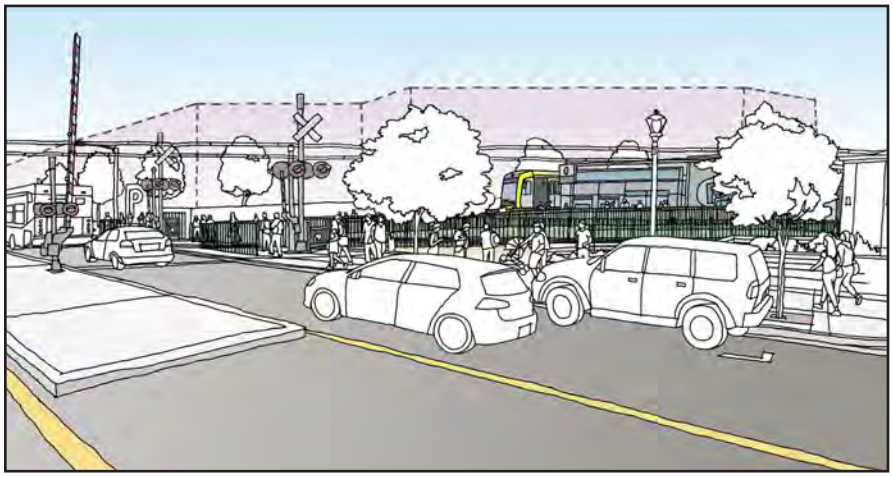


Figure 2.4: Pioneer Station Illustrative; Source: Metro

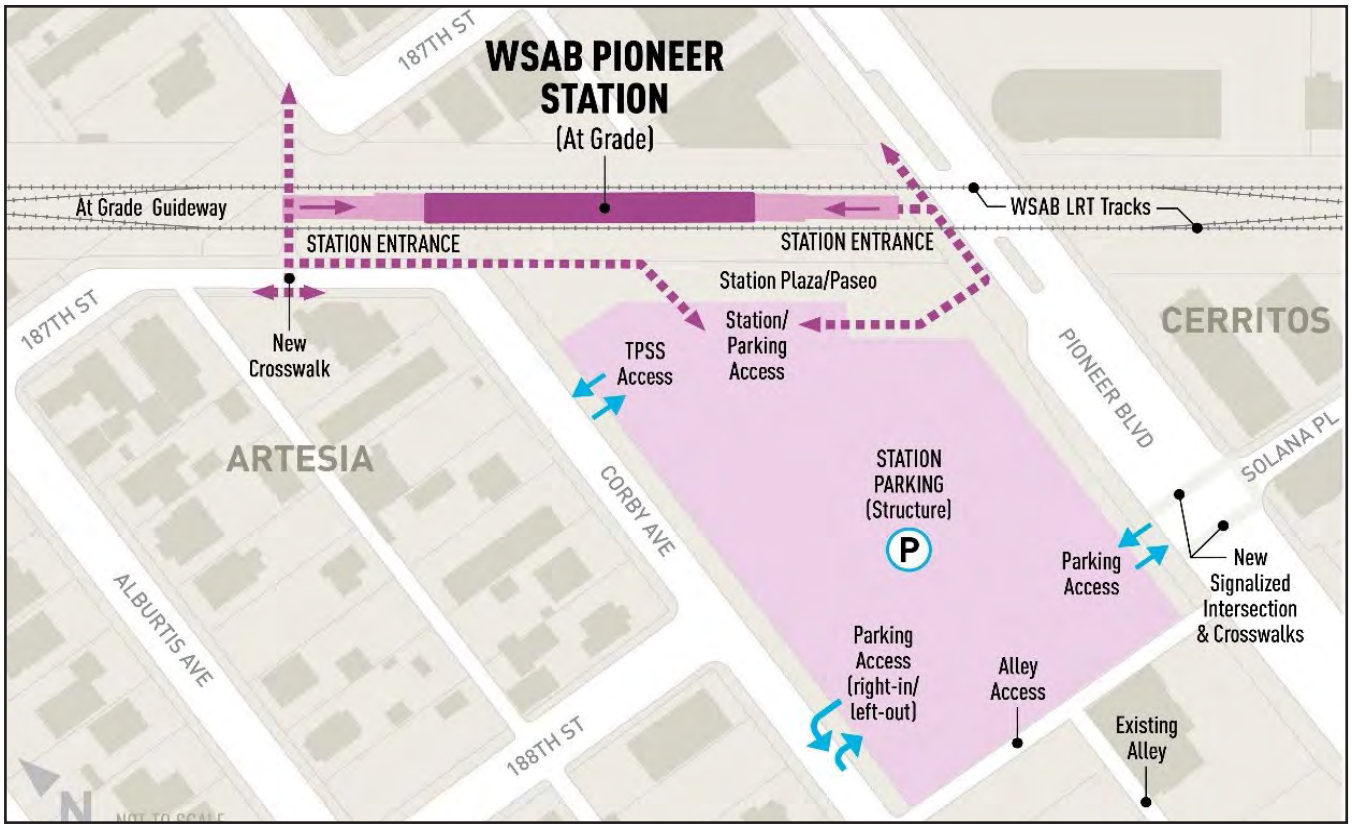


Figure 2.5: Pioneer Station Access; Source: WSAB Transit Corridor Final EIR Chapter 2: Project Description

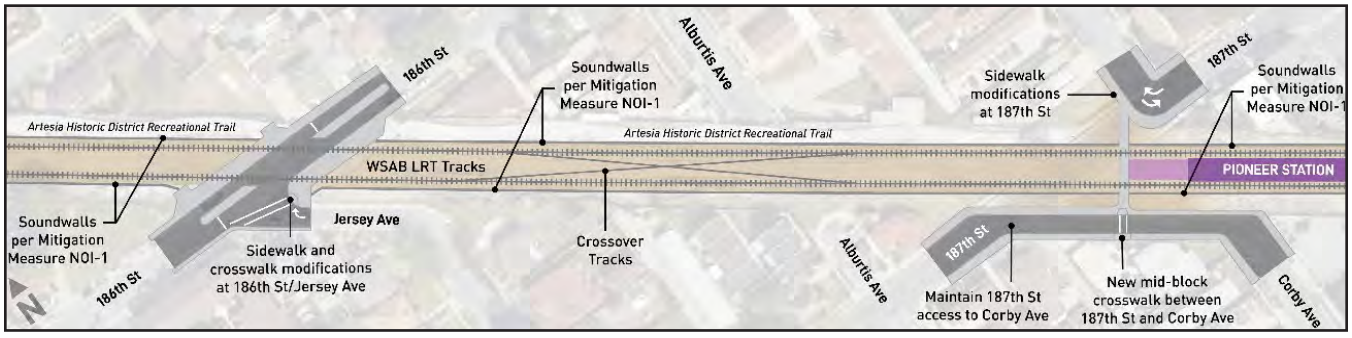


Figure 2.6: Pioneer Station - Proposed Access Alignments
Source: WSAB Transit Corridor Final EIR Chapter 2: Project Description

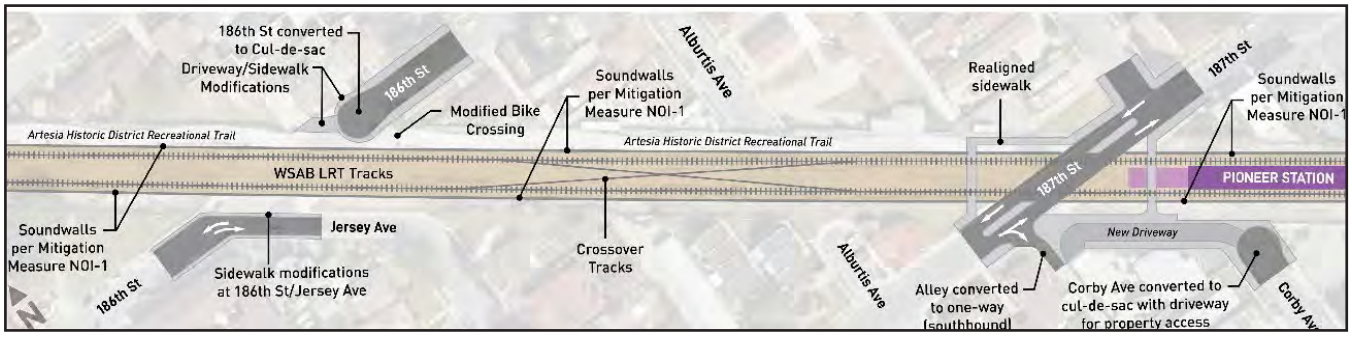


Figure 2.6: Pioneer Station - Access Alignments Design Alternative
Source: WSAB Transit Corridor Final EIR Chapter 2: Project Description

2.5 CASE STUDIES

Studying the benefit of transit in communities of similar size sets the stage for understanding future development opportunities in downtown Artesia. The case studies in this section provide context for retail, community character, housing, and open space in downtown areas where Metro has or plans to establish a stop.

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, Downtown Azusa, and Downtown Mountain View in the Bay Area all gained new opportunities for housing, retail and commercial, and entertainment with the development of a Metro station and connection to the greater region. Figure 2.7 shows a cross-section of Pioneer Boulevard at its commercial core between 186th Street and 187th Street. This section of Pioneer Boulevard features generous sidewalks, promoting a safe and comfortable experience for pedestrians. Figure 2.8 displays Downtown Artesia and the existing community assets.

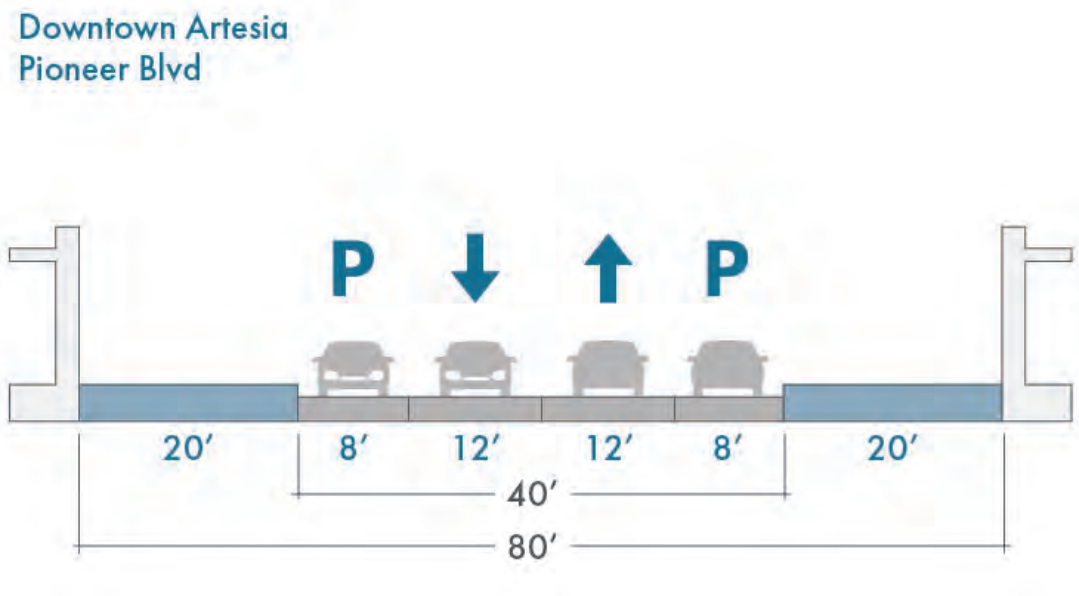


Figure 2.7: Pioneer Boulevard (186th to 187th) Existing Street Section

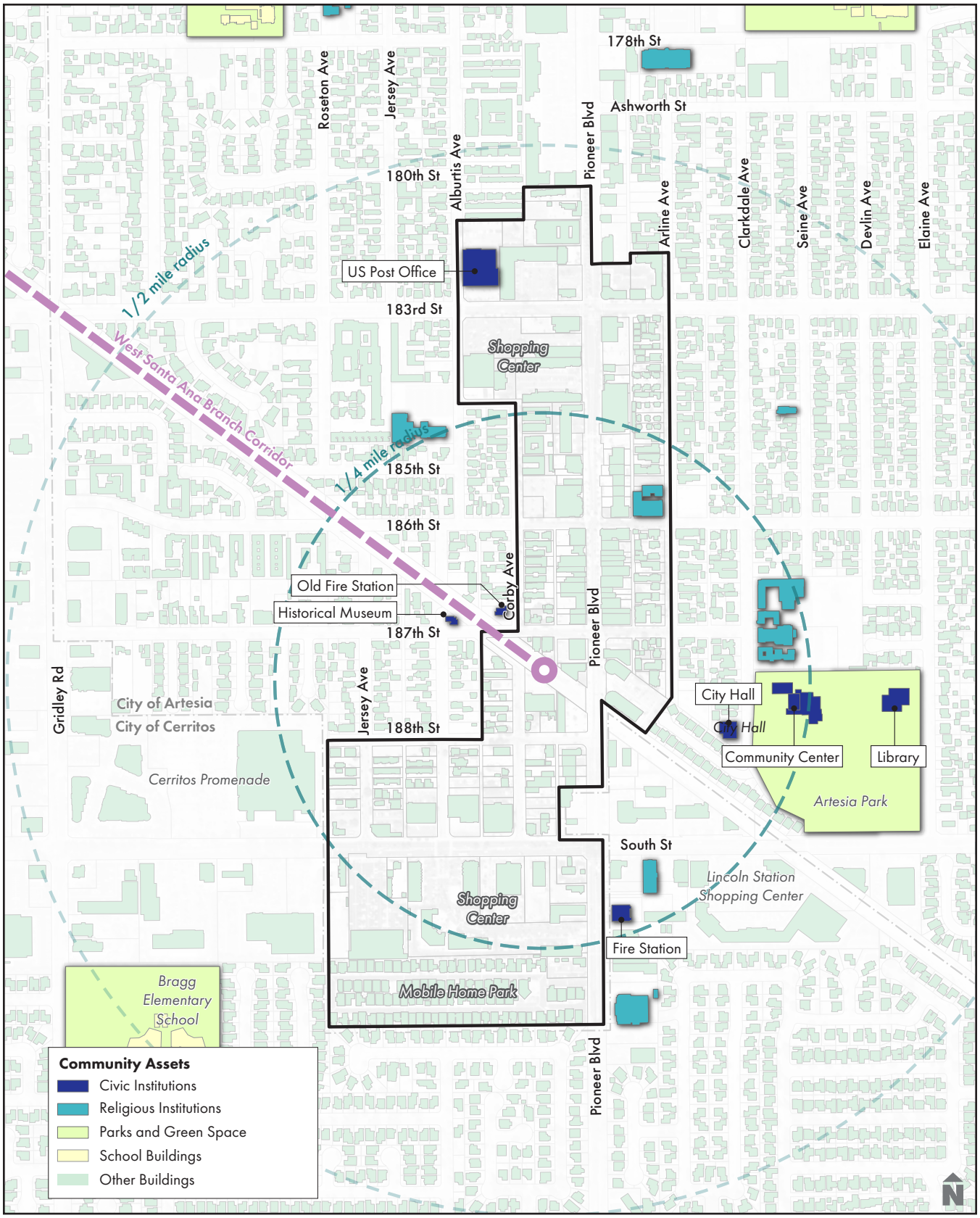


Figure 2.8: Downtown Artesia - Community Assets

2.5.1 DOWNTOWN BELLFLOWER

Just across town sits Downtown Bellflower. Like Artesia, Bellflower will also receive a Metro station along the Southeast Gateway 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.

Figure 2.9 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 theater. 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.
Figure 2.10 shows a typical section of Bellflower Boulevard within the downtown commercial corridor. The total right-of-way width is the same as Pioneer Boulevard at 80', but Bellflower Boulevard sacrifices sidewalk width to accommodate additional travel lanes.

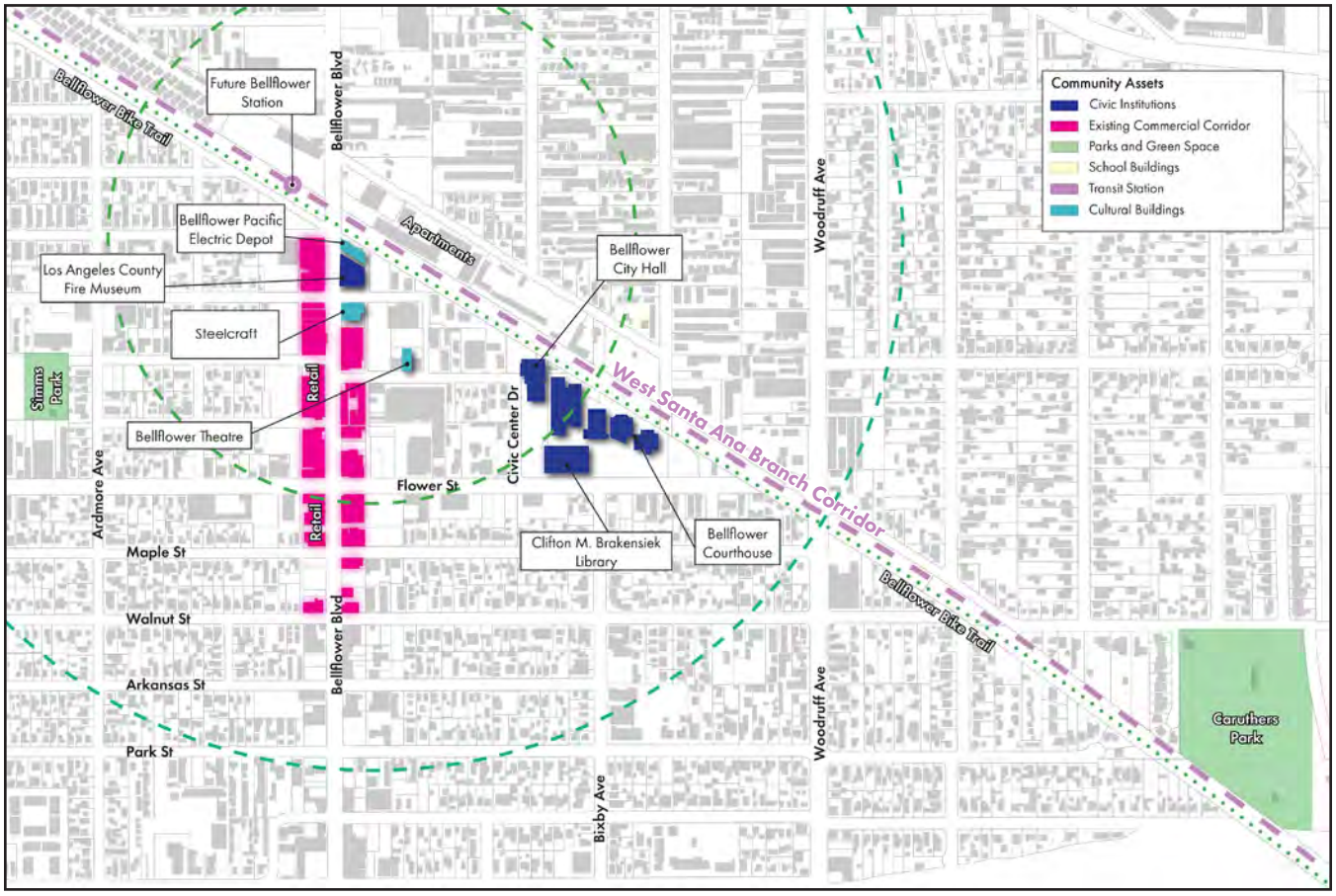


Figure 2.9: Downtown Bellflower

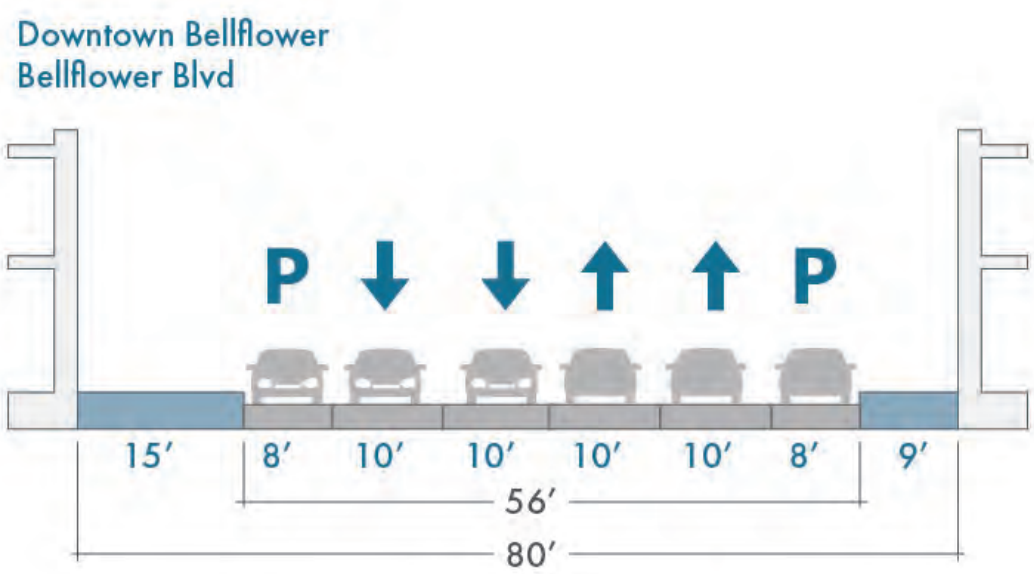
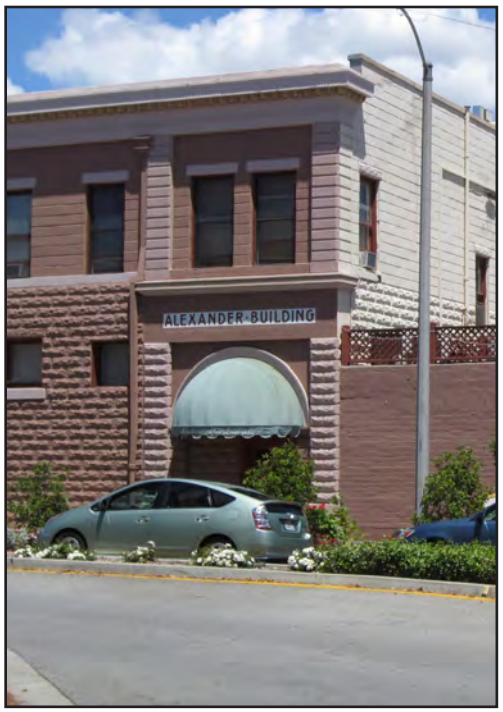


Figure 2.10: Bellflower Boulevard Existing Street Section

2.5.2 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 A Line, which runs directly to downtown. Key features of South Pasadena are expressed in the photos to the right.

Figure 2.11 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.

Mission Street in Downtown South Pasadena has a narrower total right-of-way and wider curb-to-curb width when compared to Pioneer Boulevard (Figure 2.12). Although commercial buildings front the sidewalk with minimal setbacks, the street configuration and scale presents a more auto-oriented experience.

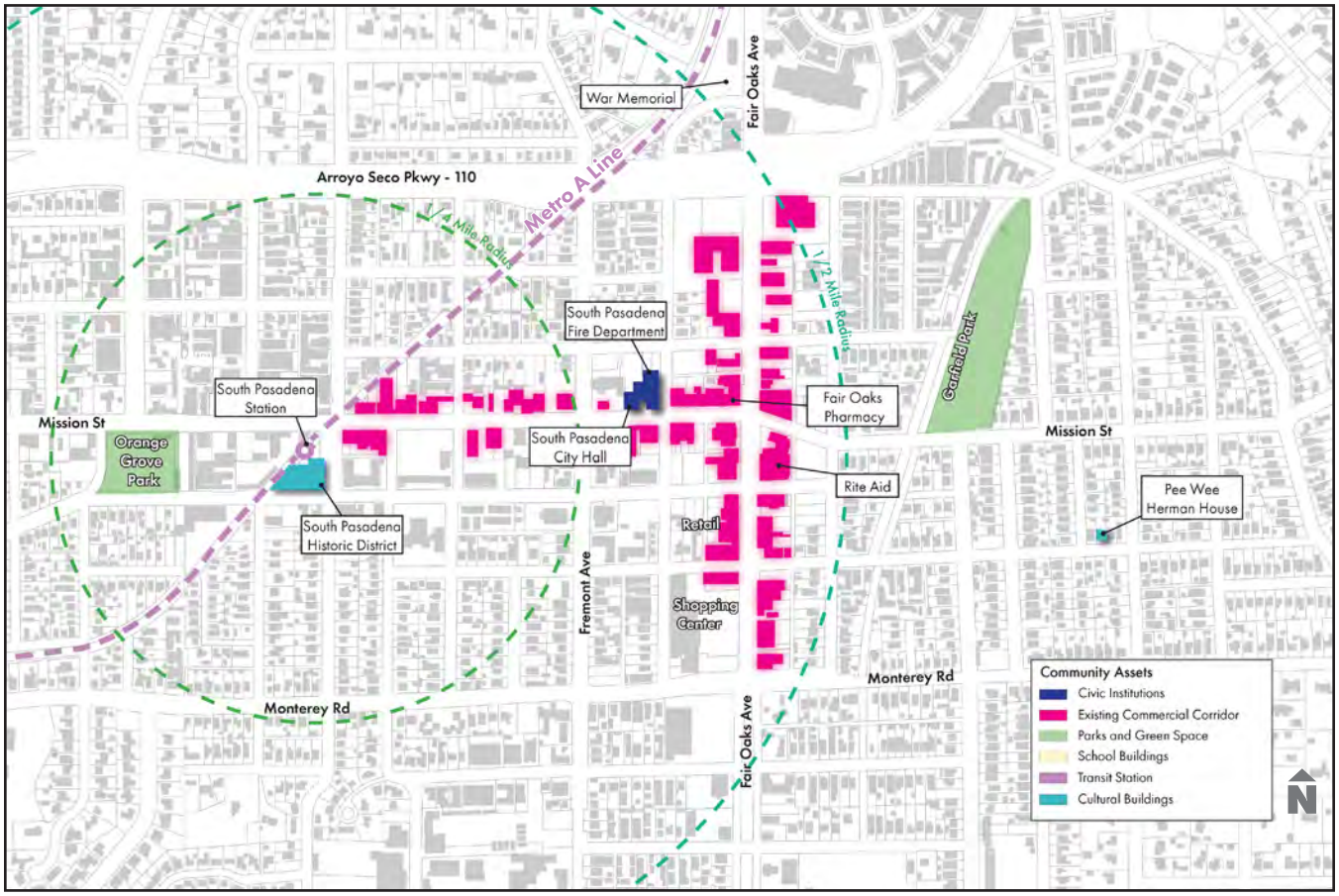


Figure 2.11: Downtown South Pasadena

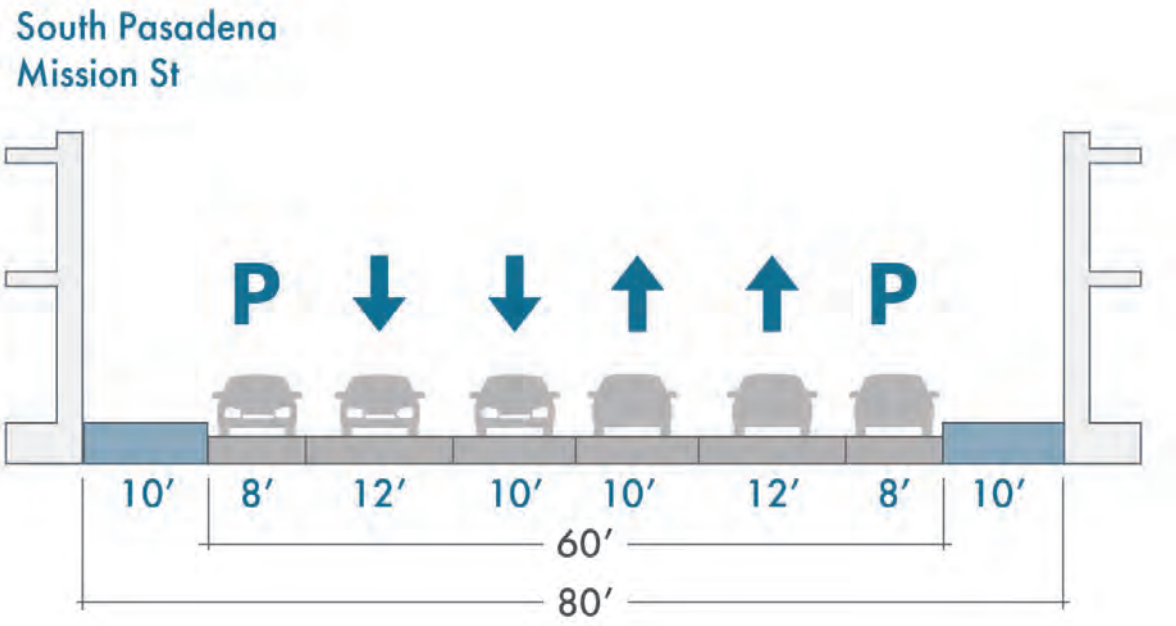
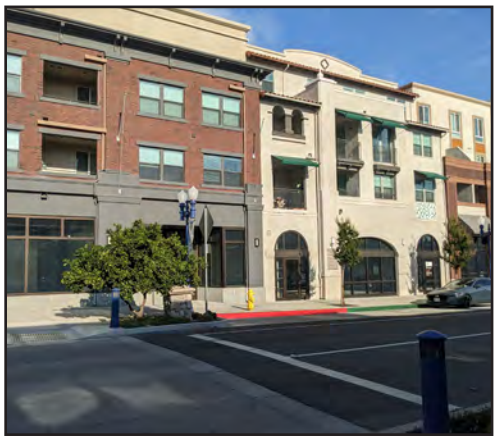


Figure 2.12: Mission Street Existing Street Section

2.5.3 DOWNTOWN AZUSA



In northeast Los Angeles County sits downtown Azusa, where the A 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.

Figure 2.13 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.

Figure 2.14 shows a typical street section of Azusa Avenue in Downtown Azusa. Sidewalk widths are generous at 10 to 12 feet to provide for a comfortable pedestrian experience. The street configuration includes one travel lane in each direction, a parking lane, and an angled parking lane.

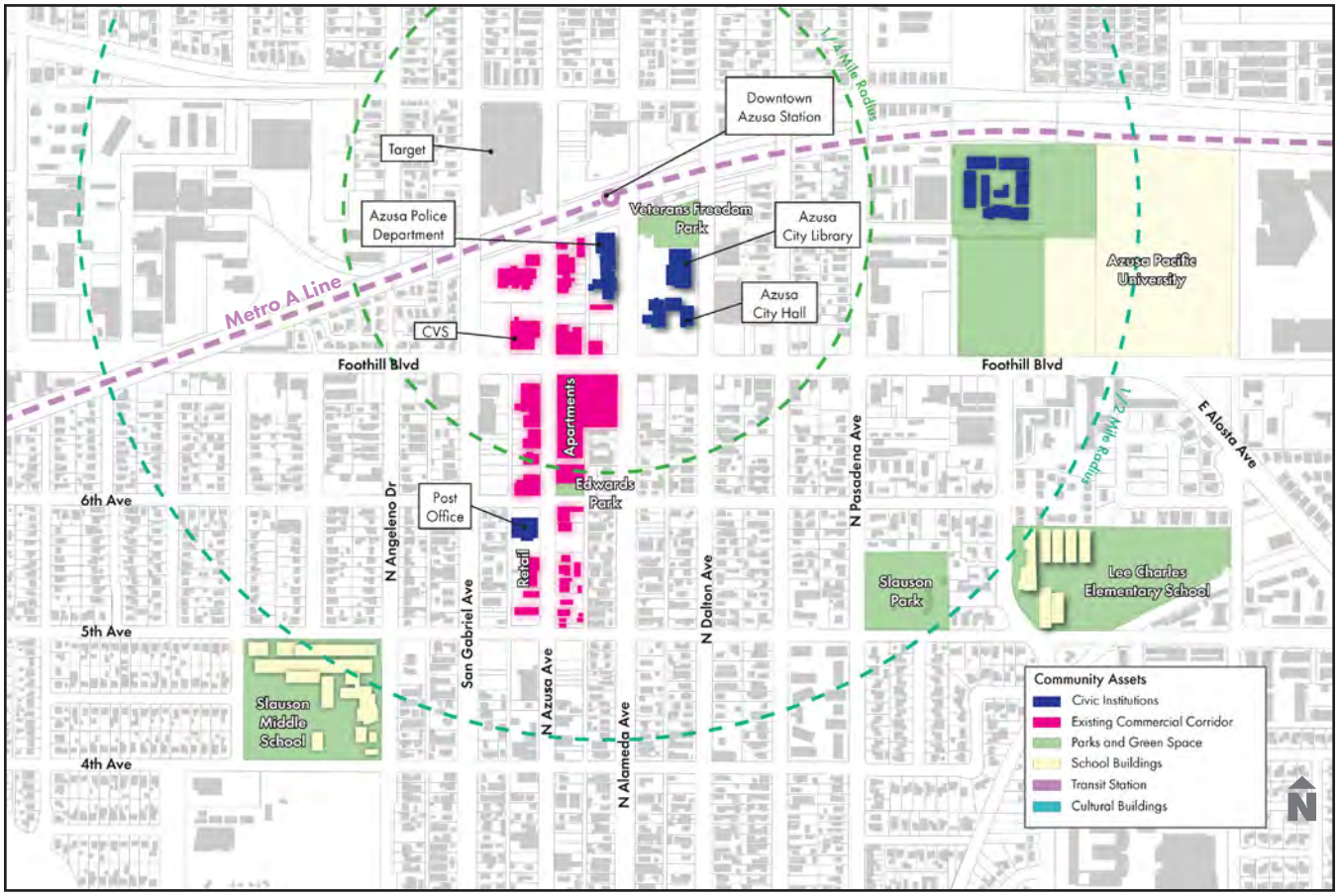


Figure 2.13: Downtown Azusa

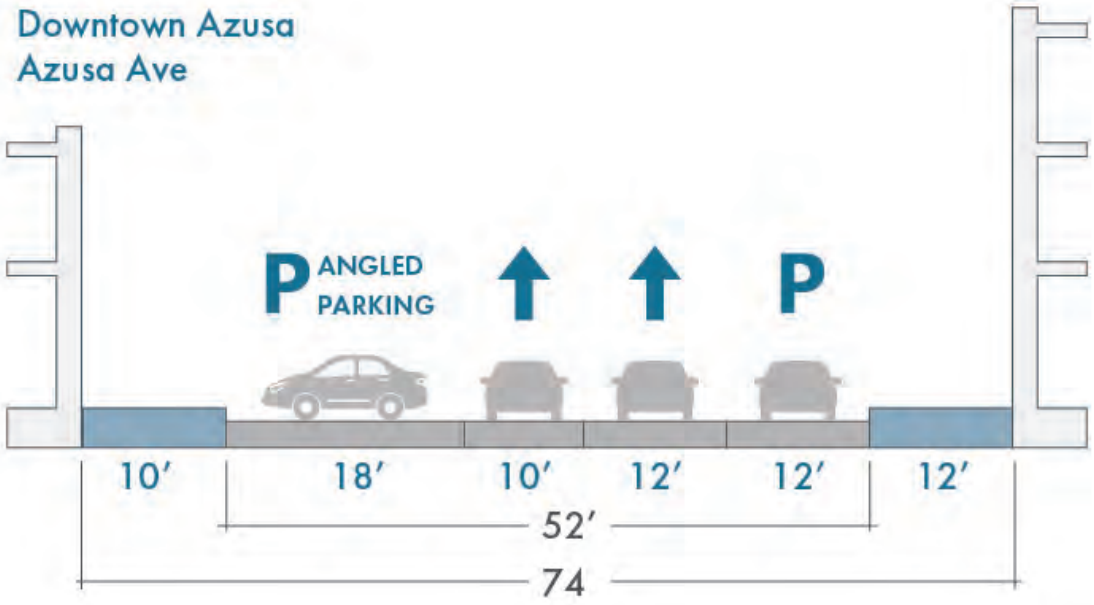
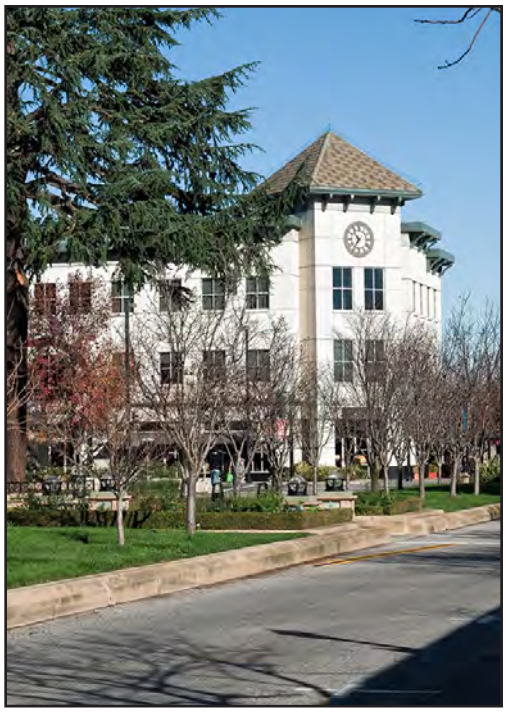


Figure 2.14: Azusa Avenue Existing Street Section

2.5.4 DOWNTOWN MOUNTAIN VIEW

Source: Aleh Haiko, CC BY-SA 3.0, https://commons.wikimedia.org



In Santa Clara County, Downtown Mountain View sits at the terminus of the Orange Line, part of the Santa Clara Valley Light Rail System. The Orange Line runs from Downtown Mountain View to Alum Rock. The Downtown Mountain View Transit Station connects to the regional Caltrain Line and other local transit connections.

Figure 2.14 displays Downtown Mountain View 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 Castro Street 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.

Figure 2.15 shows a typical street section of Castro Street in Downtown Mountain View. The street configuration includes 10’ sidewalks, one parking and one travel lane in each direction, and a center turn lane. Street trees and low walls and planters integrated into the streetscape create buffers between vehicles and pedestrians.

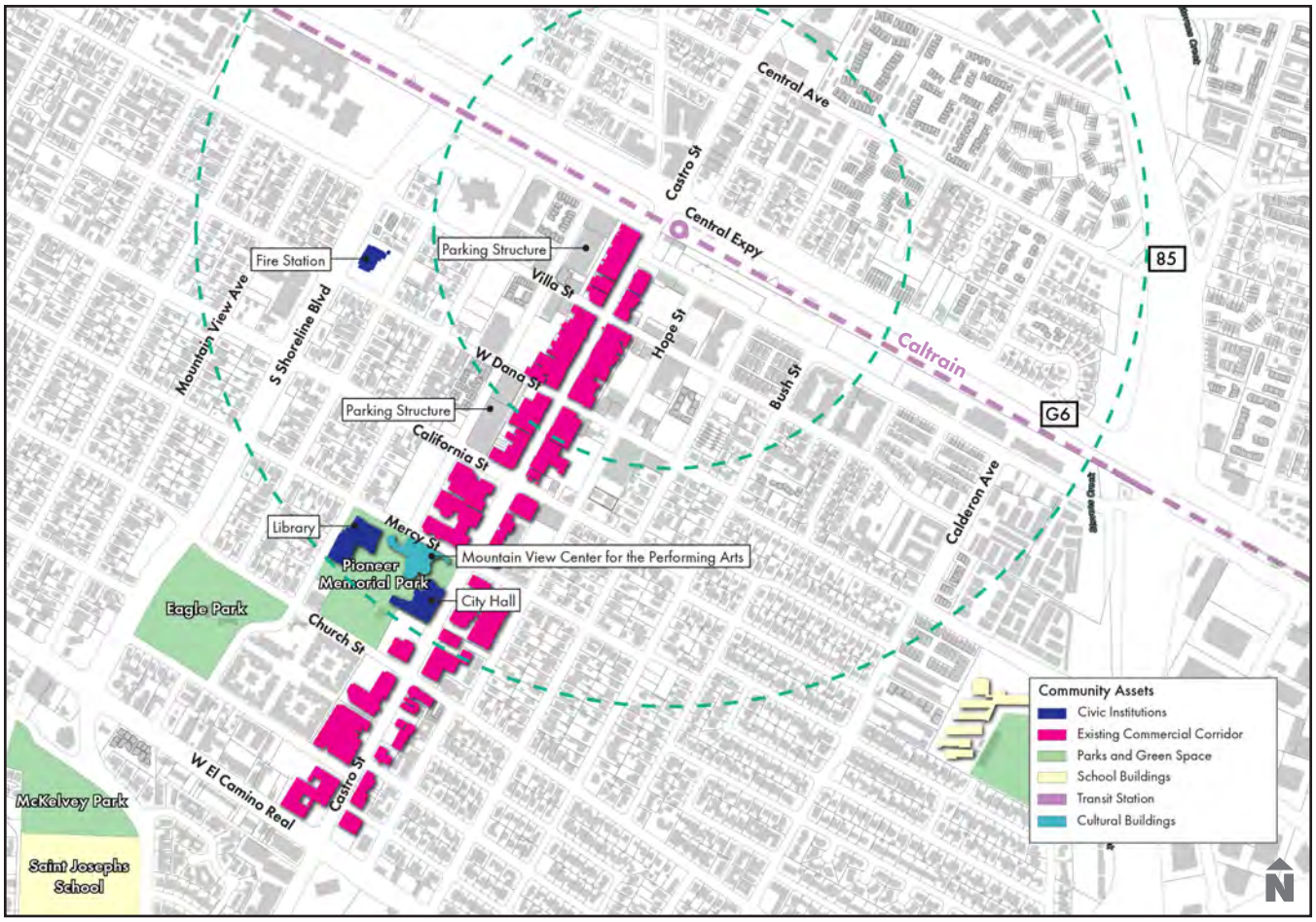


Figure 2.14: Downtown Mountain View

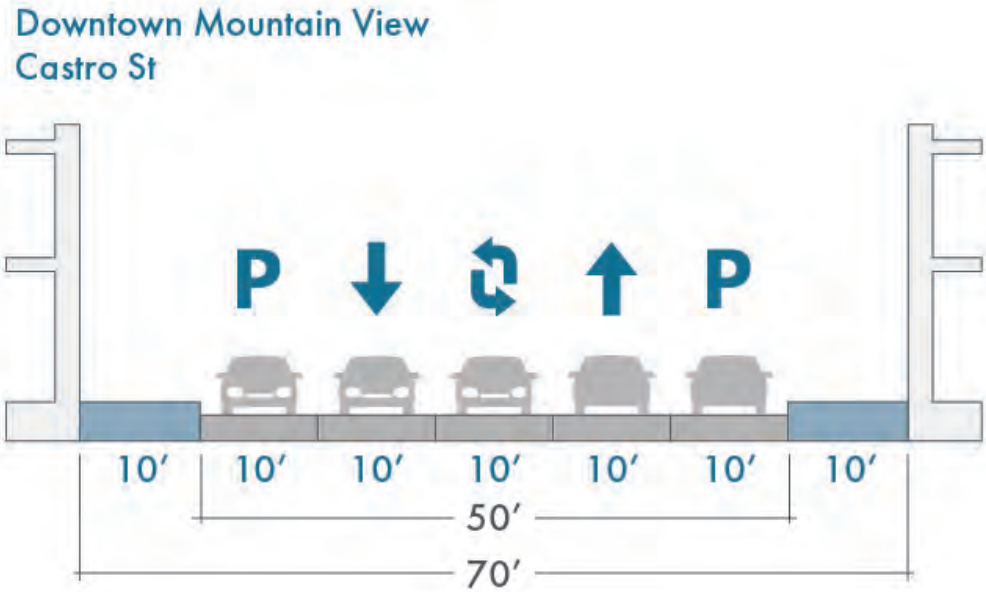


Figure 2.15: Castro Street Existing Street Section

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3. DOWNTOWN TODAY

3.1 EXISTING CONDITIONS

Understanding and analyzing the existing conditions of Downtown Artesia is an essential step to creating a plan that supports existing residents and businesses while increasing the opportunity in the area. This chapter provides an overview of existing conditions. A detailed existing conditions report is included in Appendix B.

3.1.1 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 of the future Pioneer Station include Artesia City Hall, Albert O. Little Community Center, Artesia Library, a fire station, historical museums, and a post office. The post office is at the northern end of the study area. Artesia Park is the only park within walking distance from the future Metro station. Refer to Figure 2.8.

3.1.2 LAND USE REGULATIONS

Under the General Plan and Zoning, the downtown currently allows a mix of uses. 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 Arline Avenue. The area south of South Street is designated Commercial Planned Development and South Street Specific Plan.

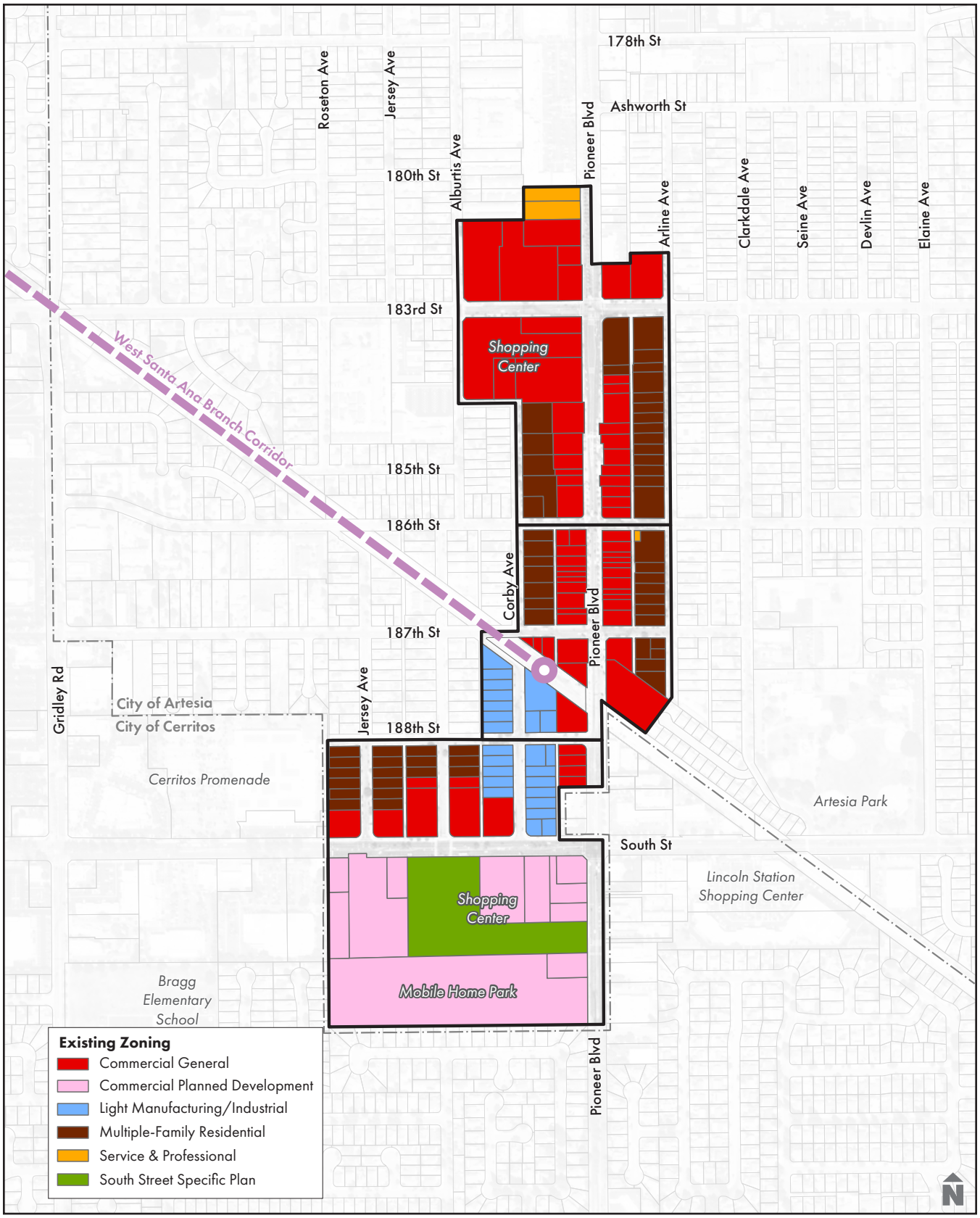


Figure 3.1: Existing Zoning

3.1.3 COMMUNITY CHARACTER

Various streetscape, building scale, and landscape features shape Downtown Artesia. The Existing Conditions Report in Appendix A takes a deep dive into the implications of these features.

38%

of all property lots are surface parking lots

Parking

A significant amount of land is dedicated to cars in Downtown Artesia; specifically, parking occupies 23 percent of the total plan area. In accordance with Assembly Bill 2097 (AB 2097), California law prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects 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 in the study area would not have parking requirements once the Metro station is complete, consistent with the requirements of AB 2097.

The Scale of Downtown

Human scale refers to buildings and streets that relate to the scale of a person and is often an indicator of good design. Scale is generally determined by the size of lots, frontages, and buildings. In Artesia, over 30 percent of the lots in downtown are less than 20,000 square feet. While smaller lots lend themselves to smaller and more "human-scale" development, the larger lots with comparatively smaller building footprints create more redevelopment opportunities. In the specific plan boundary, the largest lots have lot coverages below 50 percent, largely a result of extensive surface parking lots. Figure 3.2 shows the distribution of lot sizes within the Specific Plan area.

In addition to scale, walkability is another important indicator of good design. Lot width, building frontage, and landscape are all features that can encourage a more walkable environment. In Downtown the average lot width is only 72 feet, reflective of a time when desirability of having a business on the main street and as many businesses as possible led to very narrow retail parcels.

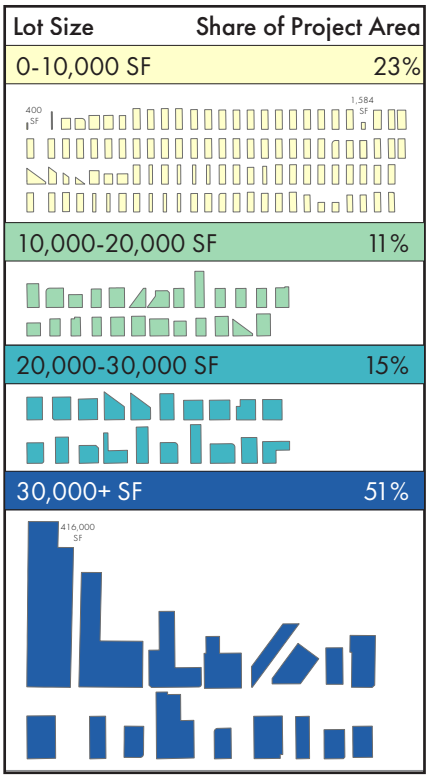


Figure 3.2: Lot Size

Figure 3.3: Street Width

Street Design

Street width influences the physical and perceived scale of the street. Narrower street widths help slow vehicular traffic and create a comfortable pedestrian environment. Wider street widths encourage higher traffic speeds, which can create uncomfortable conditions for pedestrians and bicyclists. The narrowest portion of Pioneer Boulevard sits between 186th Street and 187th Street—as the street extends both north and south it widens to accommodate more cars.

3.1.4 ACTIVATING DOWNTOWN

Features such as well-designed streetscape, connected and close building frontages, and walkability create an inviting and engaging downtown. Currently, portions of Downtown Artesia create a walkable environment, and others must be updated to achieve these features.

Ground-Floor Activation

Ground-floor activation refers to the frequency of sidewalk-fronting entrances. In downtown Artesia, the block between 186th and 187th Streets demonstrates 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 feet of street frontage—a significant reduction. In general, the lower the ratio of entries to distance, the less activated and engaging the streetscape.

3.1.5 EXISTING HOUSING

While most of the uses fronting Pioneer are retail and commercial, there are larger portions of the specific plan boundary that include existing residential uses. There are five common residential typologies in the residential areas of the specific plan area.

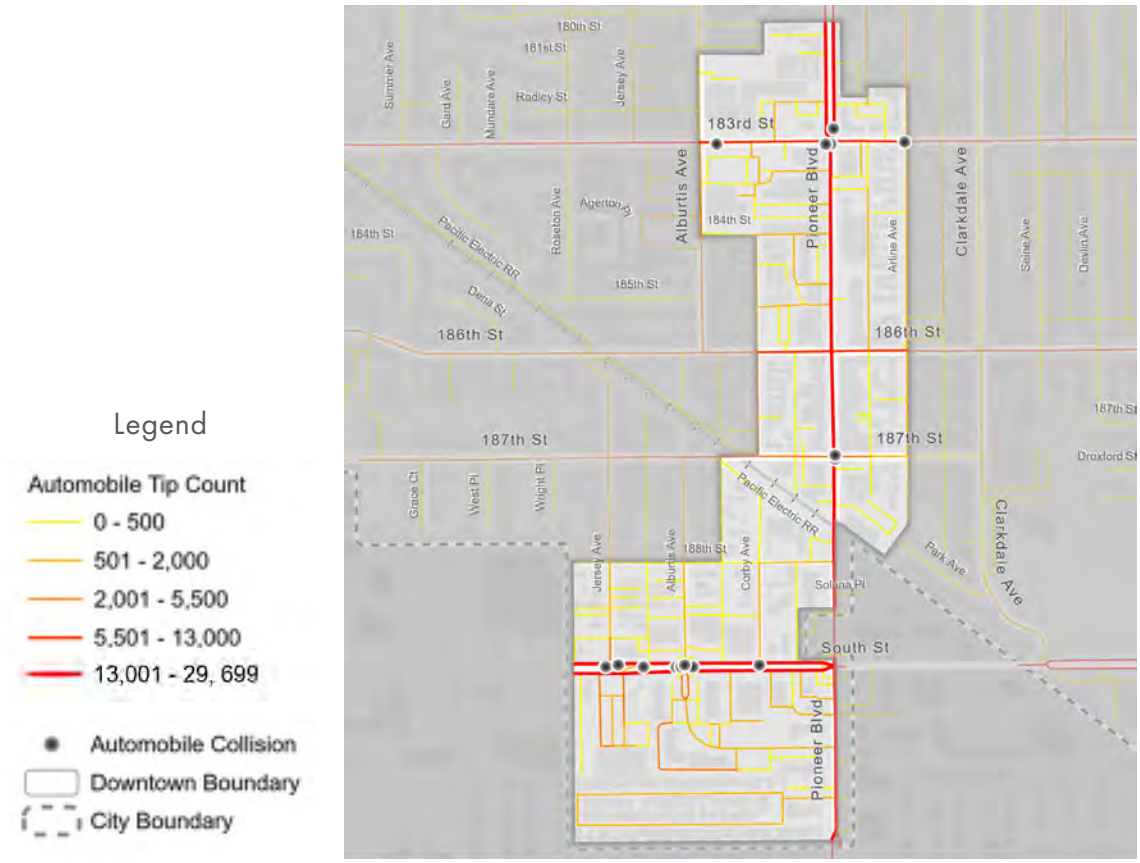
- Townhomes
- Bungalow Apartments
- Courtyard Apartments
- Single Family Homes
- Mobile Homes

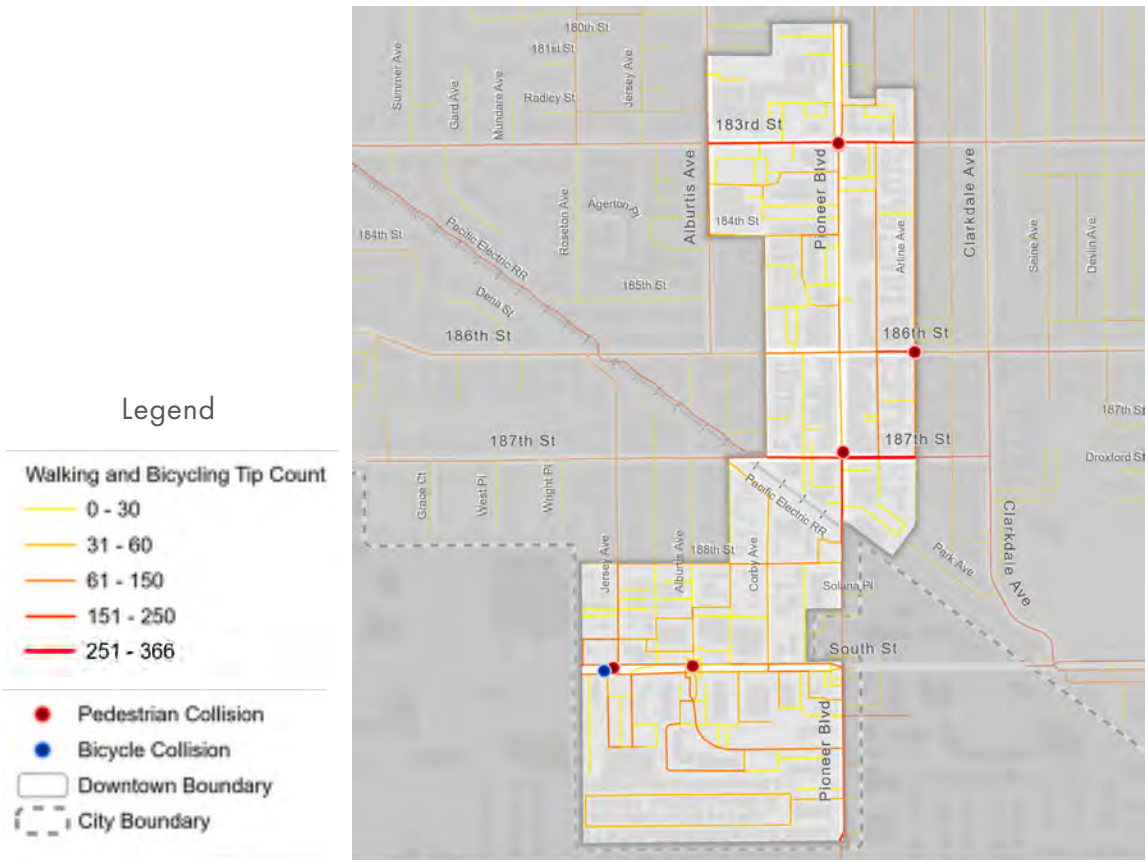
3.2 TRIP VOLUMES

Walking, bicycling, and automobile trip volumes are summarized and mapped to better understand higher volume roadways in downtown Artesia. The trip volume data was acquired from Replica – a big data platform that creates large-scale models with activity pattern projections and mobility data- for the average weekday in Spring 2024. The following figures show walking, bicycling, walking and bicycling combined, and automobile trip volumes superimposed with collision data. Collision data was collected from the Transportation Injury Mapping System (TIMS) Statewide Integrated Traffic Records System (SWITRS) database provided by the University of California Berkeley from years 2017-2022.

Downtown Artesia shows a large pedestrian presence on many of its streets. The highest pedestrian volumes are concentrated on 187th Street and South Pioneer Boulevard. Other high pedestrian volume roads include 183rd Street, the west side of South Street, the loop behind City Plaza, and the access to City Plaza from Pioneer Boulevard.
Bicycle trip volumes in downtown Artesia are concentrated along 183rd Street, 187th Street, and Pioneer Boulevard below South Street. Other high bicycling volume roads include 186th Street and east South Street.

Combined bicycle and pedestrian trip volumes for downtown Artesia show the highest concentration of trips along 187th Street. Other high-volume streets for bicycling and walking include 183rd Street, east 186th Street, and south Pioneer Boulevard.
Automobile trips in downtown Artesia mainly occur along Pioneer Boulevard and South Street. Other streets with a large automobile presence include 183rd Street and 186th Street.


Legend
Automobile Tip Count
0 - 500
501 - 2,000
2,001 - 5,500
5,501 - 13,000
13,001 - 29, 699
Automobile Collision
Downtown Boundary
City Boundary
180th St
181st St
Radley St
183rd St
184th St
185th St
186th St
187th St
188th St
South St
Alburtis Ave
Pioneer Blvd
Clarkdale Ave
Jersey Ave
Pacific Electric RR
Dena St
Park Ave


Legend
Walking and Bicycling Tip Count
0 - 30
31 - 60
61 - 150
151 - 250
251 - 366
Pedestrian Collision
Bicycle Collision
Downtown Boundary
City Boundary
180th St
181st St
Radley St
183rd St
184th St
185th St
186th St
187th St
188th St
South St
Alburtis Ave
Pioneer Blvd
Clarkdale Ave
Jersey Ave
Pacific Electric RR
Dena St
Park Ave

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4

4. VISION

4.1 WHAT IS A VISION

The vision describes the goals for how growth and development will occur in Downtown Artesia over the next 20-plus years. The vision is aspirational as new developments and transportation services create opportunities to enhance Downtown's character and encourage business success. With the future Metro Line on the horizon—likely encouraging new investment, with entrepreneurs and property owners bringing buildings back to life, and economic trends that favor downtown settings—it is time to reset expectations for Artesia.

4.2 THE VISION

The vision for Downtown Artesia reflects community values and needs. Through engagement with the community, local business owners, and elected officials, the visions for Artesia's Downtown took shape.

The Artesia 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

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

2023 Trunk or Treat

2024 State of the City

4.3 DEVELOPING THE VISION

Community participation and engagement took many forms throughout the Specific Plan process, including workshops, pop-ups, and online communication.

Community Workshops and Pop-ups

On Saturday August 12, 2023, the City hosted a community open house at the Albert O. Little Community Center. The open house provided participants with the following:

- Project background information and tentative project timeline
- Information about the Vision and Visioning activities
- Case study data to show the impact of transit in downtown communities, including Bellflower, South Pasadena, and Azusa
- Land Use alternative graphics and information

Stakeholder Engagement

In addition to the public open house, the city invited local property owners and business owners to a stakeholder meeting. Hosted virtually on Wednesday, September 13, 2023, the stakeholder meeting provided an in-depth presentation on the project background and Metro grant, existing conditions analysis, and project alternatives. Stakeholders were given the opportunity to ask questions and provide feedback on the alternatives.

Study Sessions

The City provided project updates at study sessions with the Planning Commission and City Council. The Study Sessions included a presentation about the existing conditions, draft and preferred alternatives, and project approach.

Outreach Findings

Key findings from the outreach conducted include:

- Maintain the culture and small business within the downtown.
- Ensure all new development provides appropriate infrastructure and improvements.
- Improve and maintain safety of the downtown area.

4.4 GOALS AND OBJECTIVES

A set of goals is established with the Vision for the Artesia 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. The goals are reflective of the five key components of the Vision: Growth, Land Use and Development, Economic Health, Community Character, Beauty and Design, and Mobility.

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

2. **Create a connected business district to facilitate new economic opportunities.**
    - New opportunities for essential retail, such as grocery stores.
    - Focused preservation of local business ownership on Pioneer Boulevard.
    - Attract new restaurants, retail, and other commercial industries.
    - Allow for office and business park with a focus on companies that will provide technical jobs.
    - Expand the job market and job opportunities in Artesia.

3. **Encourage a vibrant and scenic downtown reflective of a diverse community.**
    - Downtown businesses that reflect the diverse and multi-cultural populations of Artesia.
    - Affirm community character and culture through restaurants, retail, and design.
    - Restore and reuse buildings and places of historical or cultural significance.

- Support diverse businesses such as multicultural food options, nightlife, cafes, entertainment, and boutique shops.

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

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

6. **Plan for and build a transit ready Downtown Artesia.**
    - Incentivize and encourage transit oriented development in key areas in Downtown.
    - Establish appropriate standards and requirements to ensure smooth and safe access to the new station.
    - Create a safe and equitable transit experience through quality sidewalk, roadway, and multi-modal design.

4.5 CASE STUDY TAKEAWAYS

The downtown districts in Bellflower, South Pasadena, Azusa, and Mountain View were selected and studied due to similarities with Artesia. The case studies provided a phased understanding of how a downtown district can transform with the a new station.

Azusa and South Pasadena exemplify the growth and development that occurs when community members are connected to a broader job market but able to remain in a current residence—providing a greater understanding of the potential for Downtown Artesia.

Bellflower, a nearby city with similar characteristics to Artesia, provides a window into another city preparing for a new station. Key opportunities in development, challenges in land use and regulation, and studies of future uses help to identify similar opportunities and challenges in the City.

The information analyzed and gathered from the Case Study Cities, in partnership with outreach, input form stakeholders, and community members, shaped the concept vision for the future of Downtown Artesia.

4.6 CONCEPT VISION

The conceptual vision for Downtown Artesia is illustrated in Figure 4.1. Residential uses are preserved along Corby Avenue, Arline Avenue, and at the mobile home park at the south end of Downtown. Large commercial parcels along 183rd Street and South Street present opportunities for new 4- to 5-story mixed-use development, creating gateway anchors at the north and south ends of Downtown. The Downtown core connects the north and south anchors with small-scale boutique shopping, dining, and entertainment, in a manner analogous to traditional shopping malls anchored by department stores. In addition to the existing on-street parking, additional parking is provided via parking structures adjacent to the transit station and at the north gateway to accommodate visitors arriving southbound along Pioneer Boulevard from the 91 freeway. The area south of 188th Street and west of Corby Avenue includes infill development with low-intensity residential and commercial office and retail uses that complement the residential character of the neighborhood.

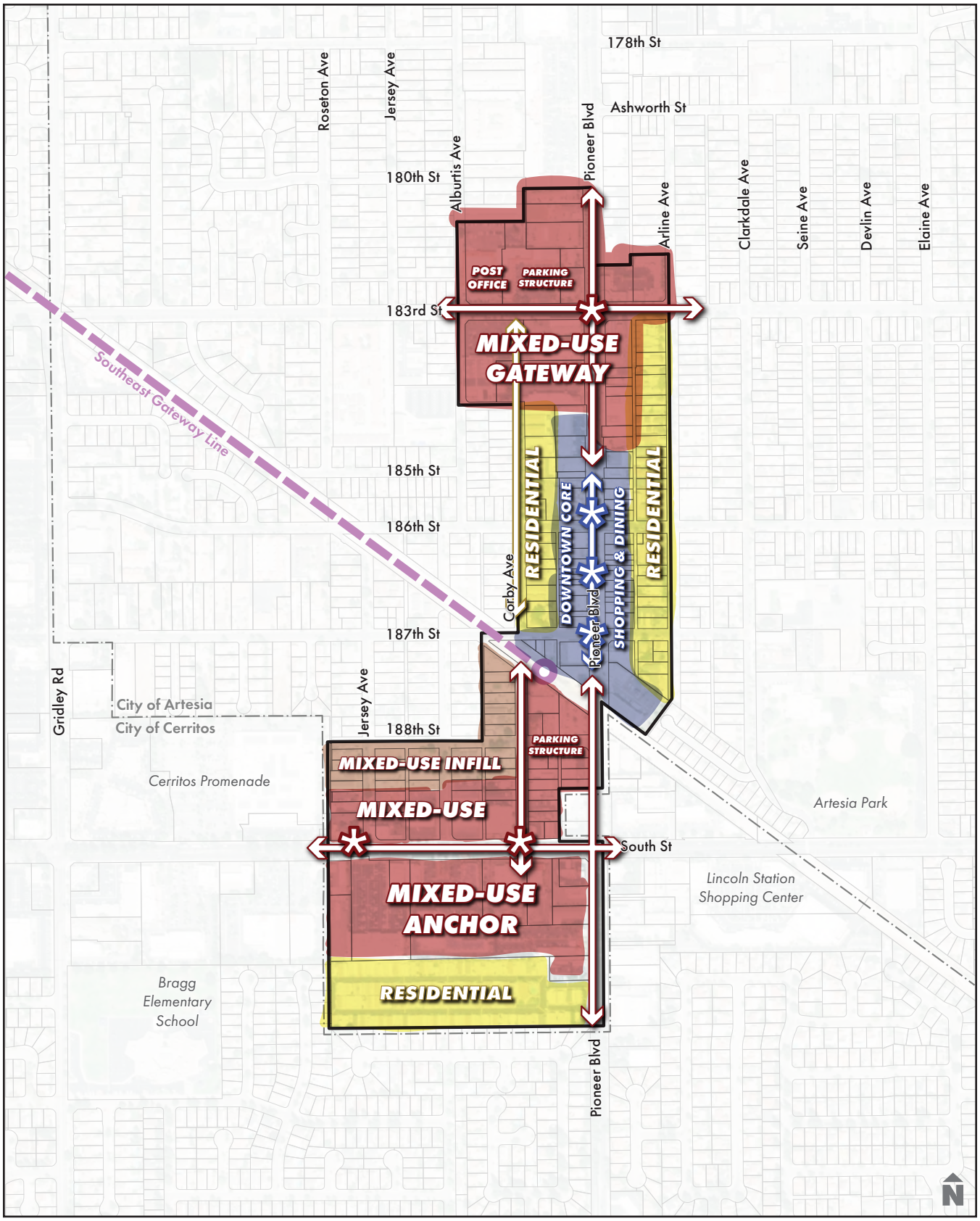


Figure 4.1: Concept Plan

4.7 FOCUS AREA DIAGRAMS

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 in Appendix B).

The North Focus Area includes the area west of Pioneer Boulevard and north of 184th Street in the Specific Plan 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-through 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 Specific Plan boundary. The focus area is 24 acres and 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.

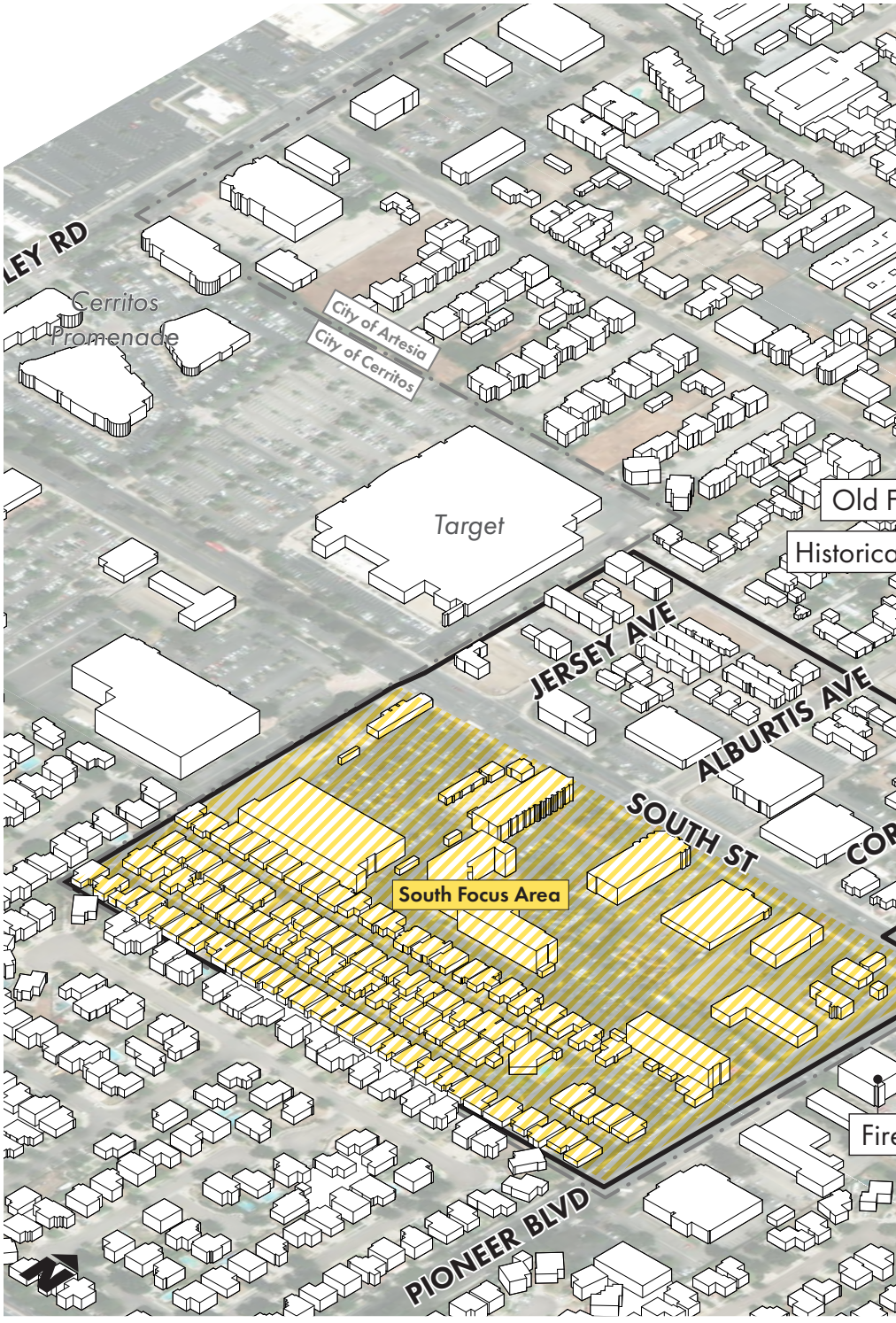
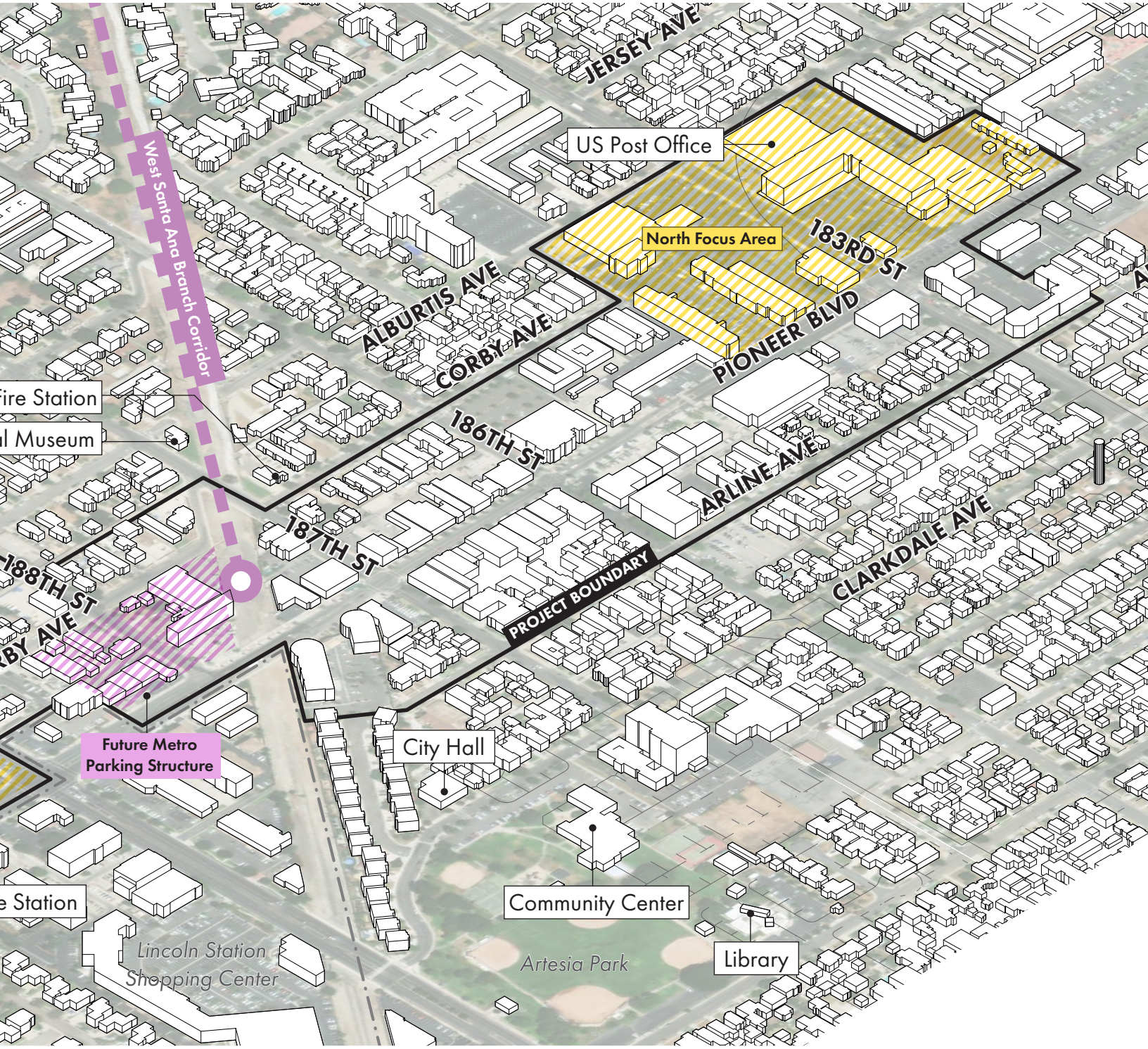


Figure 4.2: Focus Areas


JERSEY AVE
US Post Office
West Santa Ana Branch Corridor
North Focus Area
183RD ST
ALBURTIS AVE
CORBY AVE
PIONEER BLVD
Fire Station
l Museum
186TH ST
ARLINE AVE
187TH ST
188TH ST
RBY AVE
PROJECT BOUNDARY
CLARKDALE AVE
Future Metro
Parking Structure
City Hall
e Station
Community Center
Lincoln Station
Shopping Center
Artesia Park
Library

4.7.1 SOUTH FOCUS AREA

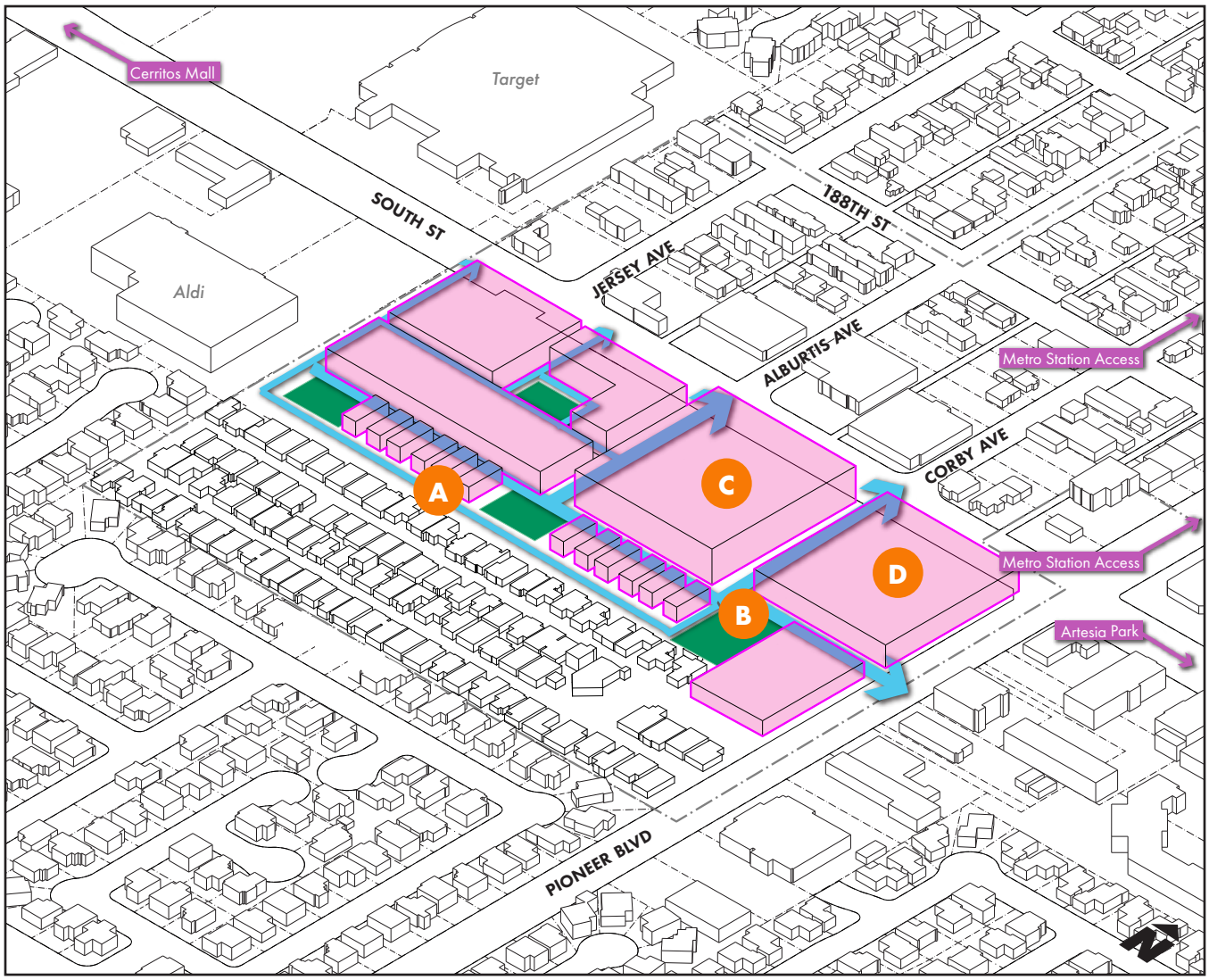


Figure 4.3: South Focus Area

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 provides 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 and 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.

Figure 4.4: Precedent Imagery

Figure 4.5: Precedent Imagery

Figure 4.6: Precedent Imagery

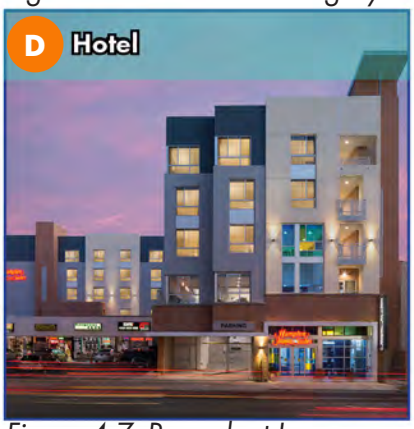


Figure 4.7: Precedent Imagery

Key Concepts

The following concepts outline development opportunities for the South Focus Area, as shown in Figure 4.3; each is conceptual and based on an urban design analysis of Downtown Artesia.

- 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 Alburtis Avenue, enabling convenient pedestrian access.
- Configuration of open spaces is tailored to individual developments.
- Townhome development provides buffer and transition bet ween 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.

4.7.2 NORTH FOCUS AREA

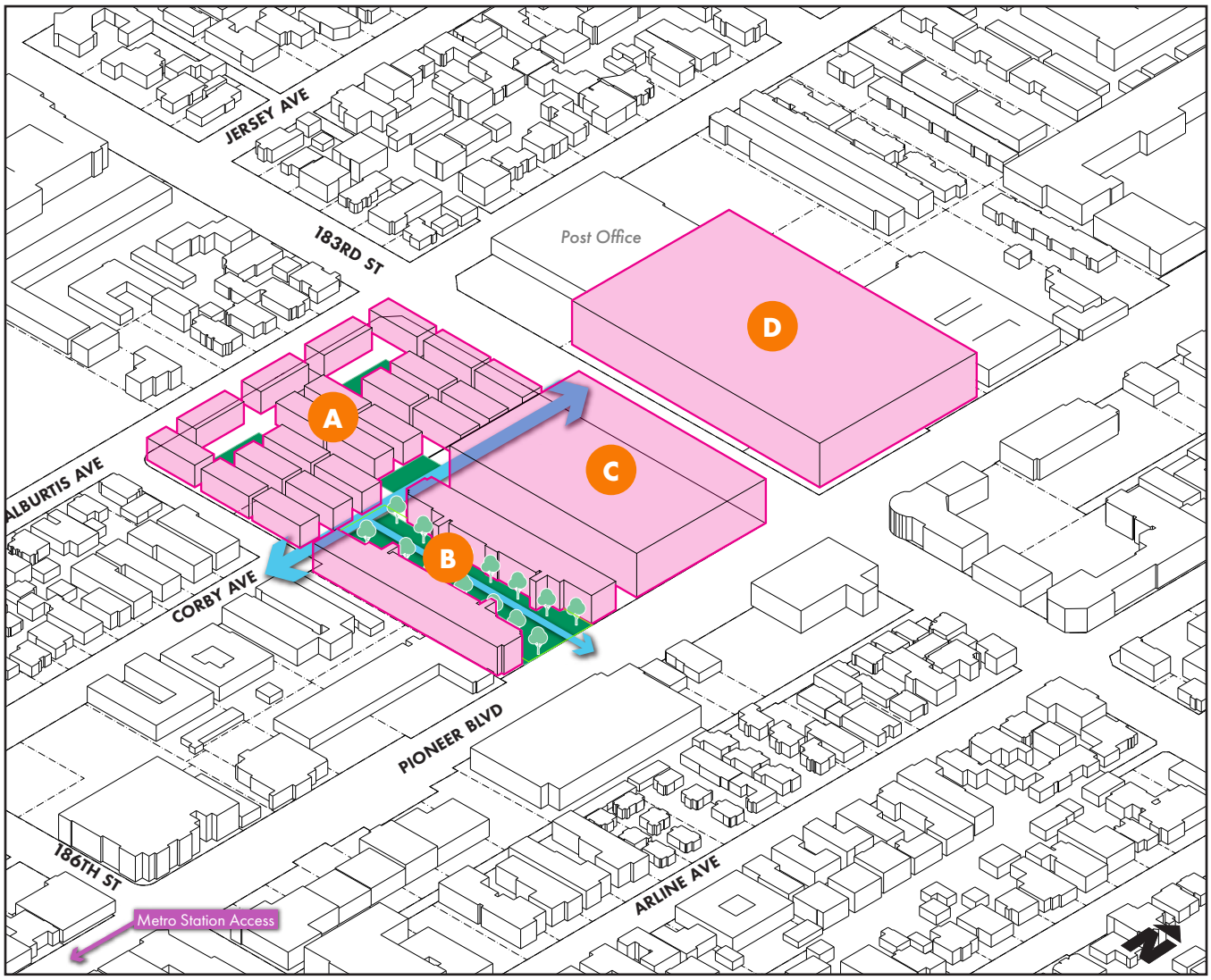


Figure 4.8: North Focus Area

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.

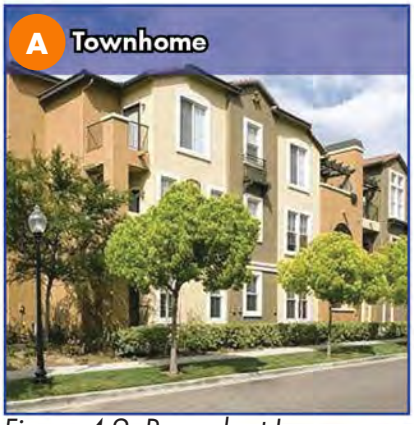


Figure 4.9: Precedent Imagery

Figure 4.10: Precedent Imagery

Figure 4.11: Precedent Imagery

Figure 4.12: Precedent Imagery

Key Concepts

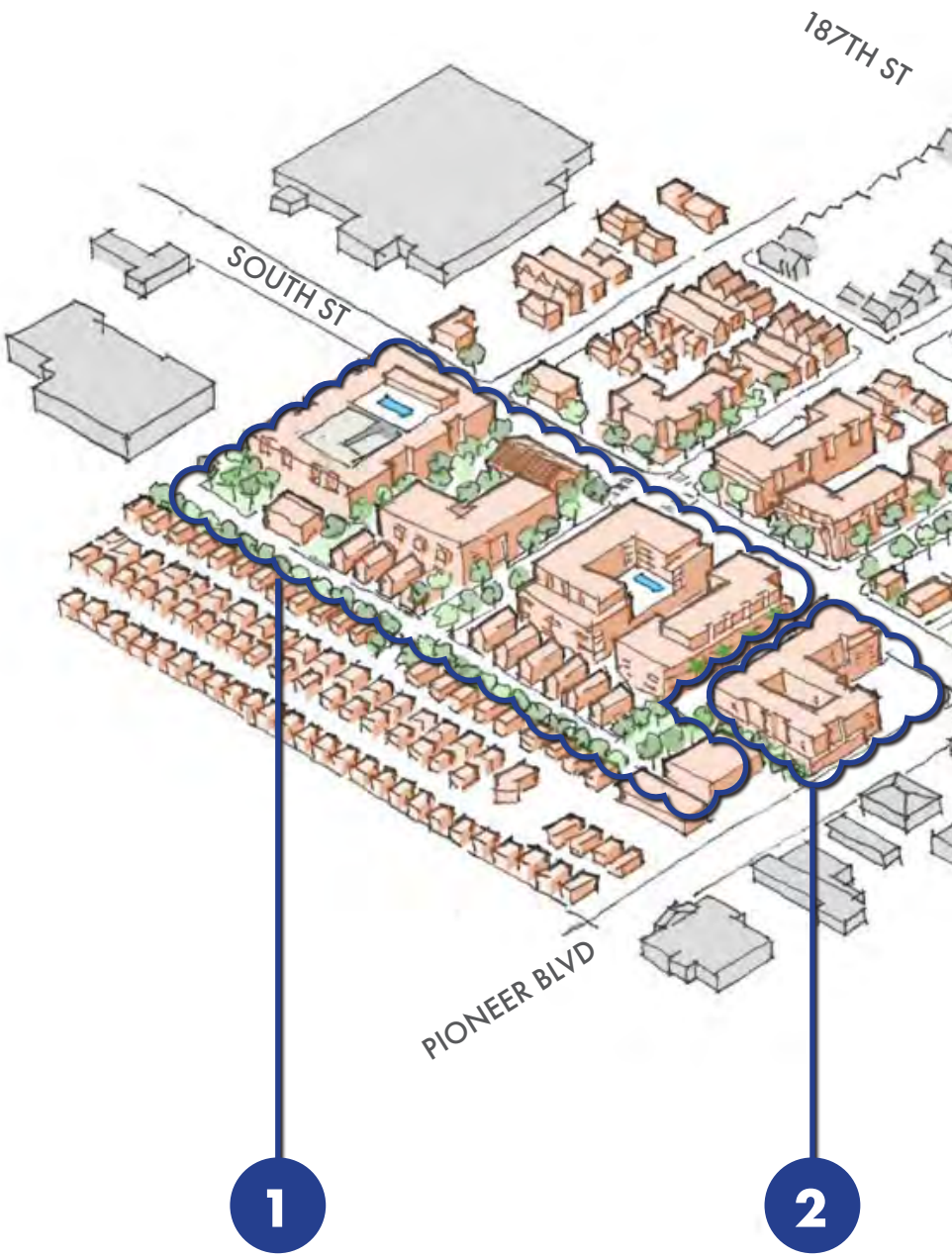
The following concepts outline development opportunities for the North Focus Area, as shown in Figure 4.8; each is conceptual and based on an urban design analysis of Downtown Artesia.

- 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.

4.8 ILLUSTRATIVE PLAN

This rendering illustrates a possible pattern of future development in Downtown Artesia based on the standards presented in this Specific Plan. This illustration imagines new development at opportunity sites identified during the process of preparing the Plan. This drawing does not require that specific buildings be constructed on these opportunity sites, but rather suggests the possibilities the Plan creates for downtown property owners. Nor does this drawing dictate a schedule of construction or particular phases of development. Instead, it aims to inspire property owners to participate in creating the desired future for Downtown Artesia and to guide City leaders as they consider potential development proposals from the private sector.

This illustrative plan identifies six catalytic projects that will jump start the transformation of Downtown Artesia. Three of these projects will be initiated by either Metro or the City of Artesia, potentially in partnership with private investors. Another three of the identified catalytic projects are expected to be exclusively initiatives of the private sector responding to the possibilities presented by a transit-oriented downtown. Eventually, as these and other projects are implemented incrementally over a two-decade period, the final built result will change many of the specific details of this particular illustrative plan.



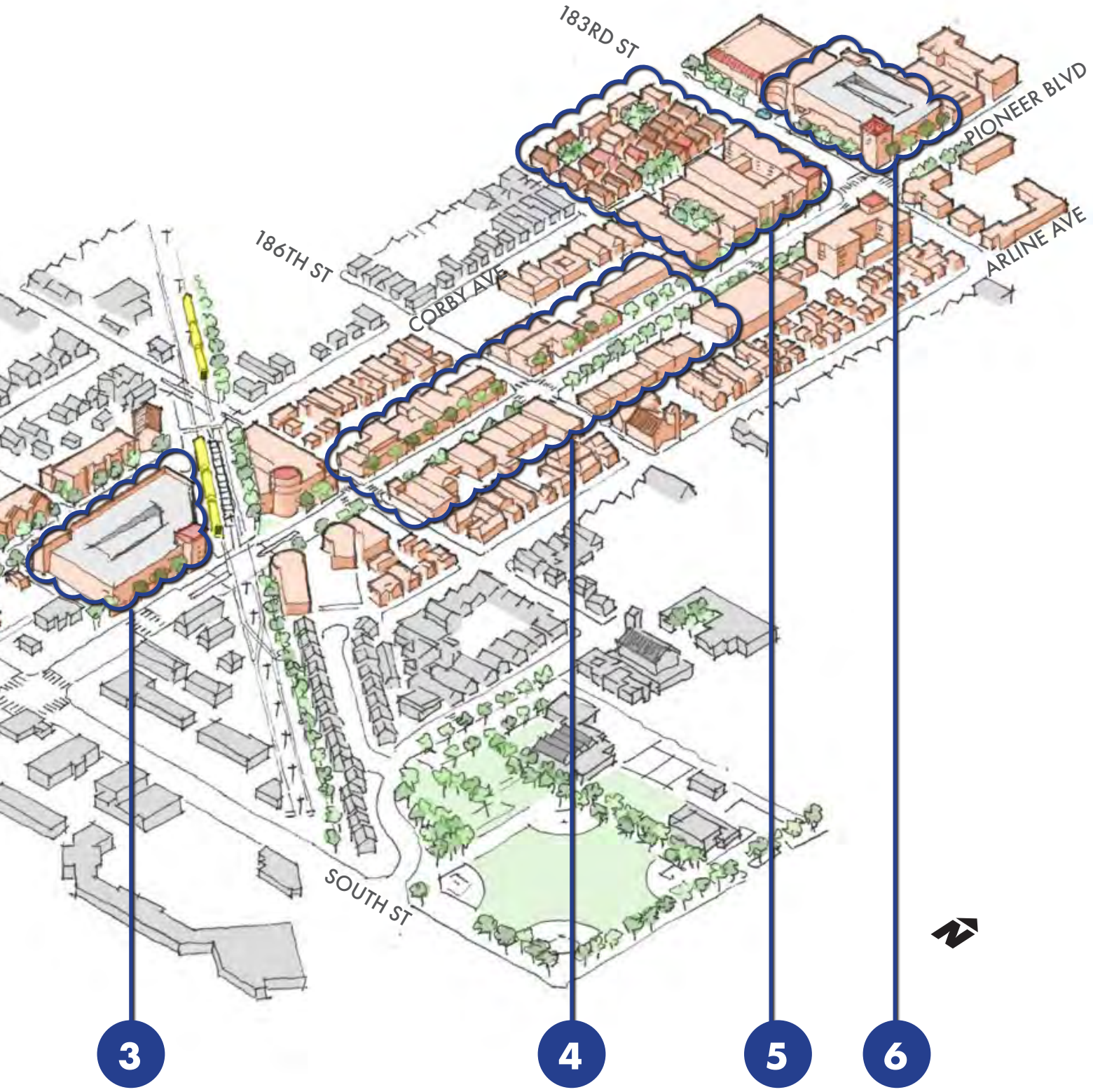
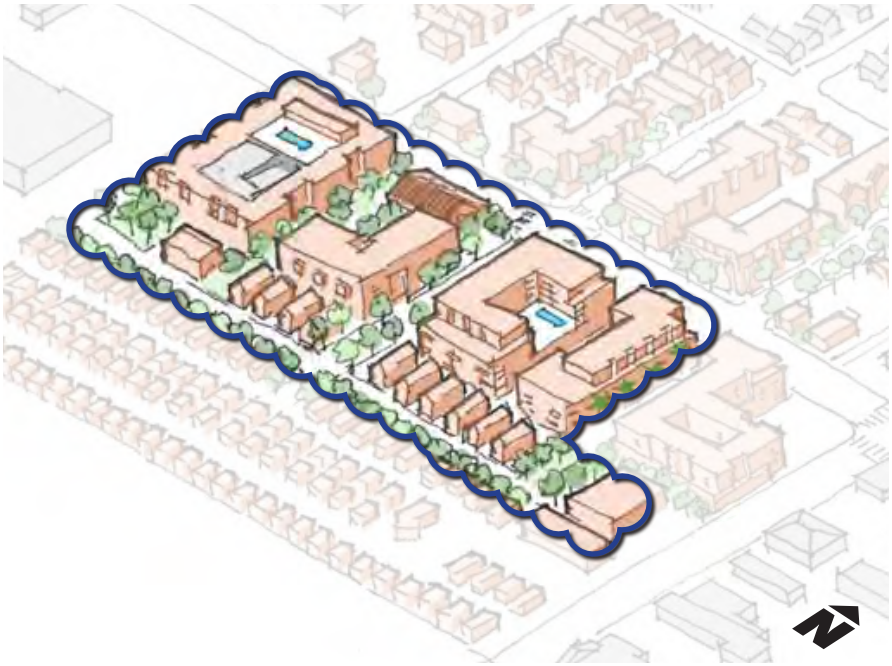


Figure 4.13: Illustrative Plan

4.8.1 SOUTH STREET DISTRICT



The various properties fronting South Street are some of the largest in the Specific Plan area but are presently occupied with single-story retail structures and surface parking lots. As these buildings age and retailers continue to contract, these properties will be primed for redevelopment into a new neighborhood of 4- to 6-story mixed-use and residential structures. Located just one block south of the future Metro station, a key focus of this district should be the creation of attractive pedestrian spaces, including mini-parks and plazas interlinked with passages and paseos. Though construction is likely to occur incrementally without the benefit of a master developer, the City should work with developers to ensure pedestrian passages connect seamlessly across properties.

4.8.2 ARTESIA SQUARE

Illustrative Rendering by Andmore Partners, 2024

The proposed Artesia Square development will be both an anchor to South Street District and an excellent illustration of the character other buildings in this area should embody. Features of the proposal that should be emulated in future development include: commercial space fronting South Street, and a north-south street spur that could be continued further south or connected to similar streets/ passages from the west. Architecturally, the proposal includes a mix of surface materials, various façade modulations, and stepbacks at the upper levels to help reduce the building's visual mass.

4.8.3 METRO PARKING GARAGE

The construction of a multi-level parking structure by Metro to support the rail station will likely be one of the first steps in the revitalization of Downtown Artesia. Anticipated to provided up to 1,000 parking spaces, this structure will not only provide parking for transit riders, but should also offer overflow parking for visitors to Downtown. Because this structure will likely be one of the largest buildings in Downtown, the City and Metro should collaborate to ensure the design is consistent with the development standards detailed in Section 6.9.5, including leasable commercial space on the ground floor fronting Pioneer Boulevard, public plazas and spaces, an attractive pedestrian entrance/exit facing the rail station, and a façade clad in architectural finishes.

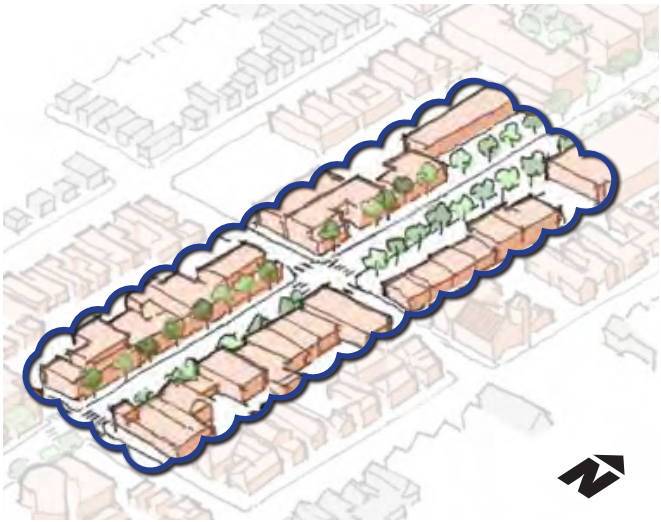
4.8.4 PIONEER BOULEVARD

In 2017 the City commissioned an urban design study to recommend economic development and placemaking strategies for the retail core of Pioneer Boulevard between 183rd and 187th Streets. Many of the recommendations from this study are sound and will support the Specific Plan. In particular, the study offers a number of thoughtful suggestions to improve the sidewalk experience between 183rd and 186th Streets, specifically:

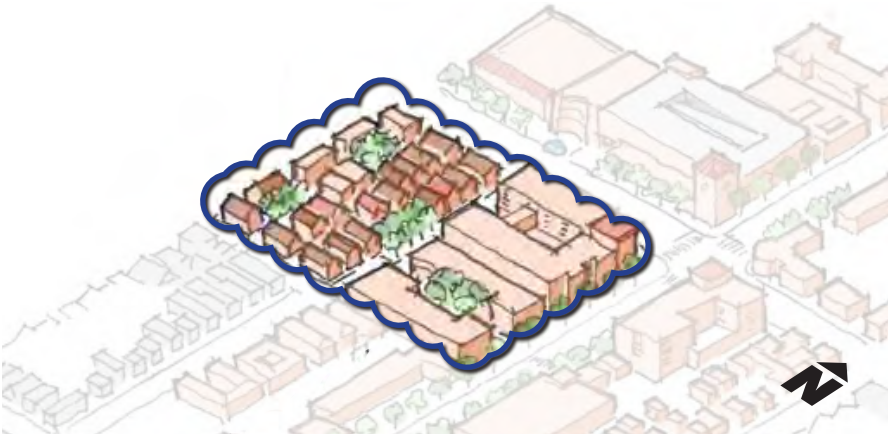
Gateway Plaza: Improvements include a widened sidewalk along the length of the Verizon building, painted mural, and relocated midblock crossing with a strong row of palms to mark arrival to Downtown.

Vitha Plaza: Improve pedestrian environment by screening parking lots with low walls and landscaping and adding canopy trees.

Gomes Center: Improved "street wall" and pedestrian environment by screening parking with pagodas, walls, landscaping, and canopy trees.

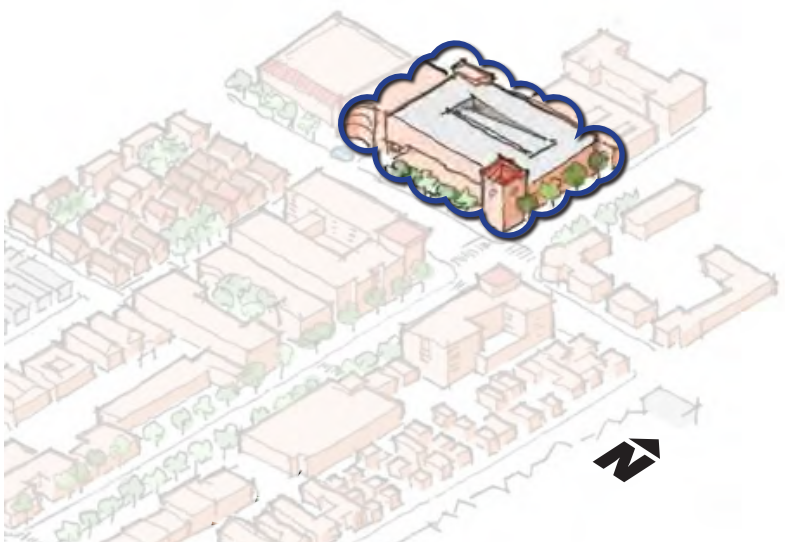


4.8.5 PIONEER BOULEVARD & 183RD STREET



The commercial properties at the southwest corner of Pioneer Boulevard and 183rd Street consist of older single-story retail structures and surface parking lots. Like similar properties along South Street, this site is well positioned to support new mixed-use development. The illustrative plan imagines a 4- to 5-story mixed-use structure fronting Pioneer Boulevard, featuring ground-level retail facing the sidewalk and a midblock pedestrian passage connecting Pioneer Boulevard to Corby Avenue. A new neighborhood of townhomes and/or walk-up apartments is foreseen on the west side of this site, on the site currently occupied by a grocery store. Though the extension of Corby Avenue to 183rd Street may not be desirable, pedestrian pathways should connect across the site both north-south and east-west. Parking space for residences is assumed to be accommodated on-site, whereas commercial parking may be waived in favor of off-site parking structures and/or lots managed by the City.

4.8.6 ARTESIA TOWNE CENTER



The Artesia Towne Center site, which is owned by the City, represents a unique opportunity to define the northern anchor of Downtown Artesia. The Specific Plan recommends that the City initiate a public-private partnership to explore the feasibility of constructing a civic facility at this property. By including the adjacent site on the northwest corner of Pioneer Boulevard and 183rd Street, this large site could be developed with a public parking structure to serve the north end of downtown. This parking structure should incorporate leasable, income-generating commercial/retail space at the ground level fronting the public sidewalks.

Additionally, the Specific Plan recommends that this development include a new City Hall adjacent to the existing Post Office with a commanding view south down the Corby Avenue alignment. If set back modestly from 183rd Street, a small plaza can be created in front of both the new City Hall and Post Office, creating a new public space in the downtown for civic events and celebrations. Meanwhile, the existing City Hall could be remodeled for additional civic offices/services or surplused to an affordable housing developer.

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5. LAND USE PLAN

5.1 LAND USE DISTRICTS

The Land Use Plan divides the Specific Plan area into six districts calibrated to implement the vision described in Chapter 4. These separate districts are based on range of intensity and land use, calibrated to local context and adjacencies. Most districts allow for a significant mixture of land uses within a defined building envelope. This approach differs from conventional zoning maps that typically divide cities into zones that rigidly segregate residential, commercial, industrial, and institutional uses into separate areas. Each district has its own permitted uses itemized in Table 5.1

The Districts, described in greater detail on the following pages, are:

- Downtown North
- Pioneer Boulevard
- Downtown South
- 188th Street / Corby Avenue
- Downtown Neighborhood
- Chateau Estates

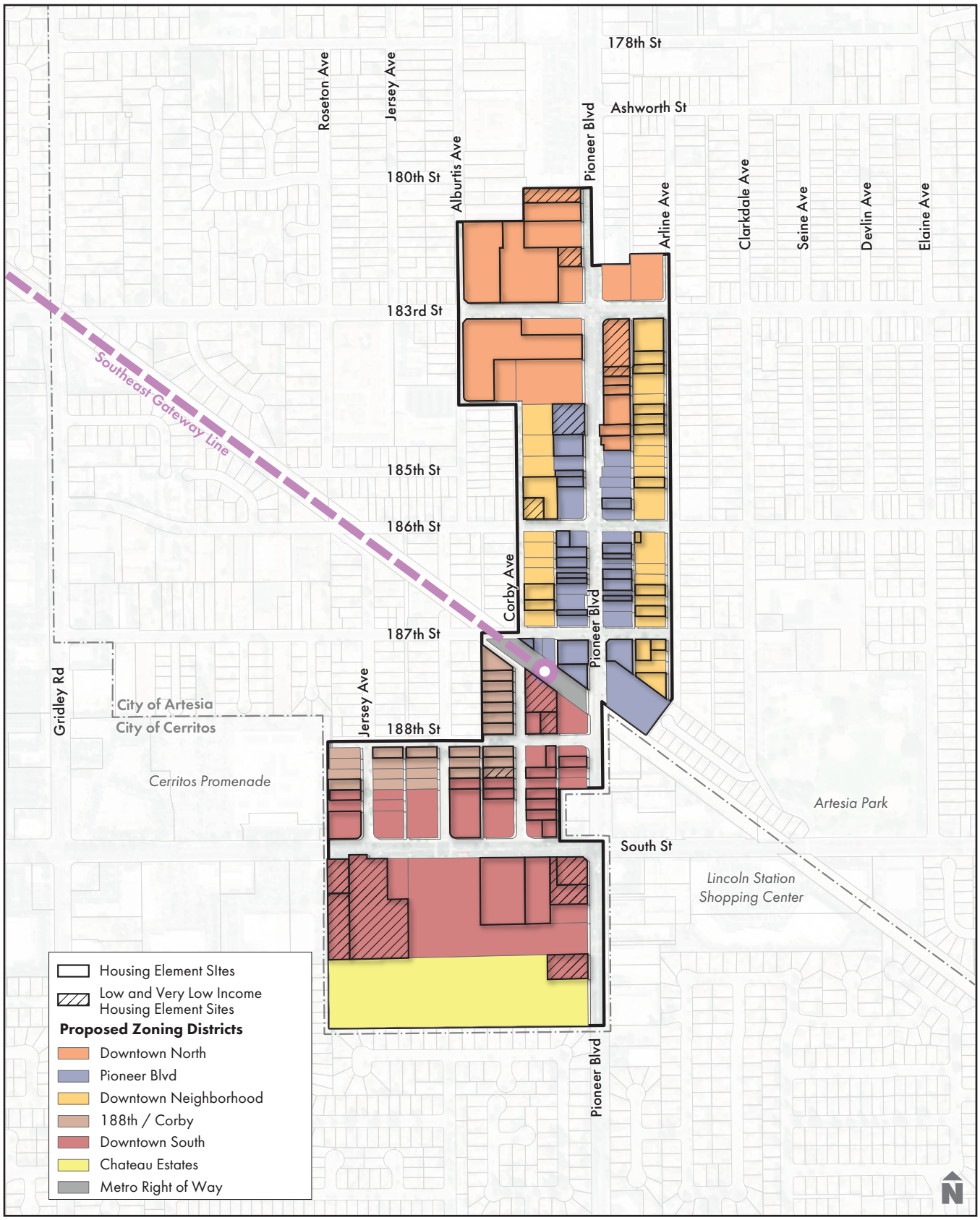

Figure 5.1: Proposed Zoning

5.1.1 DOWNTOWN NORTH

The Downtown North is the northern gateway and anchor to Downtown Artesia. The district would allow for higher density mixed use development at 65 du/ac. The southwest corner of the district encompasses approximately five and half acres and is envisioned with 4- to 5-story mixed-use development and 2- and 3-story townhomes. Where the City owns property at the northwest corner of 183rd Street and Pioneer Boulevard, a public-private partnership is encouraged to develop a parking structure with ground-floor retail uses. The parking structure would serve visitors, residents, and employees as they travel to and from Downtown Artesia and the 91 freeway to the north. The Post Office at 183rd Street and Alburtis Avenue is expected to remain.

5.1.2 PIONEER BOULEVARD

Pioneer Boulevard district fronts Pioneer Boulevard north of the future Metro transit station and is located in the center of downtown Artesia. This area is composed of narrow parcels with a continuous street frontage of one-story South Asian establishments such as restaurants, markets, and jewelry shops. Although new development is not expected in this district, the district would allow for 3-story buildings at 50 du/ac or 60 du/ac by utilizing the Specific Plan's density bonus provisions.

5.1.3 DOWNTOWN SOUTH

Downtown South District is the southern gateway to Downtown Artesia and the City of Artesia. The district is envisioned with 4- to 6-story mixed-use development incorporating ground-floor retail, a hotel, townhomes, and neighborhood parks for residents and visitors. A Metro Parking structure is planned within the South Street Mixed District just south of the transit station. The district would allow for densities up to 75 du/ac.

5.1.4 188TH STREET / CORBY AVENUE

The 188th/Corby District is located south of the future Metro station and is primarily composed of residential and light industrial uses. This district would allow for residential uses such as duplex, triplex, and townhomes at 40 du/ac and commercial office and retail in a horizontal mixed-use format.

5.1.5 DOWNTOWN NEIGHBORHOOD

The Downtown Neighborhood District is located in the residential west and east edges of the Downtown area along Corby Avenue and Arline Avenue. The downtown neighborhood would retain its residential character at 40 du/ac.

5.1.6 CHATEAU ESTATES

The Le Belle Chateau Estates Mobile Home Park district sits at the southern edge of the Downtown Area. The mobile home park use will be maintained in this district.

Table 5.1: Land Uses and Permit Requirements							
	Permitted Uses by Zoning District						
C - Conditionally Permitted P - Permitted Use NP - Use Not Permitted T - Temporary A - Accessory Use	Downtown North	Pioneer Blvd.	Downtown South	188th / Corby	Downtown Neighborhood	Chateau Estates	Additional Regulations
Accessory Uses							
Newsstands	A	A	A	A	NP	NP	
Eating and Drinking Establishments							
Catering Services	P	P	P	NP	NP	NP	
Full-Service Restaurants	P	P	P	C	NP	NP	Refer to section AMC: 3-2.209 for late night operations
Limited Service / Take-Out Restaurants	P	P	P	C	NP	NP	
Alcoholic Beverage Sales, On-site	P	P	P	C	NP	NP	
Educational Use							
Colleges and Continuing Education Facilities	P	C	P	NP	NP	NP	
Cultural Institutions	P	P	P	P	P	P	
Tutoring Facilities/Educational Activity Centers	P	P	P	P	P	P	
Entertainment Uses							
Bar/Night Club/Live Entertainment	C	C	C	NP	NP	NP	Refer to section AMC: 3-2.209 for late night operations
Cigar Lounge/Hookah Lounge	C	C	C	NP	NP	NP	
Commercial Recreation Facilities	P	P	P	C	NP	NP	
Conference Facilities	C	C	C	NP	NP	NP	
Fitness Studio/Gymnasium	P	P	P	C	NP	NP	

Table 5.1: Land Uses and Permit Requirements							
	Permitted Uses by Zoning District						
C - Conditionally Permitted P - Permitted Use NP - Use Not Permitted T - Temporary A - Accessory Use	Downtown North	Pioneer Blvd.	Downtown South	188th / Corby	Downtown Neighborhood	Chateau Estates	Additional Regulations
Financial & Professional Office Uses							
Financial Services/Banks/Credit Unions	P	P	P	NP	NP	NP	
Office, Business and Professional	P	P	P	C	NP	NP	
Office, Medical and Dental	P	P	P	C	NP	NP	
Public/Institutional Use							
Open Space	P	P	P	P	P	P	
Parks and Recreational Facilities	P	P	P	P	P	P	
Transit Centers	P	P	P	C	NP	NP	
Residential Uses (Including Affordable Housing)							
Duplexes, Triplexes, and Fourplexes	P	NP	P	P	P	P	
Live-Work Units	P	P	P	P	P	P	ADSP 5.2
Manufactured Housing	N	N	N	N	N	P	
Multi-Family Residential (5+ Units)	P	P	P	P	P	P	
Single-Family Detached Residential	P	NP	P	P	P	P	
Home Occupations	P	P	P	P	P	P	
Employee Housing	P	P	P	P	P	P	
Low Barrier Navigation Center	P	P	P	P	P	P	
Transitional Housing	P	P	P	P	P	P	
Supportive Housing	P	P	P	P	P	P	
Residential Care Facilities Small (6 or less)	P	P	P	P	P	P	
Residential Care Facilities Large (7 or more)	P	P	P	P	P	P	
Daycare Homes	P	P	P	P	P	P	

Table 5.1: Land Uses and Permit Requirements							
	Permitted Uses by Zoning District						
C - Conditionally Permitted P - Permitted Use NP - Use Not Permitted T - Temporary A - Accessory Use	Downtown North	Pioneer Blvd.	Downtown South	188th / Corby	Downtown Neighborhood	Chateau Estates	Additional Regulations
Retail Commercial							
Alcoholic Beverage Sales, off-premises	C	C	C	NP	NP	NP	
Animal Sales/Feed and Supplies/Pet Stores	C	C	C	C	NP	NP	
Art Galleries	P	P	P	P	NP	NP	
Drug Stores/Pharmacies	P	P	P	C	NP	NP	
General Retail/Specialized Retail (Less than 5,000 sq.ft.)	P	P	P	P	NP	NP	
General Retail/Specialized Retail (More than 5,000 sq.ft.)	P	P	P	C	NP	NP	
Market/Grocery Stores (Less than 5,000 sq.ft.)	P	P	P	C	C	NP	
Market/Grocery Stores (More than 5,000 sq.ft.)	P	P	P	NP	NP	NP	
Service Commercial Use							
Animal Boarding Facilities	C	C	P	C	NP	NP	
Animal Grooming	P	P	P	C	NP	NP	
Day Care Centers (Adult and Child)	P	P	P	P	P	P	
Dry Cleaning and Laundry Services	P	P	P	C	NP	NP	
Hotels	C	C	C	C	NP	NP	
Household Good Repair and Maintenance	P	P	P	C	NP	NP	
Mail and Shipping Services/Post Box Rentals	P	P	P	C	NP	NP	
Massage Establishments	C	C	C	C	C	C	
Personal Care Services (Color Consulting, Day Spas, Hair Removal, Hair Replacement, Make-Up Salons, Tanning Salons, etc.)	P	P	P	P	NP	NP	
Printing and Photocopy Services	P	P	P	P	NP	NP	
Tailor Services/Shoe Repair Shops	P	P	P	P	NP	NP	
Travel Agencies	P	P	P	C	NP	NP	
Veterinary Offices	C	C	C	P	NP	NP	

Table 5.1: Land Uses and Permit Requirements							
	Permitted Uses by Zoning District						
C - Conditionally Permitted P - Permitted Use NP - Use Not Permitted T - Temporary A - Accessory Use	Downtown North	Pioneer Blvd.	Downtown South	188th / Corby	Downtown Neighborhood	Chateau Estates	Additional Regulations
Vehicle Rental and Sale Uses							
Vehicle, Equipment Rentals (Office and interior display only, no outdoor storage, unless approved at off-site location)	C	C	C	NP	NP	NP	
Vehicle Sales, General	C	C	C	NP	NP	NP	
Vehicle Sales	C	C	C	NP	NP	NP	
Temporary Uses							
Seasonal Markets, Pumpkin Patches, Christmas Tree Sales, etc.	T	T	T	T	T	NP	
Farmer's Market	T	T	T	T	T	NP	

5.2 LIVE-WORK STANDARDS

1. Uses permitted in live-work units:
    a. Art studios, graphic design studios, and galleries.
    b. Professional and administrative offices.
    c. Business services, such as, but not limited to accounting, bookkeeping, advertising and public relation agencies, commercial photography, word processing, website publishing, travel agencies, and party and event planning.
    d. Financial services, including credit reporting and collection services, escrow services, financial planning and investment services, mortgage brokers and similar uses, but excluding check cashing and payday loan businesses.
    e. Insurance agents and brokers, real estate agents and brokers, title services.
    f. Personal services, including individual and family counseling, group counseling, academic counseling, one-on-one tutoring or other similar services.
    g. Limited retail uses such as art galleries, interior design studios, specialty antiques or collectible dealers, tailor, dressmaker, specialty clothing, jewelry or millinery design studio, catering (preparation for off-site consumption only), and other similar services.
    h. Beauticians and barbers, limited to one chair.
    i. Other uses that are determined by the Planning/ Redevelopment Director to be similar to the uses listed above.

2. The following uses are prohibited in live-work units
    a. Secondary living quarters (designated ground floor work space shall not be converted into living quarters).
    b. Secondary work space (designated above-ground-floor living quarters shall not be converted into additional work space).
    c. Medical offices or practices.
    d. Food services for on-site consumption.

e. Child day care facilities.

f. Adult businesses.

g. Motor vehicle maintenance or repair.

h. Welding and/or machining.

i. Dry cleaning.

j. Other similar uses as determined by the Planning/ Redevelopment Director as prohibited, other than those identified as permitted

3. Standards for Live-Work Units

   a. Live-work units are intended to have a residential portion AND a commercial/retail portion.

   b. Each live-work unit shall be a minimum of 900 square feet in size.

   c. Live-work units shall have at least one entry/exit that opens to a public sidewalk or pathway accessible to the public between 6:00 am to 10:00 pm Sunday through Thursday and until 12:00 am (midnight) on Friday and Saturday nights.

   d. Client and customer visits are permitted.

   e. Internal connection between living and working portions of the unit is required.

   f. The residential component of each live-work unit shall meet the following standards:

      i. The residential portion shall be a minimum of 400 square feet in size.
      ii. No more than 40 percent of an individual live-work unit shall be used or arranged for residential purposes such as a sleeping area, kitchen, bathroom, and closet space.
      iii. Separate kitchen facilities, including a kitchen sink, cooking appliances and refrigerator shall be provided.
      iv. A separate bathroom/sanitation facilities, including a toilet, lavatory, shower, and/or bathtub shall be provided.

   g. The non-residential component of each live-work unit shall meet the following standards:

      i. A business permit/business license is required.

h. Live-work businesses are subject to limited hours of operation from 7:00 am to 9:00 pm Sunday through Thursday and until 11:00 pm on Friday and Saturday nights.

i. Disabled access shall be provided in compliance with Title 24 of the California Code of Regulations.

j. Noise regulations

   i. Residential units shall be constructed so that interior noise levels do not exceed forty-five (45) db(A) CNEL in any habitable room.

   ii. Commercial uses shall be designed and operated, and hours of operation limited where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic or late night activity. No amplified music shall be audible to neighboring residents.

   iii. Common walls between residential and nonresidential uses shall be constructed to minimize the transmission of noise and vibration.

5.2.1 EXISTING STRUCTURES.

i. A pre-existing structure that is converted to a live/work unit may deviate from the development standards included in this section through the administrative review (AR) process.

ii. Deviations shall be the minimum needed and only permitted when full implementation of the development standard is not feasible, as determined by the planning director.

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6. DEVELOPMENT STANDARDS

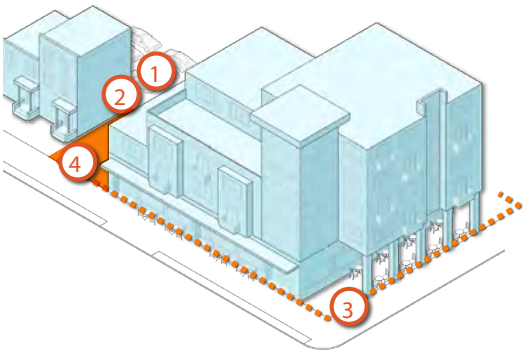
6.1 INTRODUCTION

This chapter establishes the standards related to the physical form and design of both new and renovated buildings and properties in the Specific Plan area.

The standards set forth is this chapter apply to new construction, as well as substantive renovations or alterations of existing buildings (defined herein as the demolition or removal of 50 percent or more of the exterior walls and/or roof) on a single lot. For developments spanning multiple lots, these standards apply to all lots, including any associated amenities, open space, or utilities. These standards do not apply to minor renovations and routine maintenance of existing developments. Proposed projects must also comply with the all other applicable local and state ordinances and codes.

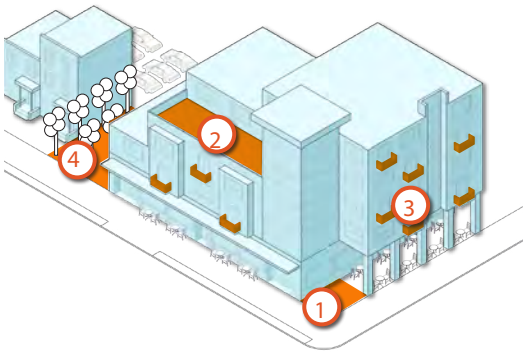
Certain standards, such as maximum density and building heights, are regulated by the Downtown districts, and are detailed in Table 6.1. Other standards, such as those related to site design, building form, setbacks and frontages, are dictated by specific locations in the Downtown. Still other standards—like those related to open space, materials, and finishes—are applied universally to all parcels in the Specific Plan. Although all the standards in this chapter apply equally, they can be used by developers, property owners, and designers in a sequential order to sculpt the allowable building form for any parcel in the Specific Plan area, as illustrated in the opposite sequence of diagrams.

In addition, a density bonus program is included as part of the Specific Plan that allows for additional height and/or density for qualified projects within certain districts. Bonuses are granted to projects that provide desired public benefits, namely affordable housing, commercial/retail spaces, hotels, live-work uses, and public open space. The available bonuses are discussed in Section 9.2.



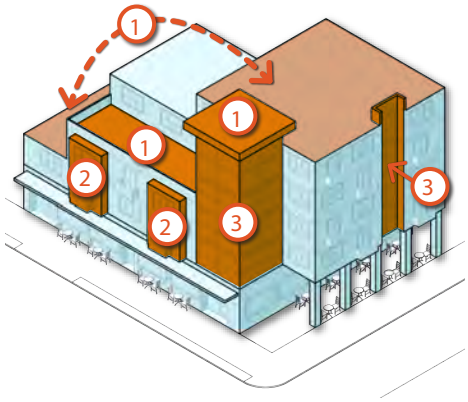
Section 6.3 : Site Planning

1. Parcel Size (Section 6.3.1)
2. Site Layout and Orientation (Section 6.3.2)
3. Setbacks (Section 6.3.3)
4. Street Standards and Paseos (Sections 6.3.4 and 6.3.5)



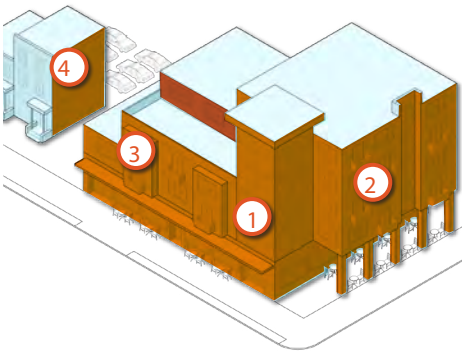
Section 6.4: Open Space

1. Publicly Accessible Open Space (Section 6.4.2)
2. Common Open Space (Section 6.4.3)
3. Private Open Space (Section 6.4.4)
4. Landscaping (Section 6.4.5)



Section 6.5: Mass and Scale

1. Height Modulation (Section 6.5.1)
2. Facade Modulation (Section 6.5.2)
3. Gateway Elements (Section 6.5.3)



Section 6.6: Materials & Finishes

1. Materials (Section 6.6.1)
2. Facade Details (Section 6.6.2)
3. Windows (Section 6.6.3)
4. Public Art and Murals (Section 6.6.4)

6.2 BUILDING HEIGHT AND DENSITY

Each Downtown district has height and density criteria as defined in Table 6.1: District Standards. Height is limited by both number of stories, or floors, as defined by the Building Code, and feet, as measured by the Municipal Code. Development density is defined by Dwelling Units per Acre (du/ac) and Floor Area Ratio (FAR). Residential-only and mixed-use buildings shall comply with both du/ac and FAR restrictions. Commerical and non-residential buildings, including hotels, shall apply FAR restrictions only. Provided all other design standards are met, the maximum by-right height and density allowed for each district may be built.

A Community Benefits program has been included as part of the Specific Plan that allows for additional height or density for qualified projects in the Pioneer Boulevard, Downtown South and Downtown North districts only. Design and performance standards for desired communit benefits is detailed in Section 9.2 of the Specific Plan.

Table 6.1: District Standards

	Pioneer Blvd	Downtown South	Downtown North	188th / Corby	Downtown N'Hood	Chateau Estates
Site Design & Building Form Standards by Right						
Maximum Building Height	3 stories / 45′	5 stories / 65′	4 stories / 55′	4 stories / 55′	3 stories / 45′	2 stories / 24′
Maximum Residential Density	50 du/ac	75 du/ac	65 du/ac	65 du/ac	40 du/ac	11 du/ac
Maximum Intensity of non-residential uses	1.5 FAR	3.0 FAR	2.5 FAR	2.0 FAR	1.25 FAR	0.75 FAR
Site Design & Building Form Standards with Community Benefits (see Section 9.2)						
Maximum Building Height	3 stories / 45′	6 stories / 80′	5 stories / 65′	Density Bonus Not Permitted		
Maximum Residential Density	60 du/ac	85 du/ac	75 du/ac			
Maximum Intensity	2.0 FAR	3.5 FAR	3.0 FAR			

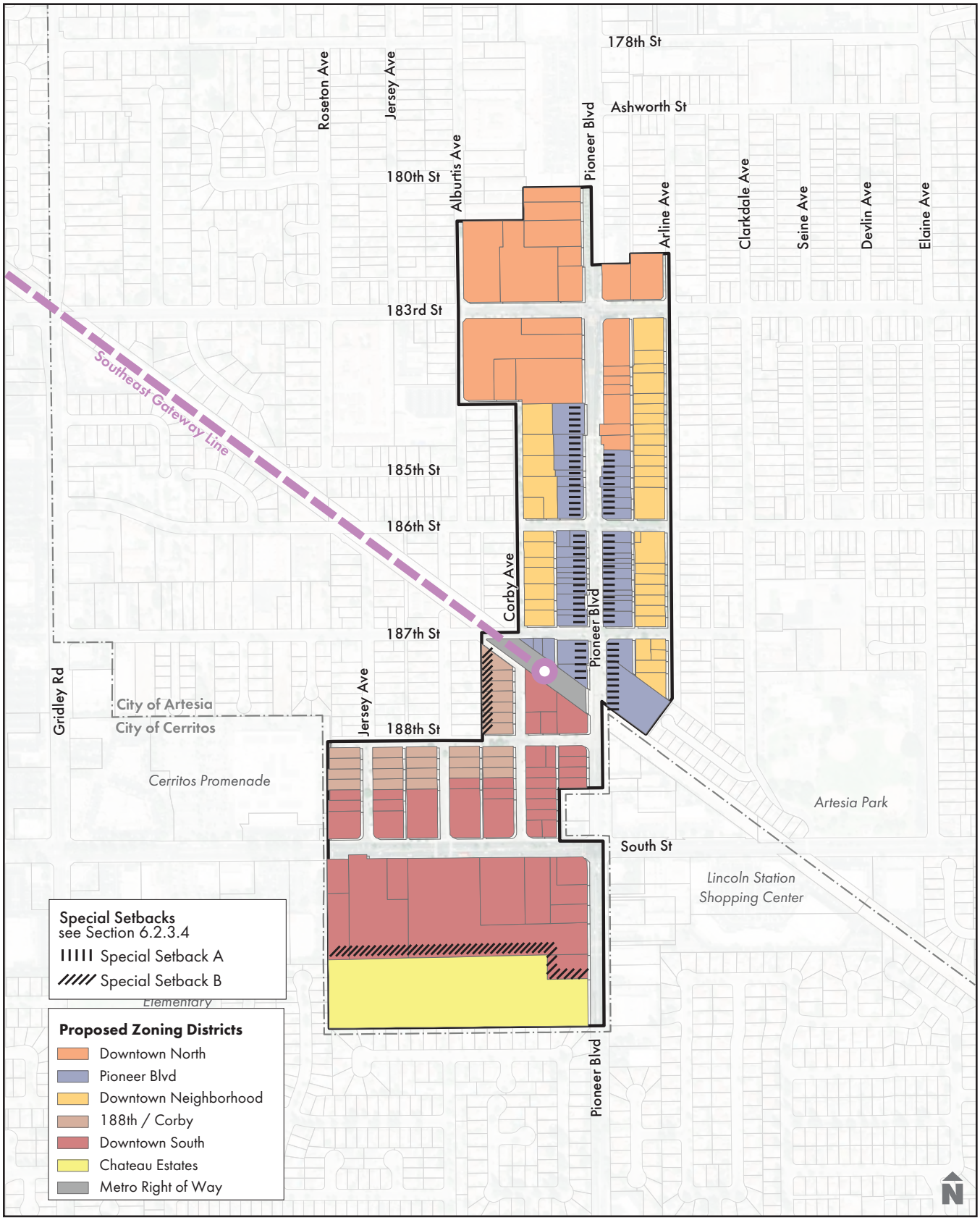


Figure 6.1: Downtown Dirstricts

6.3 SITE PLANNING

6.3.1 PARCEL SIZE

1. New development on parcels or aggregate sites larger than three (3) acres in size shall be divided into multiple building pads. Such a division may be achieved by one or more of the following methods:
    a. Legal subdivision of the property
    b. Division by a public street(s)
    c. Division by a private or public alley(s)
    d. Division by a private street(s)
    e. Division by common court(s)
    f. Division by auto court(s)
    g. Division by a private driveway(s)
    h. Division by pedestrian paseos in conformance with Section 6.3.5

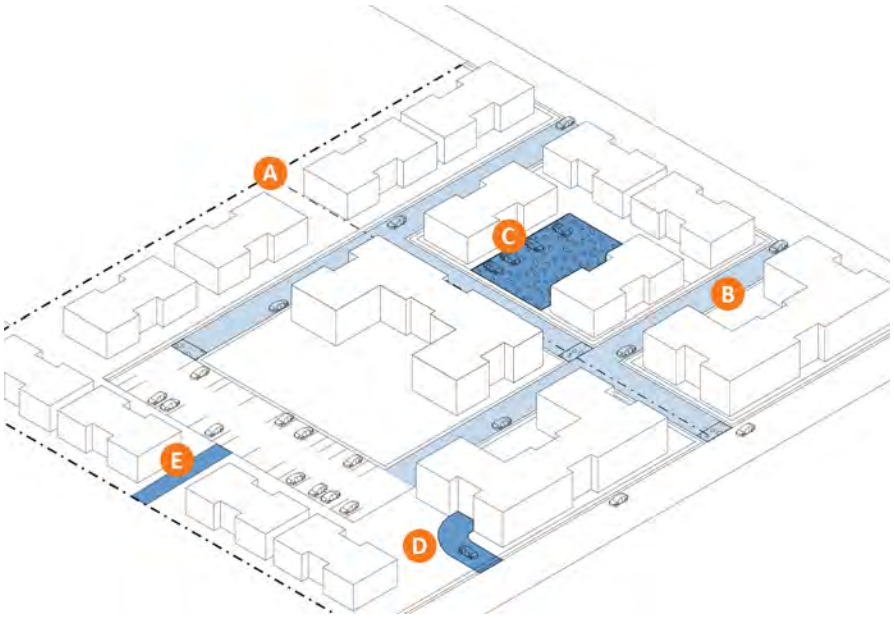


Figure 6.2: Parcel Subdivision

2. Alignment of streets, driveways and/or pedestrian paseos shall, where applicable, extend existing street grid into the subject site.
3. Legal subdivision of property shall conform with Artesia Municipal Code, Title 9, Chapter 1.
4. All new public streets shall be improved with curbs, gutters, sidewalks, and street trees per City of Artesia Standard Plans & Details: Street Improvements.
5. All new private streets, common courts, auto courts, and alleys shall conform with Section 6.3.4.

6.3.2 SITE LAYOUT AND ORIENTATION

1. All buildings adjacent to a public street shall maintain a continuous "street wall," formed by the edge of the building, for a minimum of seventy (70) percent of the lot/parcel frontage adjacent to the street.
2. Primary ground-floor common entries and individual dwelling unit entries shall be oriented toward the primary street unless the primary street is South Street. Entrances at building corners may be used to satisfy this requirement.
3. Where an intersection of pedestrian and vehicle access exists, enhanced paving treatment using patterned and/or colored pavers, brick, or decorative colored and scored concrete shall be used. Pedestrian crossings bisecting vehicle access shall feature enhanced paving with a minimum width of six (6) feet and span the length of the intersecting drive area.
4. Through-lots located more than three hundred (300) feet from a street intersection, measured from the closest point of the lot, shall provide a publicly accessible sidewalk or walkway connecting the two streets.

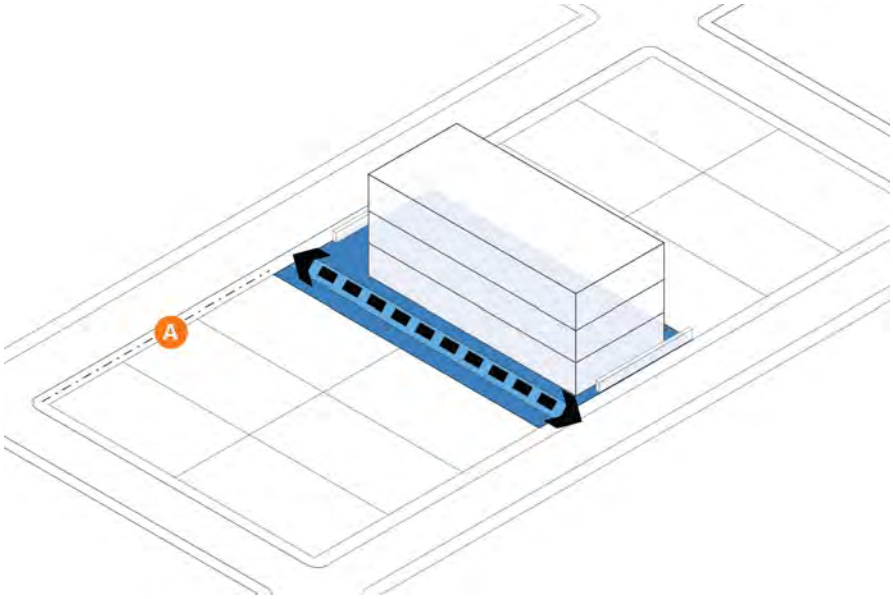


Figure 6.3: Through-lot Standards

6.3.3 SETBACKS

New projects shall provide setbacks that comply with the following standards.

1. Setbacks, General.
    a. Setbacks are measured from the right-of-way to the ground floor face of the building wall.
    b. Setback requirements do not apply to façades that are directly adjacent to Publicly Accessible Open Space.
    c. Parking, loading, or storage areas are prohibited within the setback.
    d. Permanent screening walls or fences greater than three (3) feet in height are prohibited within the setback.
    e. Upper floors of residential buildings and residential portions of mixed-use buildings are permitted to project, cantilever, or extend into the setback up to a maximum of two (2) feet.
    f. Decorative paving or landscaping is permitted within the setback. All setback areas directly adjacent to at-grade residential units must be landscaped at-grade or include planters (less than two (2) feet in height) except for required walkways and building entrances.
    g. For residential units with a finished ground floor of at least thirty (30) inches above grade, steps, stoops, porches, terraces, balconies, or a combination of these elements are permitted within the setback.

2. Setbacks in the Downtown North, Pioneer Boulevard and Downtown South districts.
    a. There is no minimum street setback required from the property line. The maximum setback allowed is ten (10) feet.
    b. The no minimum interior lot line setback.

3. Setbacks in the 188th Street / Corby Avenue, Downtown Neighborhood, and Chateau Estates districts.
    a. The minimum street setback is ten (10) feet. There is no maximum setback.
    b. The minimum interior lot line setback is five (5) feet.

4. Special Setbacks
    a. Sites identified on Figure 6-1 for Special Setback A shall conform with Figure 6.4
    b. Sites identifed on Figure 6-1 for Special Setback B shall conform with Figure 6.5.

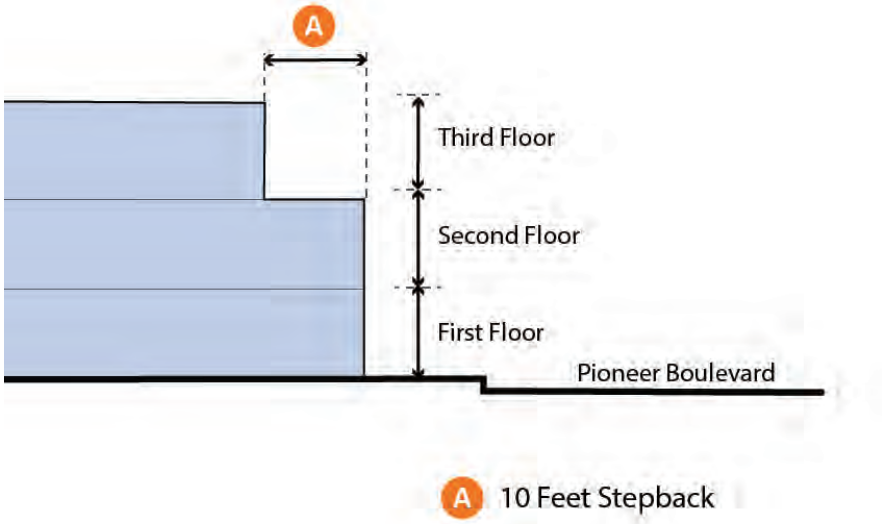


Figure 6.4: Special Setback A for properties fronting Pioneer Bouloevard

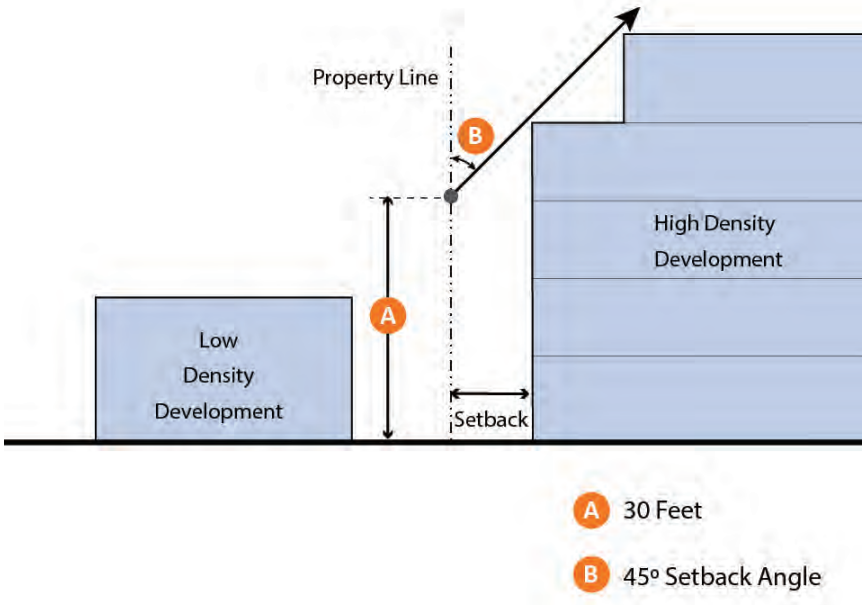
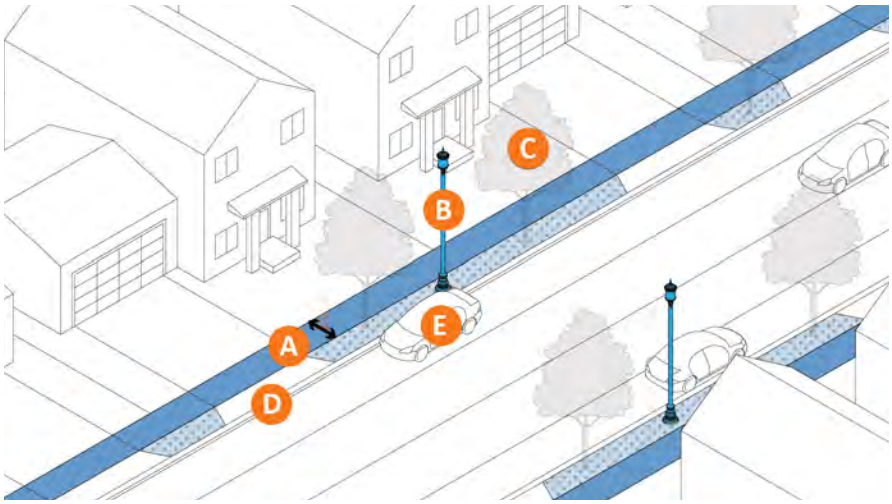


Figure 6.5: Special Setback B for properties adjacent to low density residential

6.3.4 STREET STANDARDS



A A Sidewalk with a minimum width of 5 feet on both sides of the street

B Pedestrian streetlights

C Street trees

D Curbs

E Parallel parking is permitted along private streets

Figure 6.6: Private Streets

1. Private Streets. Private streets are internal streets with a pedestrian-oriented sidewalk condition with streetlights, street trees, and curbs.
    a. Private streets shall have a sidewalk with a minimum width of (4) four feet on at least one side of the street. The sidewalk must provide pedestrian streetlights, street trees, and curbs. Parallel parking is permitted along private streets.

2. Alleys.
    a. Alleys shall be 20 feet in width (10 feet on either side of the alley centerline).
    b. Alleys shall include a concrete ribbon gutter in the center of the alley. The concrete ribbon gutter shall be 4 feet wide (2 feet on either side of the alley centerline).
    c. Alleys shall drain toward the centerline. A maximum 2 percent grade shall be provided within the public alley to ensure proper drainage.
    d. Alleys shall include a 16-foot wide segment (8 feet on either side of the alley center line) constructed of concrete. The pavement is to be installed on either side of the 4-foot -ide concrete ribbon gutter.
    e. There shall be no above-ground utilities permitted to be located within the 20-foot public alleyway.

A Common courts shall not exceed 150 feet in length, unless provided with a connecting pedestrian access way.

B Common courts shall not serve more than eight individual residences, unless provided with a connecting pedestrian access way.

C Common courts shall be elevated a minimum of six inches from street-level traffic.

D A minimum of 60 percent of the paving shall be enhanced paving, such as patterned and/or colored pavers, brick, or permeable materials. Decorative colored concrete or stamped concrete are not applicable materials for this standard.

E A minimum of 20 percent of the common court shall be landscaped.

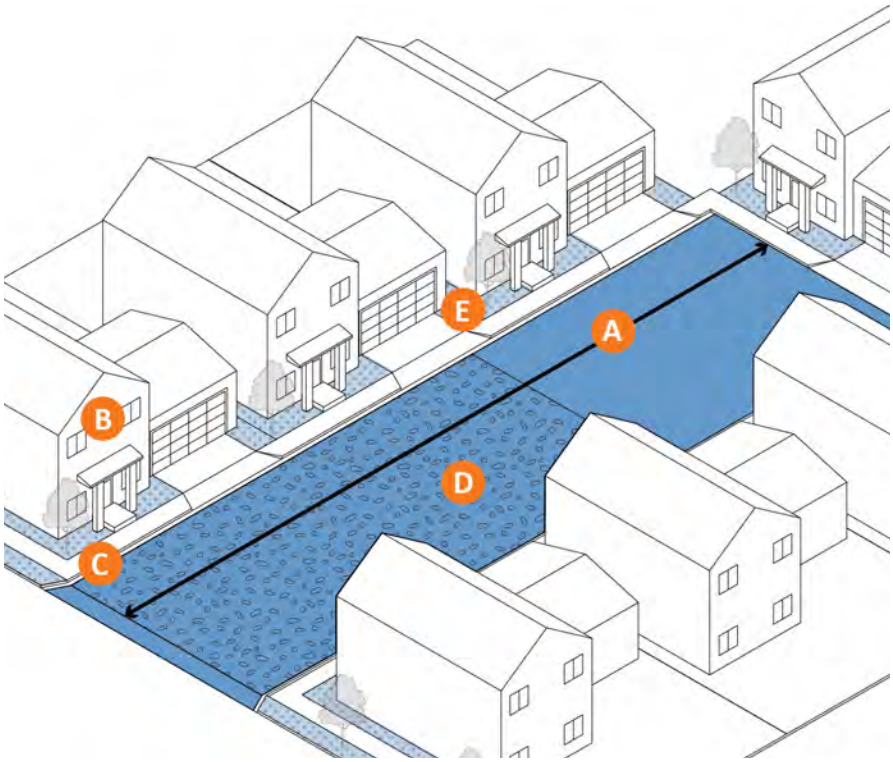
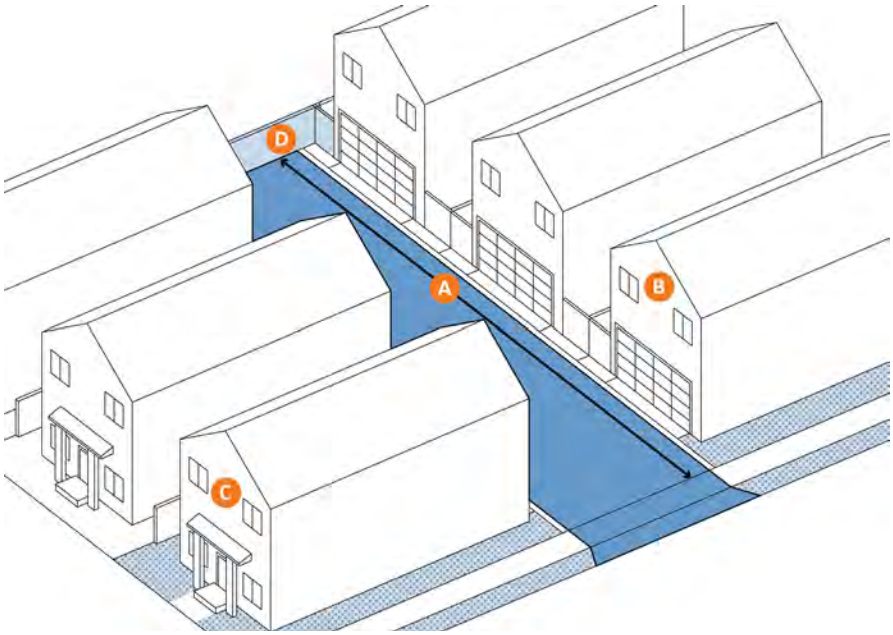


Figure 6.7: Common Courts

3. Common Courts. Common courts provide both vehicular and pedestrian access to multiple residences. Front doors to residences and garages open to common courts.
    a. Common courts shall not exceed one hundred-fifty (150) feet in length unless provided with a connecting pedestrian accessway.
    b. Common courts shall not serve more than eight (8) individual residences unless provided with a connecting pedestrian accessway.
    c. Common courts shall be elevated a minimum of six (6) inches from street-level traffic.
    d. A minimum of sixty (60) percent of the paving shall be enhanced paving, such as patterned and/or colored pavers, brick, decorative colored concrete, stamped concrete, or permeable materials.
    e. A minimum of twenty (20) percent of the common court shall be landscaped.



A Auto courts shall not exceed 150 feet in length.

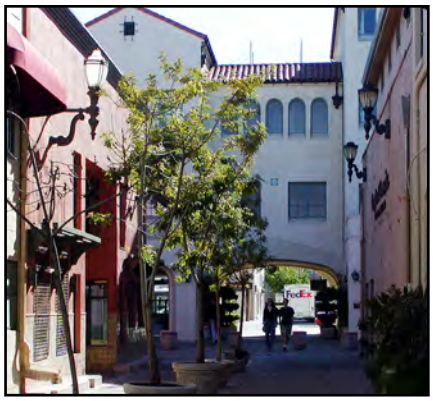
B Auto courts shall not serve more than eight individual residences.

C Primary pedestrian entrances are not permitted on auto courts.

D Auto courts shall have no through-street access

Figure 6.8: Auto Courts

4. Auto Courts. Auto Courts provide vehicular access to multiple residences via a common driveway fronted with garages. Front doors to residences are not permitted on auto courts.
    a. Auto courts shall not exceed one hundred-fifty (150) feet in length.
    b. Auto courts shall not serve more than eight (8) individual residences.
    c. Primary pedestrian entrances are not permitted on auto courts.
    d. Auto courts shall have no through-street access.
    e. Auto courts shall have a minimum unobstructed distance of twenty-five (25) feet for vehicle backout from garages as measured to a street or the opposite side of an alley.



6.3.5 PEDESTRIAN PASEOS

If pedestrian paseos are provided, they shall meet the following requirements:

1. Paseos shall be physically and visually accessible from the public sidewalk and must connect a public street with a different public street, alley, or adjacent paseo.
2. Paseos must be at the same elevation as the public sidewalk. Security fences, walls, or entry gates shall not block passage if the paseo is publicly accessible.
3. Paseos must be a minimum of fifteen (15) feet wide, measured from building face to building face.
4. Paseos must have a minimum eight (8) foot wide travel path.
5. Where paseos are covered by buildings, they must have at least twenty (20) feet of height clearance from ground to ceiling.
6. Trellises, decks, balconies, and sunshades extending from a building and projecting into a paseo may project a maximum of three (3) feet and must provide a minimum height clearance of ten (10) feet.
7. Vehicular access, loading, and parking uses shall be prohibited within the paseo.

6.4 OPEN SPACE

6.4.1 OPEN SPACE REQUIREMENTS

General. Open space shall be provided per the following standards:

1. A minimum of one hundred-fifty (150) square feet of open space per residential unit, with dimensions no less than ten (10) feet. The provided open space may be common, private, or a combination of both.
2. New non-residential development over twenty-thousand (20,000) square feet shall provide open space equal to five (5) percent of the overall development parcel(s), inclusive of any easements, but not including any dedications. This area does not need to be contiguous, but such open space shall have a minimum dimension no less than ten (10) feet.
3. Mixed-use projects shall provide open space based on the combined requirements of both residential units and non-residential as described above in (1) and (2).
4. New projects over twenty-five (25) units and/or forty-thousand (40,000) square feet are required to provide publicly accessible open space in addition to the standards above. Publicly accessible open space shall be equal to ten (10) percent of the overall development parcel(s), inclusive of any easements, but not including any dedications.

6.4.2 PUBLICLY ACCESSIBLE OPEN SPACE

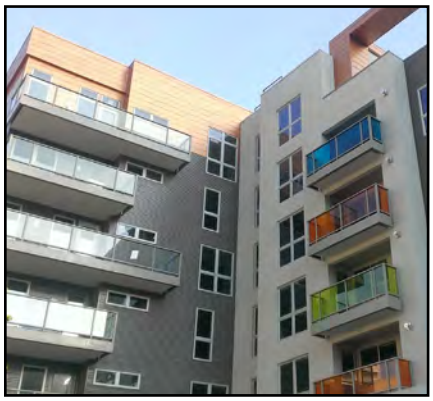
Publicly accessible open spaces are outdoor rooms designed for public use and are defined by surrounding buildings and/or streets. The primary function of such open space is to provide an opportunity for people to engage in diverse social interactions and activities, establish spaces for relief and relaxation, expand and reinforce the public realm, and contribute to the livability of the Downtown. If required, publicly accessible open space shall meet the following standards:

1. Dimensions. A minimum area of four hundred (400) square feet with a minimum dimension of twenty (20) feet in each direction is required to qualify as publicly accessible open space.
2. Use. A maximum of twenty (20) percent of the publicly accessible open space may be used as outdoor dining.
3. ADA. All required publicly accessible open space shall be at the same elevation as the adjacent street level sidewalks and ADA/ universal access compliant.
4. Open to Sky. At least seventy (70) percent of the open space must be open to the sky.
5. Hardscape. A maximum of twenty-five (25) percent of common open space may be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate.
6. Seating. Seating shall be provided at a minimum of one (1) seat per four hundred (400) square feet of required publicly accessible open space.
7. Landscape. A minimum of twenty-five (25) percent of publicly accessible open space shall be planted area with a minimum dimension of thirty (30) inches in length and width as measured horizontally, and thirty (30) inches of depth in soil material.
8. Trees. A minimum of one twenty-four (24)-inch box tree shall be planted per project or for every seven hundred fifty (800) square feet of publicly accessible open space.

6.4.3 COMMON OPEN SPACE

Common open space provided for the exclusive use of building occupants shall conform with the following standards:

1. Distribution. A minimum of seventy (70) percent of common open space shall be outdoors and open to the sky.
2. Landscape. A minimum of twenty-five (25) percent of the total common open space shall be planted area with a minimum dimension of thirty (30) inches.
3. Softscape. A maximum of fifty (50) percent of the total common open space may be finished with decomposed granite, gravel, natural stone, brick or concrete unit pavers, and/or similar permeable ground surfacing.
4. Hardscape. A maximum of twenty-five (25) percent of the total common open space may be paved in standard concrete, textured and colored concrete, and/or concrete with exposed or special aggregate.
5. Roof Decks. Roof decks and terraces shall be at least five hundred (500) square feet. String lights and canvas awnings may cover the roof deck, but no more than thirty (30) percent of the roof deck may be covered with permanent architectural structures. The sum total of all roof decks may not exceed fifty (50) percent of the total open space required.
6. Up to thirty (30) percent of the required open space may be indoors up to a maximum of three thousand (3,000) square feet. Indoor common space may be provided by gymnasiums, libraries, common rooms, or other interior amenities. Indoor common space shall conform to the following standards:
    a. Area. Indoor common space shall not include spaces used primarily for circulation.
    b. Dimensions. A minimum area of four hundred (400) square feet with a minimum dimension of twenty (20) feet in each direction is required to qualify as indoor common space.
    c. Floor to Ceiling height. Indoor common spaces shall have a minimum floor to ceiling height of twelve (12) feet.
    d. Glazing. At least one wall of the indoor common space shall be a glazed building exterior.



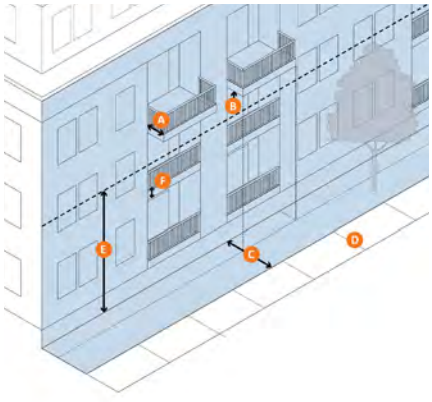


Figure 6.16: Balconies

6.4.4 PRIVATE OPEN SPACE

Open space provided for the private use of individual residential units may include, but is not limited to, balconies, terraces, patios, porches, and stoops, and may overlook the street, side yards, and internal courtyards.

1. Dimensions. Private open space located at the ground level shall have a minimum area of one hundred fifty (150) square feet with a minimum dimension of ten (10) feet in each direction. This dimension excludes areas for permanent equipment and storage.
2. Roof decks. Roof decks may be considered private open space so long as they are a minimum of sone hundred fifty (150) square feet with a minimum width of ten (10) feet.
3. Arrangement. Private open spaces shall be contiguous to the units they serve and screened to a minimum height of four (4) feet by use of walls and/or fences.
4. Location. All private open space shall be outdoors.
5. Balconies. Ne balconies shall conform to the following standards:
    a. Private balconies for dwelling units, and/or ground level patios, shall be a minimum of seventy (70) square feet in area, with a minimum dimension of seven (7) feet.
    b. Balconies shall not overhang into the public right-of-way.
    c. Balconies shall not project more than five (5) feet into the building setback.
    d. The underside of projecting balconies shall be finished with building material that matches or is otherwise compatible with the building.
    e. Thirty (30) percent of the balcony rails shall be finished with a permanent, solid building material that matches or is otherwise compatible with the building.

A Maximum projection of balconies recessed into the façade.
B Building material for underside of projecting balconies
C Balcony does not overhang into the public right-of-way or sidewalk.
D Public sidewalk.
E Balconies which do not qualify for the overhang into the building setback due to height limit.
F The lower portion of the balcony rails.

6.4.5 LANDSCAPING

All landscaping shall conform to the City of Artesia Urban Forestry Manual and the following standards:

1. Landscaped areas shall use a three-tiered planting system consisting of ground cover, shrubs and vines, and trees. Grass shall not exceed twenty-five (25) percent of the landscaped area unless it is used primarily for active recreation areas. The plant material shall be of drought-tolerant species and permanently maintained.
2. A minimum of one (1) twenty-four (24) inch box tree per project or for every five hundred (500) square feet of outdoor common open space, whichever is greater, shall be planted in the common open space. For projects with two or more trees, a minimum of fifty (50) percent of trees planted shall be shade trees.
3. All land not covered by structures, walkways, driveways, parking, other hardscape and/or softscape shall be landscaped and irrigated with an automatic irrigation system installed in accordance with the Uniform Plumbing Code.
4. Berms, walls and/or hedges shall be used in the required setbacks to separate parking facilities from abutting streets.

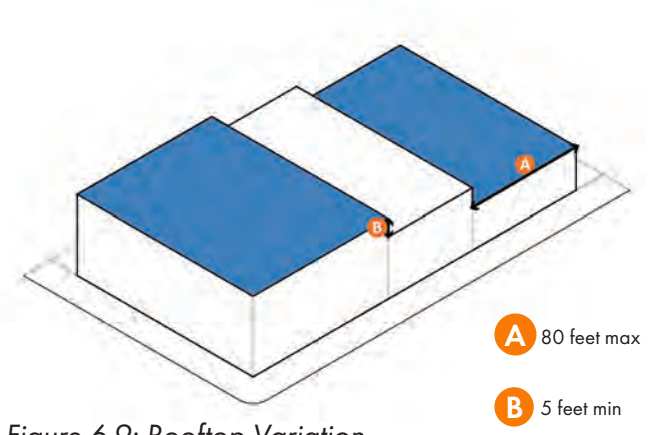


Figure 6.9: Rooftop Variation

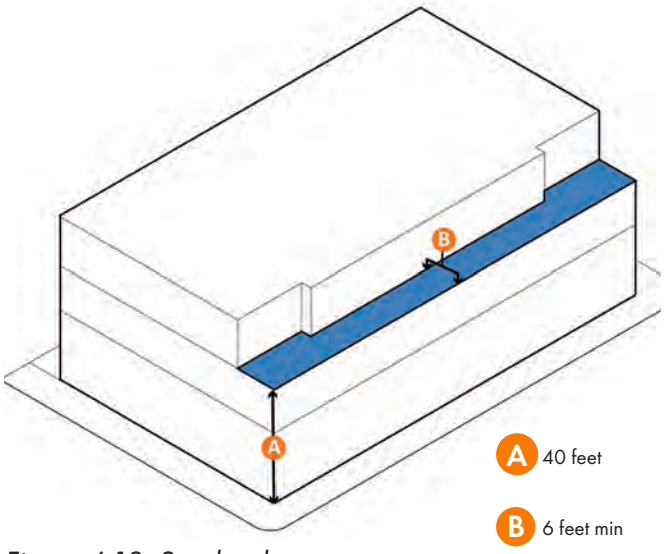


Figure 6.10: Stepback

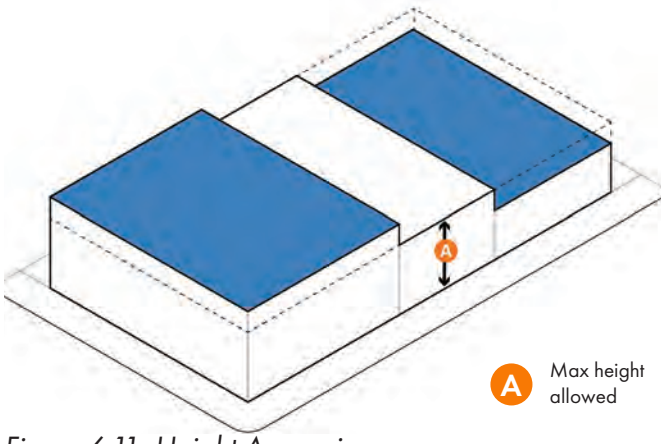


Figure 6.11: Height Averaging

6.5 MASS AND SCALE

6.5.1 HEIGHT MODULATION

Buildings greater than forty (40) feet in height shall incorporate at least one of the following:

1. Roofline Variation. Variation in roof height of at least five (5) feet for every eighty (80) linear feet; or
2. Stepback. Minimum depth of six (6) feet for at least seventy-five (75) percent of the façade of all upper floors above forty (40) feet in height, measured from the primary façade plane; or
3. Height Averaging. Up to thirty (30) percent of the building footprint area may be twelve (12) feet taller than the maximum height allowed, provided an equal amount of building footprint area is twelve (12) feet shorter than the maximum allowed height; or
4. Unit Type, Use of loft-style units on the uppermost floor with ceilings at least three (3) feet taller than the floor below; or
5. Unit Count. Provide up to seventy-five (75) percent the number of units on the uppermost floor as compared to the floor below, with the effect of creating a smaller building mass on the uppermost floor; or
6. Rooftop Terrace. Provide a rooftop terrace (refer to Section 6.4.3) on a portion of the uppermost habitable floor, creating a smaller building mass on the uppermost floor.

6.5.2 FACADE MODULATION

1. Projects shall comply with the following horizontal modulation standards:
    a. Minor Modulation. Each street-facing façade greater than sixty (60) feet in length shall include a minimum modulation of thirty (30) percent of the façade length that is a minimum of three (3) feet in depth from the primary façade plane. Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane and may be in one continuous section or a combination of sections across the façade.
    b. Major Modulation. For every two hundred forty (240) feet of street-facing facade, a minimum of one building separation shall be provided, in addition to the horizontal modulation required above (Section 6.5.2.1.a). The separation shall be at least six (6) feet in depth and twenty (20) feet in length and extend from grade to the highest story.

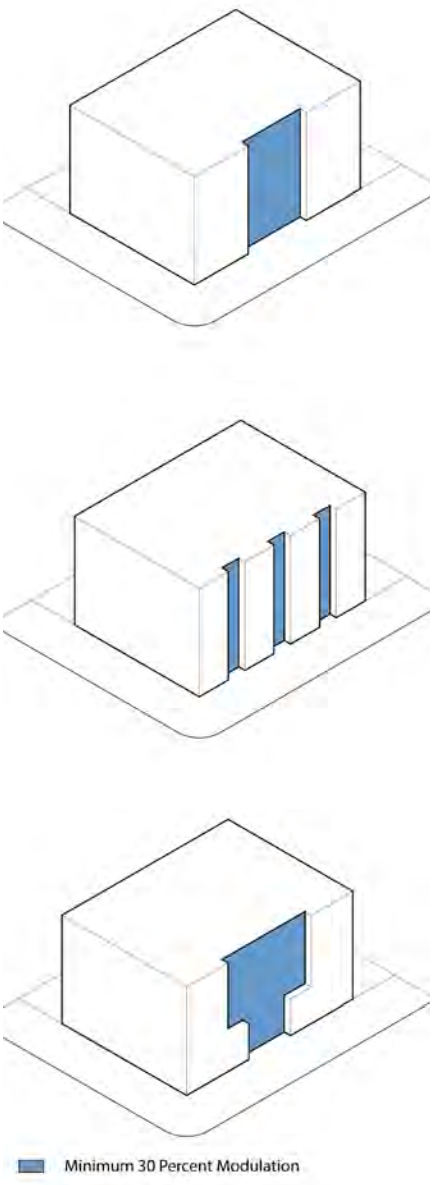


Figure 6.12: Facade Minor Modulation

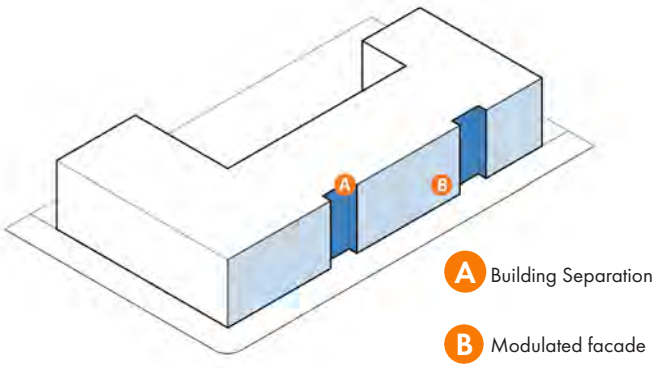


Figure 6.13: Facade Major Modulation

6.5.3 GATEWAY ELEMENTS

1. Gateway Elements are required on sites if:
    a. Located on a corner lot where both intersecting streets have a right-of-way one hundred (100) feet or more; or
    b. Located at the visual termination of a street.

2. Gateway Elements shall incorporate at least two of the following features at the building corner or centered on the axial conclusion of a terminated vista:

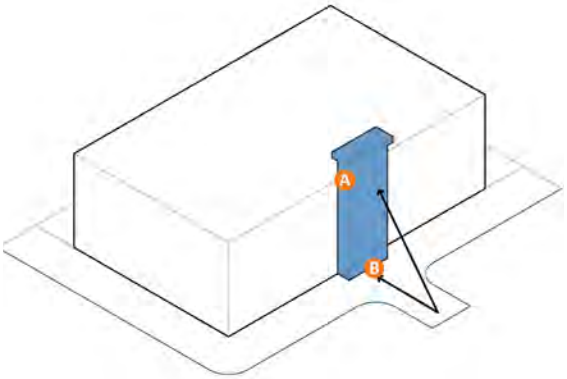


Figure 6.14: Terminated Vistas

A 6 feet minimum recess or projection

B 20 feet minimum width

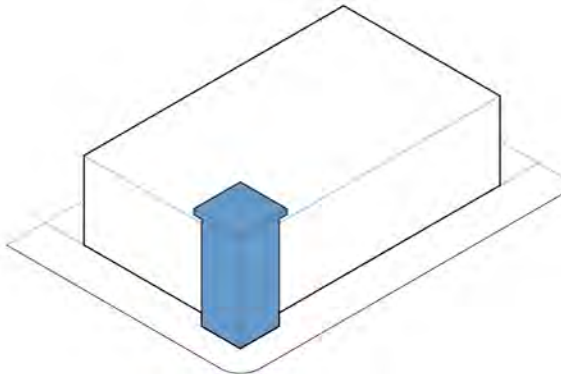


Figure 6.15: Corner Element

a. Massing element with a greater height than adjacent building facades by a minimum of ten (10) feet, but not exceeding the base height limit by more than ten (10) feet, for a minimum of twenty (20) feet linear feet; or
b. Massing element with a minimum of six (6) feet recess or projection from the primary façade with a minimum of twenty (20) linear feet and extend from grade to the building height; or
c. Corner feature with diagonal or curved walls; or
d. Corner feature with primary building entry and enhanced canopies or awnings oriented diagonal to the intersection; or
e. Color and material variation from the primary façade with a minimum of twenty (20) linear feet and extend from grade to the building height; or
f. Open space or gathering areas with distinct paving or landscaping, consistent with standards outlined in Publicly Accessible Open Space (Section 6.4.2); or
g. Public art installations (upon Director approval).

6.6 MATERIALS AND FINISHES

6.6.1 MATERIALS

Materials for new projects shall conform to the following standards:

1. All building facades, excluding alley-facing elevations, shall be treated equally with high-quality and human-scaled materials.
2. All building facades shall incorporate a minimum of two (2) materials.
3. All building facades shall be constructed with durable materials, such as natural stone, brick, siding, precast concrete, and factory-finished metal panels (heavy gauge only) that can withstand significant deterioration, decay, or discoloring due to wear or weathering.
4. Materials and texture variations at building base, middle, and/or top, or with horizontal massing modulation shall be emphasized. Heavier materials such as brick, stone, and wood shall be used at the base of the building, corner elements, and special features. Lighter materials such as siding and smooth stucco shall be used on the middle and top of the building.
5. Changes in material or color shall occur at inside corners of intersecting walls or at architectural features that break up the wall plane, such as columns.
6. The street-facing façade(s) of buildings over three (3) stories in height shall feature a contrasting material finish applied to at least sixty (60) percent of either the ground level or the topmost level façade surface (for example stone veneer vs stucco). This requirement may also be met with an equivalent numerical balance applied to both ground level and uppermost level facades (for example, half the ground floor and half the upper floor). For the purposes of this requirement, window glazing is considered a contrasting material. See Figure 6.17.
7. If employed on stucco facades, expansion joints shall reinforce the grid pattern created by fenestration openings by aligning with:
    a. Window and/or door jambs, sills, and or/headers
    b. The centerlines of windowns and/or doors, and/or:
    c. Wall breaks such as recesses and/or soffits created by balcony openings

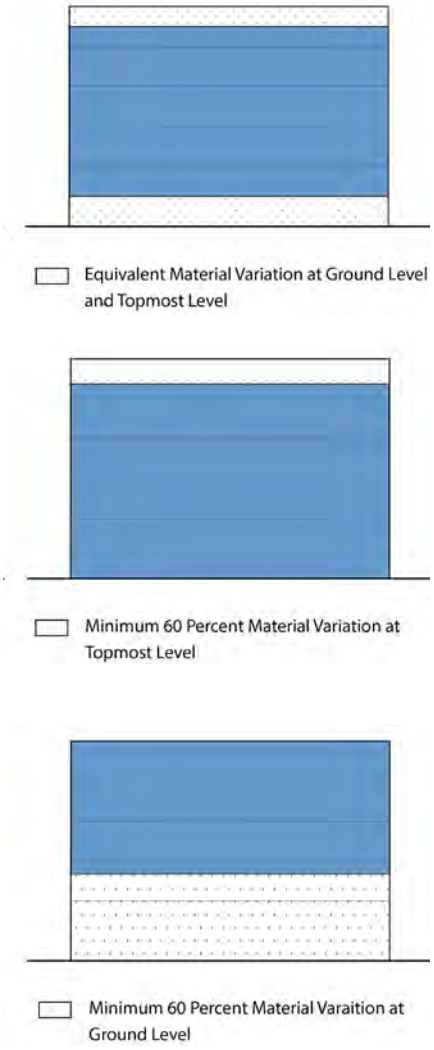


Figure 6.17: Material Variations

6.6.2 FACADE DETAILS

All new development and facade remodels shall comply with the following design standards:

1. All building façades facing a street or public open space shall be articulated for at least eighty (80) percent of each façade length. All other building façades shall be articulated for at least sixty (60) percent of each façade length. Façade articulation shall be achieved through at least four of the following architectural elements:
    a. Minimum of three material and/or color variations, including contrasting accent colors for doors, awnings, etc.; or
    b. Minimum of two fenestration type and/or size variation; or
    c. Window details such as shutters, awnings, trims, and/or sills; or
    d. Balconies and/or porches; or
    e. Decorative light fixtures; or
    f. Decorative attic/gable vent; or
    g. Decorative moldings and/or cornices; or
    h. Trellis and/or arbor structures.

2. Blank Facades. A blank facade is a portion of a facade without a window, balcony, ground floor windows, and/or doorways for thirty (30) feet in any direction. Where a blank facade is unavoidable, at least one of the following design treatments shall be used to create visual interest and increase pedestrian safety, comfort, and interest:
    a. Mural at least one hundred (100) square feet and ten (10) linear feet.
    b. Architectural treatments (such as trellises, screens, or changes in materials) that cover at least fifty (50) percent of the blank facade surface.
    c. Vertical landscaping treatments that cover at least fifty (50) percent of the blank façade surface.

6.6.3 WINDOWS

All window patterns shall conform to the following standards:

1. All windows shall be offset at least twelve (12) inches from any windows in adjacent buildings within twenty (20) linear feet to avoid direct line-of-sight.
2. All windows between the ground floor and fifty (50) feet above grade shall either be recessed at least three (3) inches from the plane of the surrounding exterior wall or shall have a trim or windowsill at least one (1) inch in depth.
    a. When trim is used, a minimum of one (1) inch by four (4) inch trim is required.
    b. With stucco walls, a minimum of one (1) inch deep, raised relief around the window is required.
    c. With brick, a minimum two (2) inch wide brickmold is required around windows.
3. All windows facing a public street shall feature at least two of the following:
    a. Variation in window types and/or sizes; or
    b. Decorative architectural brackets; or
    c. Trim; or
    d. Shutters; or
    e. Awnings and/or trellises.
4. Non-residential. A minimum of fifty (50) percent of the street-facing façade between three (3) feet and seven (7) feet above ground level shall be transparent.

6.6.4 PUBLIC ART AND MURALS

Upon adoption of a Public Art Ordinance, the following shall be effective:

Applicable development proposals shall prepare a Public Art Plan. Developers should contact the City as early as possible during the design process to obtain information regarding inclusion of artwork within a development proposal and to develop a project Public Art Plan, selecting and working with artists and art consultants. The Public Art Plan shall address the following

1. Describe the qualifying artwork, including artist concept and drawings, if available.
2. Indicate the intended site(s), media, and materials of the artwork(s).
3. Detail the schedule for the selection, fabrication(s) and installation of the artwork.
4. Describe plans for funding and maintenance of the artwork(s).
5. Exceptions. This section shall not apply to:
    a. Projects in the Downtown Neighborhood, 188th/Corby and Chateau Estates Districts, as defined by Figure 5-1, Land Use Plan.
    b. Places of worship.
    c. Designated historic resources.
    d. Nonprofit service providers. Projects that are primarily intended to provide facilities for nonprofit public service providers.
    e. Residential structures. Alteration, construction, or repair of residential structures of less than 40 units.
    f. Affordable housing. Residential and/or mixed-use projects in which more than 50 percent of the units are deed or rent-restricted as affordable housing.

6.6.5 UTILITIES AND ROOFTOP EQUIPMENT

All utility installations shall comply with the following standards:

1. All mechanical equipment, including electrical and gas meters, shall be screened through at least one of the following standards:
    a. Landscaping; or
    b. Minimum three (3)-foot tall architectural features that:
        i. Belong to the same architectural idea and style of the development and utilize the same materials, colors, and lighting fixtures; or
        ii. Are covered with landscaping or public art for a minimum percentage of the total length along public open spaces and public streets; or
        iii. Fences that use durable and weather-resistant material, such as block and vinyl, are four (4) to five (5) feet in height, and do not interrupt the line-of-sight of drivers entering or exiting the site. Chain link and slats are not allowed.
2. Utilities shall not protrude into the public right-of-way.
3. Electrical transformers shall be located so that access is achieved from the alley, where feasible. If located adjacent to a public sidewalk, they shall be screened and incorporated into the building to provide the visual appearance of a storefront.
4. Electrical transformers, mechanical equipment, and other utility-oriented equipment shall not be located within fifty (50) feet of any building corner or located within a designated publicly accessible open space.
5. Rooftop equipment including roof access, mechanical equipment, and other features needed for the function of the building shall comply with the following. Mechanical equipment less than two (2) feet in height, solar panels, wind generators, or green roof features are exempt from these requirements.
    a. Roof-mounted equipment and screening of roof-mounted equipment shall be stepped back from top of parapet a minimum of ten (10) feet from the parapet or roof edge.
    b. Roof-mounted equipment greater in height than the parapet wall shall be screened to a height equal to the height of the equipment.

6.6.6 OUTDOOR LIGHTING

All new lighting shall comply with the following standards:

1. Exterior light fixtures shall utilize light sources with a color temperature that does not exceed three thousand (3000) Kelvin.
2. Individual exterior luminaires shall be shielded to direct light downward and shall not exceed one thousand two hundred sixty (1,260) lumens. A luminaire is considered to be fully shielded if it is constructed and installed in such a manner that all light emitted by the luminaire, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane through the luminaire's lowest light-emitting part.
3. All lighting shall be directed, oriented, and shielded to prevent light trespassing or glaring onto adjacent properties. The light level at property lines shall not exceed 0.3 foot-candles.
4. Outdoor lights shall not blink, flash, flicker, or change intensity (excluding motion detecting lights).
5. Parking lots, pedestrian paths, outdoor gathering spaces, building entries, and any other pedestrian-accessible areas shall be illuminated with a minimum of one (1) foot-candle to ensure safe nighttime conditions.
6. Lighting of outdoor service, loading, and storage areas shall not be visible from the street or adjacent properties.
7. Rooftop lighting shall be set back at least twelve (12) feet from the edge of any building face that is oriented towards any residential zone.
8. Freestanding outdoor light fixtures shall not exceed fifteen (15) feet in height.
9. Building faces shall be illuminated such that surfaces located at least ten (10) horizontal feet away from building entries shall have at least sixty-six (66) percent less luminance than surfaces within ten (10) horizontal feet of building entries. Compliance shall be demonstrated with a lighting plan.

6.6.7 SIGNS

All signs within the Downtown Specific Plan shall comply with the provisions of Title 9, Chapter 2, Article 12 Signs of the Artesia Municipal Code.

6.6.8 TRASH ENCLOSURES

Trash enclosures shall comply with the size requirements detailed in Tables 6.2, 6.3, and 6.4 as well as the following standards: An alternative program for bin size and count may be proposed to the City for review, so long as it abides by current state regulations for trash, recycling and organics receptacles.

1. The location of storage areas shall be accessible for trash removal by standard refuse disposal vehicles.
2. Trash storage areas that are visible from the upper stories of adjacent structures shall have an opaque or semi-opaque horizontal cover/screen to mitigate unsightly views.
3. Provide a concrete pad within the fenced or walled area(s) and a concrete apron which facilitates the handling of the individual bins or containers.
4. All recycling areas in multifamily residential developments shall be located within two hundred fifty (250) feet of any residential unit.
5. Storage areas shall not be closer than twenty (20) feet from individual unit entries or operable windows of adjacent structures. For individual units, a minimum of three (3) cubic feet shall be provided for the storage of refuse, and a minimum of three (3) cubic feet shall be provided for the storage of recyclable material.

Table 6.2: Minimum Space for Containers		
Multi-family Resid'l	Each 10 Units	Space for one 3-yard bin
Office/Commercial	First 20,000 sf	Space for two 3-yard bins
	Each Add'l 20,000 sf	Space for one additional 3-yard bin
Retail	First 8,000 sf	Space for two 3-yard bins
	Each Add'l 8,000 sf	Space for one additional 3-yard bin
Restaurants	First l ,500 sf	Space for two 3-yard bins
	Each Additional 1,500 sf	Space for one additional 3-yard bin
Industrial	First 20,000 sf	Space for two 3-yard bins
	Each Additional 10,000 sf	Space for one additional 3-yard bin
Institutional	Trash, organics and recycling needs will depend on use	
Commercial Business	All developments must provide space for trash, organics and recycling	

Table 6.3: Bins & Clearances		
Bin Size	**Approx. Bin Dimensions**	**Min. Interior Clearances**
3-yard	4'H x 7'W x 4'D	1' between bin and enclosure walls 4' user aisle between bins
4-yard	5'H x 7'W x 5'6"D	
Recycling Carts (96 gallon)	43.25"H x 29.75"W x 32.25"'D	1' between each cart and enclosure walls

Table 6.4: Truck Access	
Outside Turning Radius: 29'	Travel way vertical clearance: 15' (h) Travel way minimum width: 12'
Outside turning Radius: 41'	
For safety reasons, a truck turnaround is required for any street, driveway, or travel way if the collection truck has to back up more than 25'.	

6.7 STREETSCAPES

1. New development shall be required to:
    a. Adhere to the recommendations in the City's Pavement Management Program (PMP) and the City's Standard Plans for asphalt rehabilitation. In situations where recommendations are not specific in the PMP, then rehabilitation shall be in accordance with the City Engineer's requirements. Limits of rehabilitation shall be the full width of the street it is fronting.
    b. Driveway aprons shall be updated per City of Artesia's Standard Plans.
    c. Sidewalks shall be per the City of Artesia's Standard Plans. Sidewalks along Pioneer Boulevard shall be consistent with the existing Downtown sidewalk.
    d. Curbs, curbs and gutters, and curb ramps shall be per SPPWC latest edition.
    e. Have infrastructure ready to support future broadband.
    f. Install light posts consistent with existing style at every 50 feet.

2. Projects fronting Pioneer Boulevard within the Specific Plan boundaries and north of South Street shall improve the public right-of-way in a manner consistent with the public right of way as constructed between 186th Street and 187th Street, including but not limited to lighting standards, street trees, sidewalk, and paving embellishments.

6.8 FRONTAGE DESIGN STANDARDS

6.8.1 FRONTAGE TYPE REQUIREMENTS

Frontage requirements apply to new development in the Downtown North, Pioneer Boulevard, and Downtown South districts only. Within these districts, at least sixty (60) percent of the total ground-floor frontage along all street facades, including private streets, shall be consistent with one or more of the following frontage standards defined on the following pages.

- Live-Work
- Lobbies and Entires
- Patio
- Stoop
- Shopfront

6.8.2 LIVE-WORK

The main facade of the building is at or near the front lot line with an at-grade or elevated entrance from the sidewalk. This type is only allowed on side streets from the adjacent main street and is intended for industrial artisan businesses to show their activity to people passing by on the sidewalk, as well as for retail sales of products made on-site. Live-work frontage may include a decorative roll-down or sliding door, including glazing ,and an awning that overlaps the sidewalk.
All live-work facades shall include transparent windows and doors for at least twenty (20) percent of the building wall area located between three (3) and seven (7) feet above the elevation of the sidewalk.

1. Rounded and hooped awnings are not allowed.
2. Decorative accordion-style doors/ windows or other operable windows that allow the space to open to the street require Director approval.

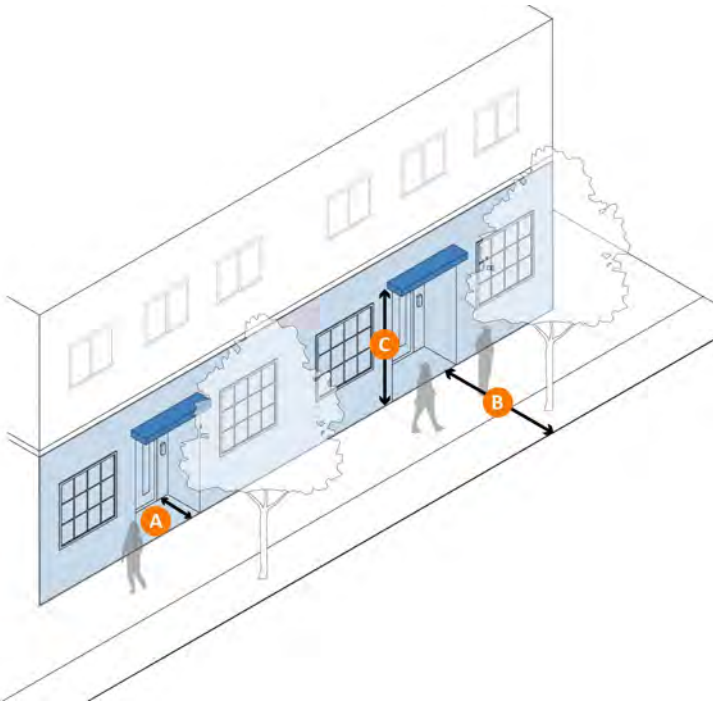


Figure 6.22: Live-Work

Table 6.8: Live-Work Dimensions	
A. Depth	5′ min
B. Setback	2′ min
E. Height	8′ min

6.8.3 LOBBIES AND ENTRIES

Lobbies and entries provide visual clues to building entrances and create landmarks for pedestrians. They offer a unique means to create visual interest and modulation in a building facade. Lobby entrances shall be carefully designed to create landmark visual reference points. Lobbies and entries may also be aligned with terminated vistas and corner features.

1. Exterior building lobbies shall incorporate at least two of the following aesthetic features:
    a. Design element such as a canopy, awning, or building identification sign; or
    b. Material, texture, and/or color variation; or
    c. A recess or projection; or
    d. Decorative paving materials to delineate the primary entrance pathway.

2. Building entrances for commercial uses shall be located on a public street or on a usable public open space that is visible and connected to a public street.

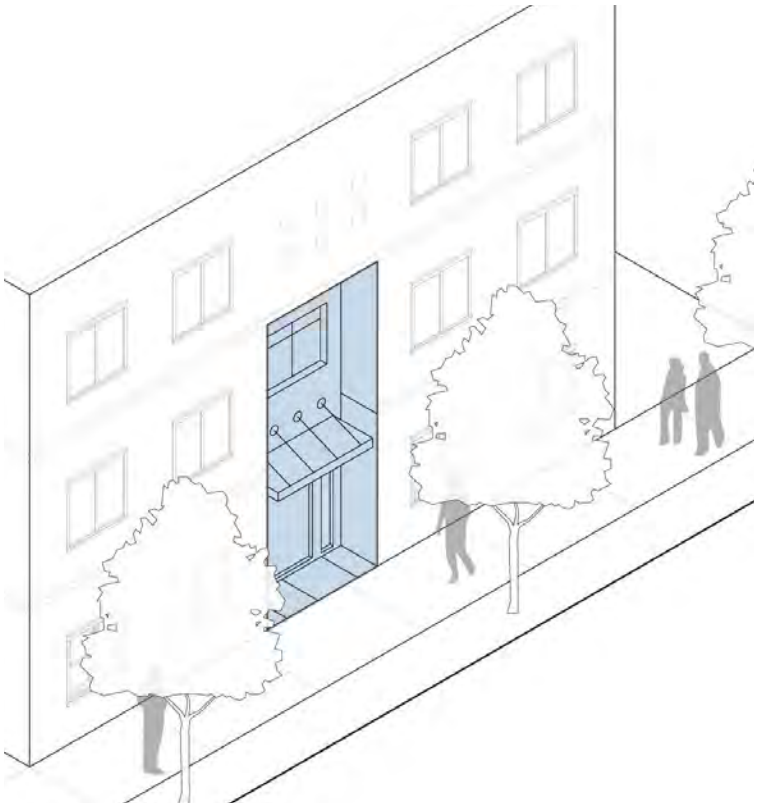


Figure 6.21: Lobbies and Entries

6.8.4 PATIO

This frontage type is only permitted for projects located along a street with six lanes or more of through traffic (not including parking or turn lane) and over 100 feet of right-of-way. This frontage type is primarily associated with multifamily projects and is recommended for providing a buffer between residential ground floor patios and high-traffic street conditions. Porches may encroach into setbacks.

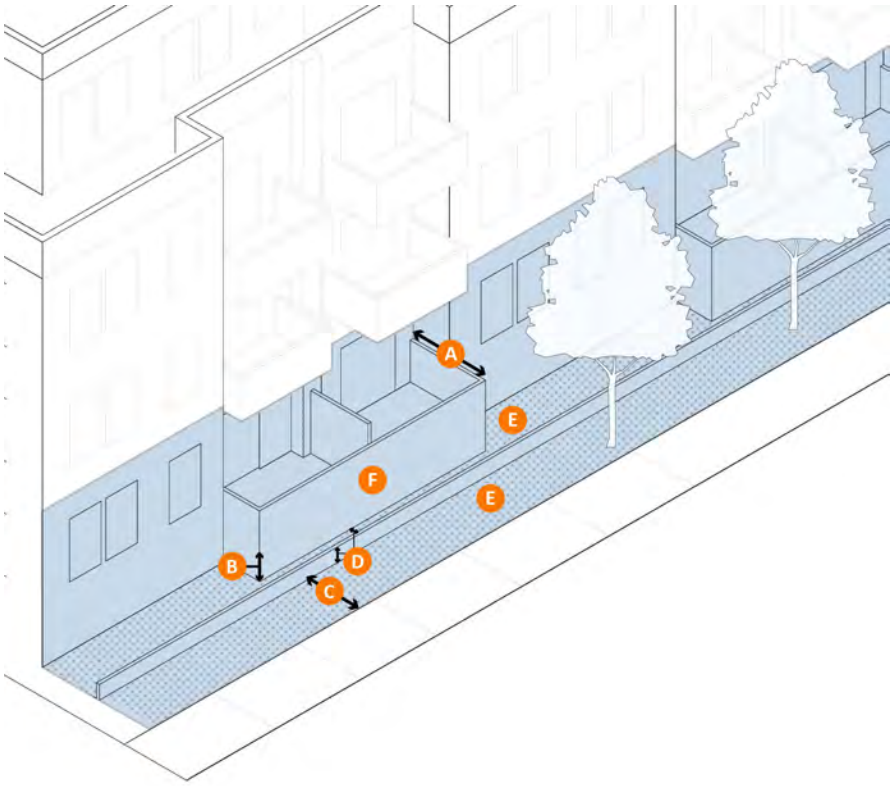


Figure 6.18: Patio

Table 6.5: Patio Dimensions	
A. Patio Projection from Building Facade	50% max.
B. Patio Finish Level Above Sidewalk	3’ min
C. Setback from Patio to Property Line	8’ min
D. Retaining Wall	18-26” height, 2 min, setback from patio
E. Landscaping	80% min.
F. Balcony Material	60% min, opaque material

6.8.5 SHOPFRONT

A shopfront is a frontage wherein the building façade and entrance are at sidewalk grade and close to the pedestrian zone. Shopfronts include large areas of transparent openings and doors and are commonly equipped with cantilevered roofs or awnings. Shopfronts typically provide access directly from sidewalks and are oriented to display ground-level commercial uses. This frontage type is typically used for commercial use. This frontage type can be used in conjunction with terrace, and/or forecourt to create a more engaging street. All stoop entries shall be covered or recessed.

1. All storefront facades shall include at least two of the following architectural features:
    a. Awning, canopy, or marquee above an entry no higher than twelve (12) feet above finished grade; or
    b. Crown molding; or
    c. Columns; or
    d. Cornices; or
    e. Transom windows; or
    f. Ornamental light fixtures

2. All storefront facades shall include transparent windows and doors for at least fifty (50) percent of the building wall area located between three (3) and seven (7) feet above the elevation of the sidewalk.

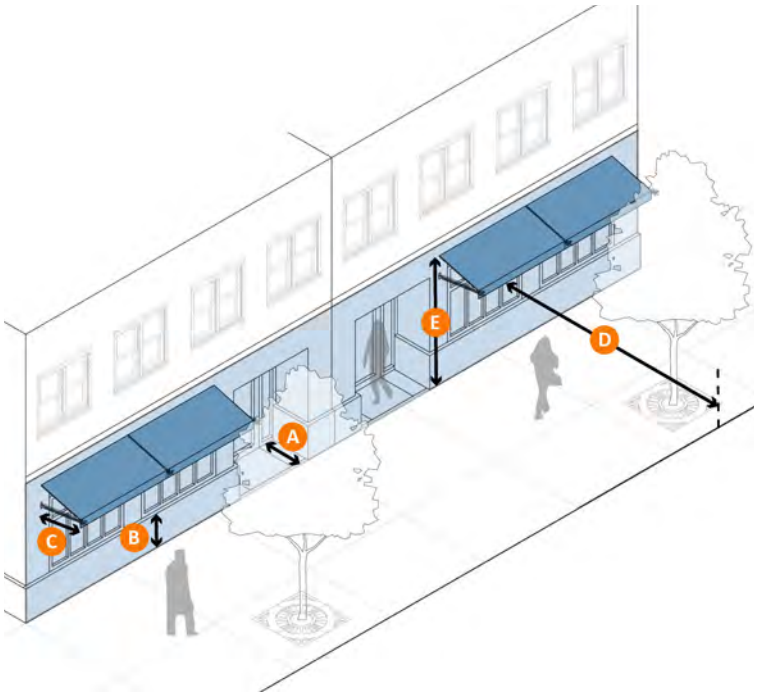


Figure 6.20: Shopfront

Table 6.7: Shopfront Dimensions	
A. Depth of Recessed Entries	5′ max
B. Storefront Base	2.5′ max
Awning Dimensions	
C. Depth	5′ min
D. Setback to Curb line	2′ min
E. Height	8′ min

6.8.6 STOOP

A stoop is a frontage wherein the building façade is separated from the street, paseo, or open space by an entrance to the elevated ground floor of the building. The entrance is usually an exterior stair and landing and may be covered. This frontage type is recommended for ground-floor residential uses to facilitate a transition and to provide separation between an active public street and a private residence.

All stoop entries shall be covered or recessed.

1. Stairs may be perpendicular or parallel to the building façade.
2. Walls and/or fences shall be compatible with the architectural style of the building in their design, materials, and finishes.
3. Stoop entrances, as defined in Figure 6.16 and Table 6.3, shall occur no less than thirty (30) feet of façade length, provided there is no change in the frontage type.

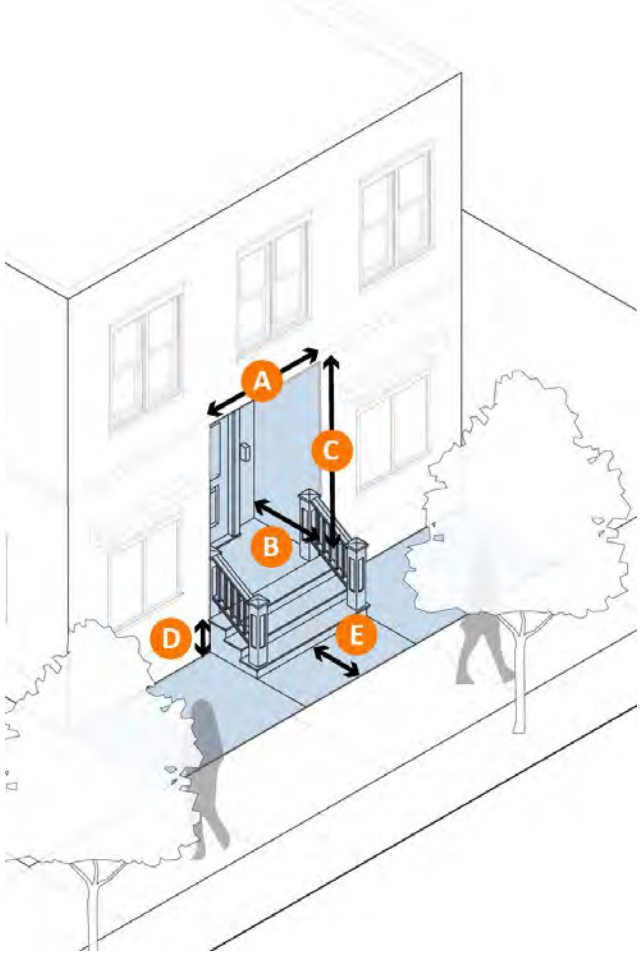


Figure 6.19: Stoop

Table 6.6: Stoop Dimensions	
A. Width	5′ min
B. Depth	4′ min
C. Height	8′ min
D. Finish Level Above Sidewalk	1′ min
E. Distance between Stoop and Sidewalk	3′ min

6.9 PARKING AND LOADING

6.9.1 PARKING REQUIREMENTS

1. Parking shall be provided at ratios defined by Table 6.9.
2. If an applicant deviates from the parking requirements found in Table 6.9, they may do so only by submitting a parking study demonstrating that the proposed amount of parking would satisfy the parking demand of the proposed uses. A shared parking agreement may be utilized to achieve compliance with this standard.
3. Parking dimensions shall comply with the standards in Municipal Code Title 9, Chapter 2, Article 11.
4. Tandem parking shall comply with the standards in Municipal Code Title 9, Chapter 2, Article 11.
5. Specific exceptions for parking in the Old Downtown Area shall apply consistent with Artesia Municipal Code, Title 9, Section 2.1103(b)(8)(D).

Table 6.9: Parking Requirements by Use Type

Use Type	Parking Requirement
Residential - 1 bedroom	1/Dwelling Unit
Residential - 2 bedrooms or more	2/Dwelling Unit
Residential - Guest	0.15/Dwelling Unit
Commercial and Office	1 /600 SF
Commercial on Pioneer	1/400 SF
Restaurant*	1/250 SF
Night clubs, bars, cocktail lounges**	1/60 SF
Hotel	0.75/room
Institutional	3/1,000 SF

Notes:
* Including Take-out Restaurants, not limited to, coffee, ice cream, yogurt, juice, beverage and doughnut shops, bakeries, deli, sandwich and specialty food shops
**Including areas in which live entertainment is provided, and similar uses, including areas in which any such use occurs in a restaurant

6.9.2 OFF-STREET LOADING SPACE REQUIREMENTS

1. One loading space is required in any parking lot with fifteen (15) or more spaces serving any nonresidential or mixed use.
2. Loading docks and service areas are prohibited on Pioneer Boulevard.

6.9.3 SURFACE PARKING

1. Parking shall be located to the rear or side of the primary building and away from the street or street intersections. There shall be no vehicular parking between primary building fronts and the public right-of-way.
2. Access drives shall be located at least two hundred (200) feet apart and at least one hundred (100) feet from property lines and street intersections unless an approved shared drive is provided, or the driveway location does not create a traffic hazard to adjacent property.
3. Maximum number of driveways:
    a. One driveway for lot frontage up to one hundred fifty (150) feet
    b. Two driveways for lot frontage one hundred fifty (150) feet to two hundred ninety-nine (299) feet
    c. One driveway for each additional three hundred (300) feet
4. Open parking areas shall be screened from view from adjacent properties and streets using fencing, walls, berms, and/or evergreen landscaping.
5. Parking lot landscaping shall be located to ensure pedestrians don't need to cross any landscaped areas to reach building entrances from parked cars.
6. Parking areas adjacent to public rights-of-way shall provide a minimum of four (4)-foot high landscaped screen across the entire parking frontage except for driveways.
7. Each parking space adjoining a wall, fence, column, or other obstruction higher than 0.5 feet shall be increased by two (2) feet on each obstructed side.

6.9.4 RESIDENTIAL GARAGES

1. Garage doors may occupy no more than forty (40) percent of a building's street frontage and shall be recessed a minimum of eighteen (18) inches from a street-facing wall plane.
2. Street-facing garage doors serving individual units that are attached to the structure must incorporate one or more of the following so that the garage doors are visually subservient and complementary to other building elements:
    a. Garage door windows or architectural detailing consistent with the main dwelling.
    b. Arbor or other similar projecting feature above the garage doors.
    c. Landscaping occupying fifty (50) percent or more of driveway area serving the garage (e.g., "ribbon" driveway with landscaping between two parallel strips of pavement for vehicle tires)
3. Minimum Dimensions.
    a. A single-car garage shall be at least ten (10) feet wide and twenty (20) feet long.
    b. A standard double-car garage shall be at least twenty (20) feet wide and twenty (20) feet long.
    c. Each garage space shall be equipped with an automatic door opener and a roll-up sectional or similar garage door which does not extend onto the apron. On multifamily dwellings, a security gate on a multi-space garage is permitted.
    d. For attached private garage, the design shall include room for waste/solid storage and a water heater unit.

6.9.5 PARKING STRUCTURES

1. Ground-level parking facing public sidewalks or public open space shall be screened by active retail, commercial, residential, and/or other habitable ground-floor uses, unless otherwise screened by landscape. No ground-level parking, except for the parking entry, shall be visible from any primary street frontage.
2. Except where ground-floor retail space is provided or when the parking is wrapped by a multifamily, commercial, or mixed-use structure, a minimum five (5) foot landscaped setback shall be provided on all exposed sides of the parking structure.
3. The parking structure must provide design details to reduce a monolithic appearance for all facades facing public right of ways. This must include, at minimum, two of the following methods:
    a. Facades incorporating alternating covered and uncovered walls, with at least thrity (30) feet of covered façade per sixty (60) feet of open façade.
    b. Vertical landscaping treatments that cover at least fifty (50) percent of the covered façade's surface.
    c. Covered elevator shafts which project at least five (5) feet from the edge of the ground level of the parking structure.
    d. Covered stairwells which project at least five (5) feet from the edge of the parking structure.
    e. Including ground-floor active uses comprising at least fifty (50) percent of the façade length facing pedestrian thoroughfares, such as sidewalks or paseos.
    f. When ground-floor active uses are provided, setting back the primary mass of the parking structure at least ten (10) feet from the ground-floor façade.
4. Ramps within the structure must be screened by spandrels or architectural treatments that create a level appearance as presented on facades facing public right of ways.
5. Parked vehicles at each level within the structure shall be shielded from view from adjoining streets.

6. Vehicular and pedestrian entrances must be distinctly marked with signage and differentiated by color and/or material treatments that:
    a. Contrast with the primary façade of the parking structure,
    b. Utilize the architectural elements of the adjacent buildings served by the parking structure, and
    c. Project at least one (1) foot from the primary façade.

7. Parking Structure Entries. Parking structure entries provide necessary access to parking for developments. However, garage entries can create conflicts with pedestrians while being aesthetically incompatible with the streetscape and building design. Integrating the location and design of driveways into the overall building design plays an important role in minimizing disruption of the public realm and building character. Parking structure entries should support the overall building design while not detracting from the sidewalk experience.
    a. Where alleys are adequate, per Public Works standards and approval regarding width and capacity, new developments shall locate all parking garage entries on the alley.
    b. Where parking garage entries are located on the street, all entries shall conform to the following:
        i. For sites that are one hundred (100) feet wide or greater, driveways shall be less than twenty-five (25) percent of the street frontage. For sites that are less than one hundred (100) feet wide, driveways shall be less than twenty (25) feet.
        ii. When multiple driveways are provided on a street frontage, they must be at least fifty (50) feet apart, measured between the internal edges of the driveways.
        iii. Garage entrances shall be recessed at least two (2) feet from the street facing the property line.
    c. Parking structure entrance signs shall conform with Municipal Code, Chapter 2, Article 12,, and shall be visible from any primary street frontage and feature architectural details, such as an arch and canopy to emphasize the facility entry and attract patrons.

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7. MOBILITY

7.1 INTRODUCTION

The positive impacts of multimodal transportation include equity, environmental, and economic benefits. By providing a variety of viable transportation options, such as public transit or active transportation, people can opt for low-to-no-cost and sustainable modes without substantial sacrifices in time, comfort, or efficiency. With more affordable and accessible transportation options available, people may be more likely to secure employment, run errands, or enjoy leisure activities in an area that was previously difficult to travel to.

As Downtown Artesia grows and evolves through the implementation of the ADSP, it will attract more residents, employees, and visitors to the area. With more people anticipated to frequent Downtown Artesia, it is essential to provide convenient, enjoyable, and environmentally friendly ways to get around for people visiting, working, or living in the Downtown. The new Southeast Gateway Line (SGL) light-rail station planned for Downtown Artesia presents an exciting opportunity to capitalize on a new regional connection and create a well-integrated multimodal system. Where applicable, relevant components of the Artesia Active Transportation Plan (ATP), adopted by the City of Artesia in 2022, the Southeast Gateway Line First/Last Mile Plan (SGL FLM Plan), released by Metro in 2024, and the First/Last Mile Strategic Plan (FLM Strategic Plan), released by Metro in 2014, were incorporated into this chapter to facilitate consistency with previous planning efforts and advance safe multimodal travel through Downtown Artesia.

Artesia aims to implement the key characteristics of transit-supportive communities, as determined by Metro, including increasing ridership and strengthening communities around transit. This can be done through building on the existing mobility network to enhance the Downtown urban fabric for pedestrians, cyclists, and transit users. These enhancements to Downtown Artesia encourage physical activity, increase retail exposure, and reduce the number of cars, all of which contribute to a walkable commercial core. The ADSP includes guidelines to increase connectivity to and from the SGL Pioneer Station and reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions through the introduction of low-cost, clean transportation options. Through the implementation of mobility standards and guidelines, Downtown Artesia can transform into a transit-oriented community in preparation for the Southeast Gateway Line extension.

7.2 FUTURE MOBILITY NETWORK

The mobility network of Downtown Artesia should evolve to further enhance streetscapes and connectivity and to foster multimodal accessibility and safety to improve mobility options for people visiting, working, or living in Downtown. The ADSP is centered around the development of a transit-oriented community, enhancing first/last mile and complete street elements that dedicate space and amenities for people walking, bicycling, and accessing transit. The future mobility network aims to complete the gaps in the bicycle network, enhance the pedestrian network, boost transportation options by adding micro-mobility, and adjust the parking network to manage the curb space for continuously changing needs and to construct parking structures at the edges of Downtown.

The ADSP encourages policy action from the Circulation Element such as the following:

- Continue to implement the provisions of the Transportation Demand Management Ordinance.
- Encourage alternate modes of transportation, including but not limited to light rail, vanpooling, carpooling, pedestrian walkways, and bicycling.
- Coordinate with neighboring jurisdictions to create an integrated system of bike routes through such improvements as signage, additional bicycle lanes and paths, and additional bicycle racks.
- Coordinate efforts to increase pedestrian activity through improvements that make walking more safe, convenient, and enjoyable, including sidewalks, accessibility ramps, benches, traffic-calming measures, landscaping, and convenient and safe transit stops.
- Promote a balance of residential, commercial, institutional, and recreational uses with adjacencies that reduce VMT.
- Prioritize transit-oriented development within the city in accordance with SB375 and other planning initiatives from the State and Federal governments.

7.3 MOBILITY PATHWAY NETWORK

Metro proposed a "pathway network" within Downtown Artesia. Pathway networks are a hierarchy of routes radiating from the transit station based on the existing street network, key destinations, bus routes, the existing and planned bike network, pedestrian/bike access volumes, and surrounding land use. The network is structured into main branches (primary pathways) and feeder routes (secondary pathways). Primary pathways are main routes, or direct connections to Metro stations that support maximized throughput and efficiency of all users. In Downtown Artesia, the primary pathways are Pioneer Boulevard, 187th Street, and the SGL right-of-way. Secondary pathways avoid high-speed or highly traveled routes and feed into the primary pathways. The secondary pathways in Downtown Artesia are South Street and 183rd Street. Clarkdale Avenue is also a secondary pathway located one block east of the specific plan boundary. Signal and crossing improvements, wayfinding, and micro-mobility integration are important considerations in the design of pathway networks. Figure 7.1 illustrates the pathway network from Pioneer Station, recommended mobility hub locations, and traffic-calming corridors.

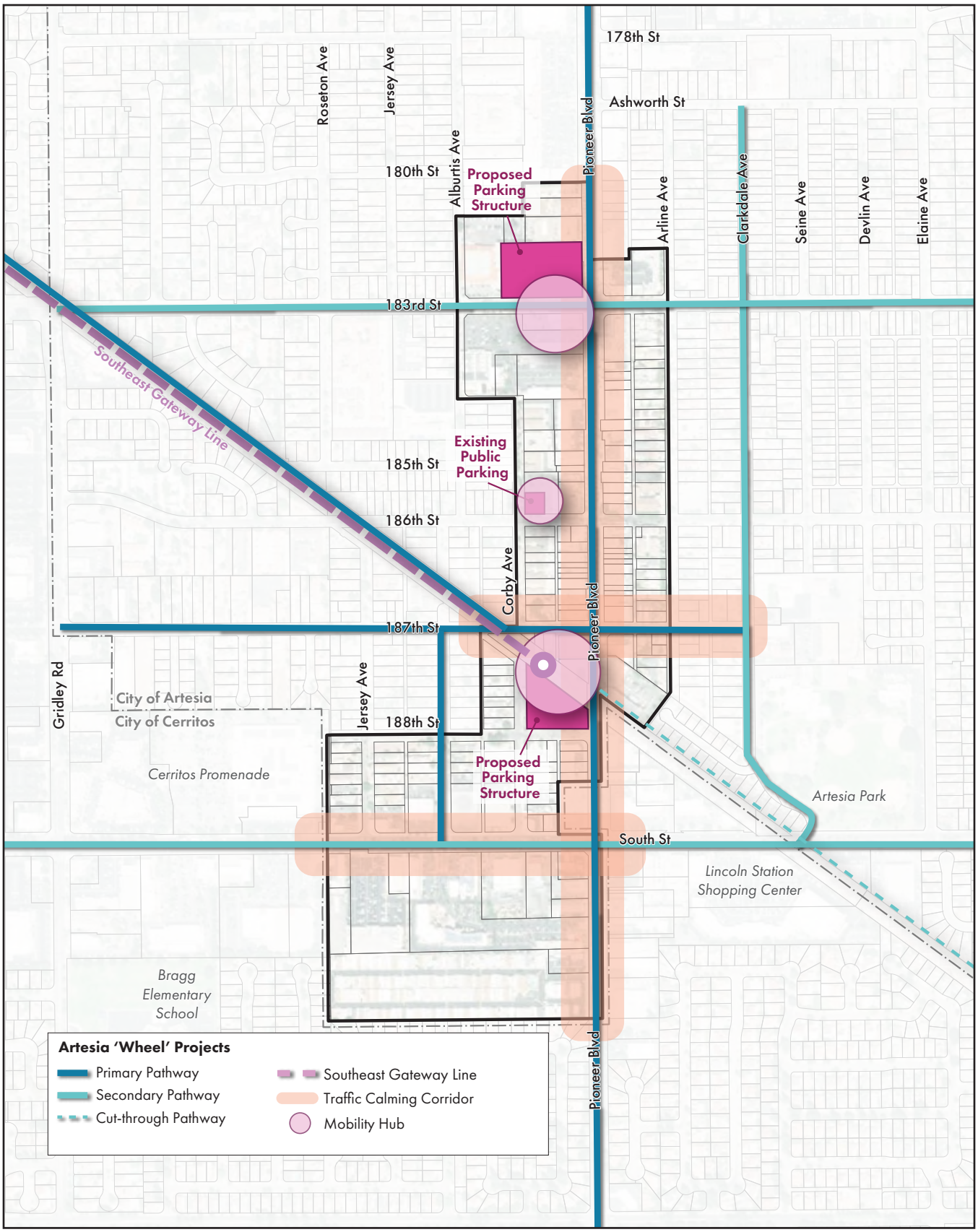

Figure 7.1: Downtown Artesia Pathway Network

7.3.1 FUTURE BICYCLE NETWORK

The proposed bicycle network includes a mix of Class I multi-use paths, Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. Park Avenue extends the existing multi-use path from its current edge at Corby Avenue eastward along the City boundary. Class III bicycle routes are planned along Pioneer Boulevard from Park Avenue north to 184th Street, on 187th Street, and on Alburtis Avenue. Class IV separated bikeways are planned on South Street and on Pioneer Boulevard through the entirety of Downtown Artesia, except for a Class III bicycle route segment along a narrow section from 184th Street to Park Avenue. There is a proposed advisory bike lane running east to west along 186th Street. Figure 7.2 displays the proposed bicycle network for Downtown Artesia. The following highlight general improvements when implementing future bicycle facilities.

- Green conflict striping is recommended at all Downtown intersections and across bus stop areas where a bicycle facility exists. (ATP, adopted 2022).
- Installing bicycle lane buffers by reducing travel lane widths. (SGL FLM Plan, released 2024; ATP, adopted 2022)
- Class III bicycle routes shall have both sharrow markings and signage.
- All bicycle facilities shall have wayfinding signage at key points.
- Install bicycle and scooter parking on streets with SGL FLM Plan prioritized wheel projects, such as along Pioneer Boulevard, 183rd Street, 187th Street, Alburtis Avenue. (SGL FLM Plan, released 2024).
- Pursue Signal Timing Optimization for bicycles on streets with SGL FLM Plan prioritized wheel projects, such as along Pioneer Boulevard, 183rd Street, 187th Street, and Alburtis Avenue. (SGL FLM Plan, released 2024).
- Implement an advisory bicycle lane on 186th Street and the proposed Class III bicycle routes on 187th Street and Alburtis Avenue to facilitate "Bike Friendly Streets" as identified in the SGL FLM Plan. The advisory bike lane should include speed humps, stop signs, and signage. (ATP, adopted 2022; SGL FLM Plan, released 2024).

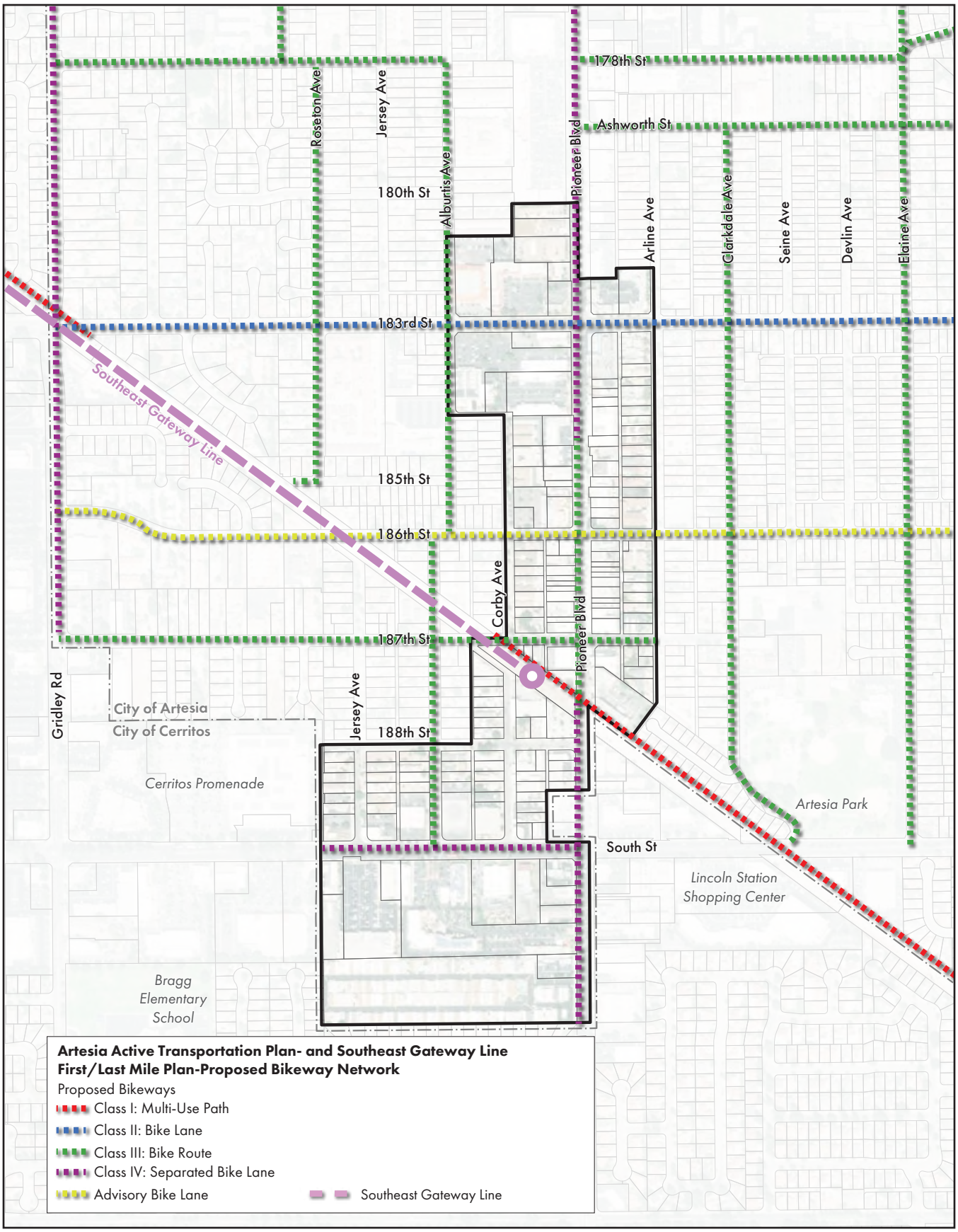

Figure 7.2: Proposed Bicycle Network

7.3.2 FUTURE PEDESTRIAN NETWORK

The proposed pedestrian network accounts for improved connections for people walking and rolling via sidewalks, paseos, and safe crossings. Elements of a complete pedestrian network consistent with the ATP shall include continuous sidewalks, enhanced street lighting, safe crossings, urban greening, and adequate wayfinding signage. While Artesia has a complete sidewalk network with curb ramps, most are not ADA compliant due to missing the detectable warning surfaces. In addition, crossings should have marked crosswalks where warranted. Where crosswalks exist, high-visibility crosswalks are recommended for enhanced visibility. The following highlight general improvements when implementing future pedestrian amenities.

- Each intersection on primary arterials and collector roads should have high-visibility crosswalks, curb ramps, and ADA-detectable warning surfaces.
- When the intersection of Pioneer Boulevard and 183rd Street is to be redeveloped, explore a raised intersection with decorative crosswalks. (ATP, adopted 2022).
- Curb extensions are proposed on all legs of 183rd Street and 186th Street in Downtown. (ATP, adopted 2022).
- Collaborate with business owners and artists to create placemaking opportunities such as parklets, murals, asphalt art, street furniture, and activations.
- Coordinate leading pedestrian intervals (LPIs) and LED pedestrian countdown indicators and Accessible Pedestrian Signals (APS) push buttons with voice message at all traffic signals along Pioneer Boulevard, South Street, and 183rd Street. (SGL FLM Plan, released 2024).
- Add dual-access curb ramps along Pioneer Boulevard at 183rd Street and South Street, and upgrade to uni-directional curb access at Fire Station 30. (SGL FLM Plan, released 2024).
- Add pedestrian and bicyclist lighting along Pioneer Boulevard from 188th Street to the south City Limit. (SGL FLM Plan, released 2024).
- Repair sidewalk holes and major cracks or install new sidewalk along the east side of Pioneer Boulevard from 180th Street to the south City Limit, at Alburtis Avenue and 188th Street, on the north side of South Street from Alburtis Avenue to Pioneer Boulevard, and on 183rd Street from Alburtis Avenue to Arline Avenue. (SGL FLM Plan, released 2024).
- Install high-visibility crosswalks on Pioneer Boulevard at 183rd Street, the 186th Street scramble, 187th Street, 188th Street, and South Street; on 187th Street at Corby Avenue; on South Street at Park Place Center and Alburtis Avenue; and on 183rd Street at Alburtis Avenue. (SGL FLM Plan, released 2024).
- Infill shade trees approximately 30’ on center along the entire Pioneer Boulevard corridor through Downtown Artesia, along 18th Street from Corby Avenue to Arline Avenue, along Alburtis Avenue from 188th Street to South Street, along South Street from Park Place Center to Pioneer Boulevard, and along 183rd Street from Alburtis Avenue to Arline Avenue. (SGL FLM Plan, released 2024).

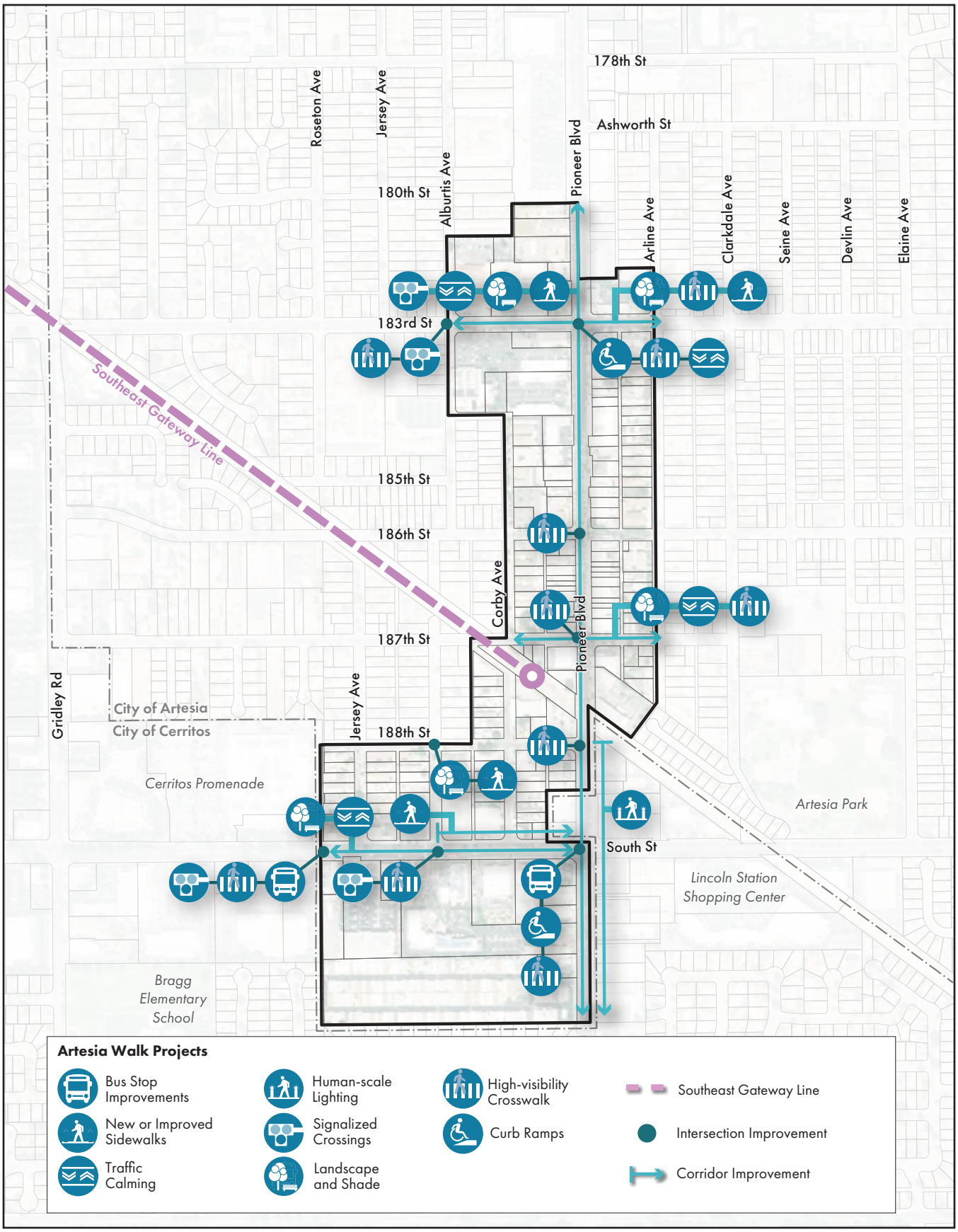

Figure 7.3: Downtown Artesia Walk Projects

7.3.3 TRANSIT-ORIENTED FUTURE

Through implementing the guidelines of the ADSP and developing the Metro extension for the Southeast Gateway Line, Downtown Artesia can build upon and prepare for an enhanced transit-oriented future through land use, zoning, and development standards. First/last-mile infrastructure and programs should be implemented to support the existing and future transit network Downtown. This is especially important within a half mile of the future Metro station on Pioneer Boulevard.

- The City should coordinate with Metro to recommend shifting the #62 bus stop from southbound Pioneer Boulevard to westbound 183rd Street. (ATP, adopted 2022).
- Ensure all Downtown transit stops have a bus shelter with seating, shade, lighting, and trash receptacles.
- Install real-time bus information LED displays at all Downtown transit stops along primary arterials.
- Support transit expansion and supporting programming for Rapid Bus, Busways, and Light Rail, especially near new developments and to existing key destinations. (ATP, adopted 2022).
- Increase bicycle, pedestrian, and micro-mobility amenities at and near transit stops to encourage first/last-mile connections.
- Install bus shelter and upgrade other bus stop amenities at the southbound stop at Pioneer Boulevard and South Street and the eastbound and westbound stops on South Street at Jersey Avenue and Pioneer Boulevard. (SGL FLM Plan, released 2024).
- Add wayfinding signage at Pioneer Boulevard from 180th Street to the south city limit. (SGL FLM Plan, released 2024).
- Explore the opportunity to enhance the alleyway from South Street to Pioneer Station between Alburtis Avenue and Corby Avenue as a cut-through path with lighting and placemaking improvements such as public art, street furniture, and urban greening. (SGL FLM Plan, released 2024).

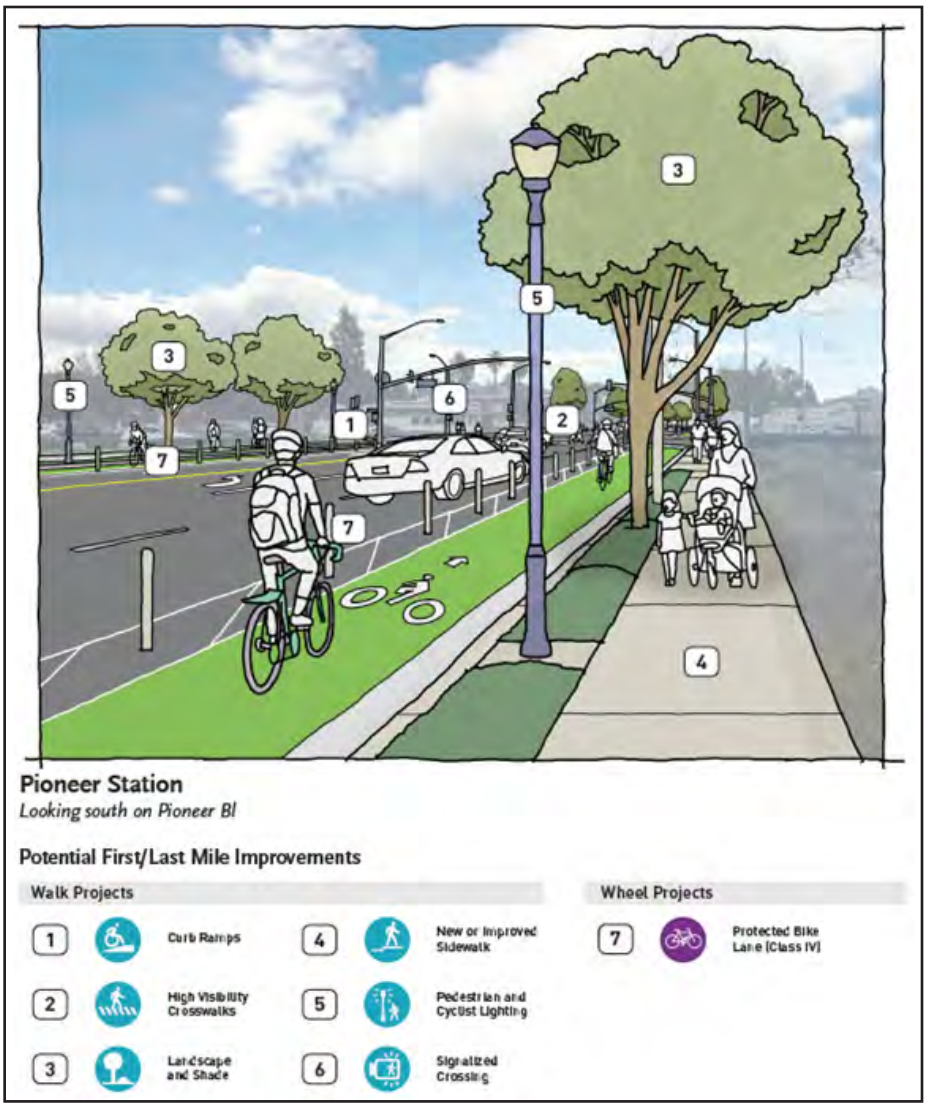

Figure 7.4: Pioneer Station First and Last Mile Improvements (SGL FLM Plan, released 2024, page 106)

7.3.4 FUTURE RAIL NETWORK

There is a draft proposal for the Southeast Gateway Line Metro station at Pioneer Boulevard between 187th and 188th Streets to connect Downtown Artesia to Downtown Los Angeles and increasing access to higher paying jobs, widespread healthcare and educational opportunities, and connections to key destinations like the Los Angeles International Airport (LAX). The incoming rail line also gives Downtown Artesia an opportunity to become a transit-oriented destination and enhance the existing mobility and land use network by providing first/last-mile connectivity.

Figure 7.5 samples a typical Metro extended station area typology. Figure 7.6 illustrates the multimodal future conditions of the Pioneer Station area. The rendering portrays complete streets with urban greening, pedestrian-scale lighting, bicycle facilities, and enhanced pedestrian crossings while maintaining existing vehicle lanes. Figure 7.7 demonstrates a future cross-section along Pioneer Boulevard to sample the opportunity of improved connectivity for people walking, bicycling, and accessing transit.

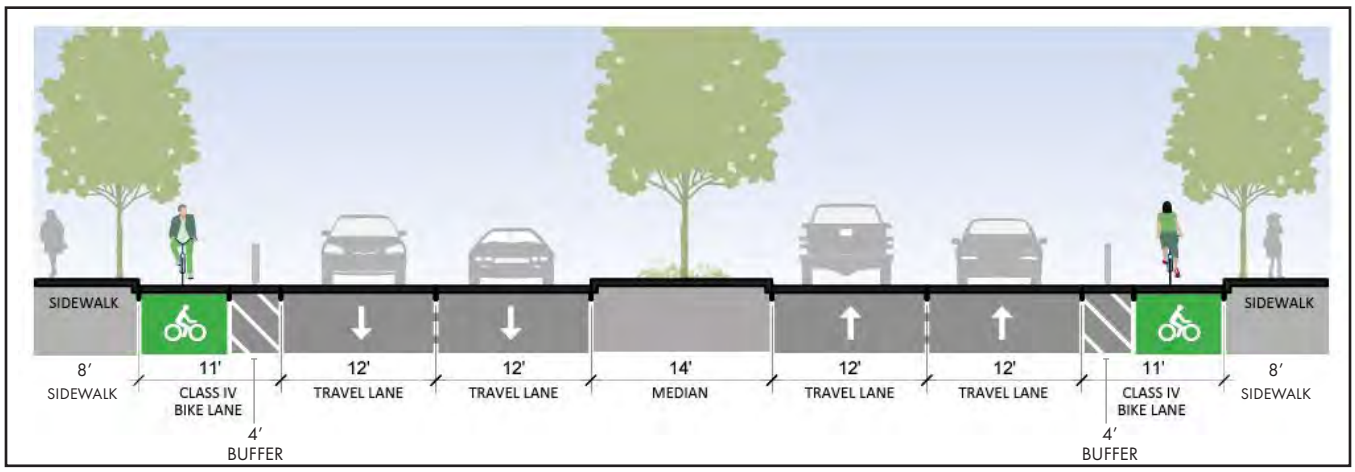

Figure 7.5: Pioneer Blvd. Cross Section from 166th St to 500' south of 183rd St., Illustrative Class IV Bike Lanes
Source: SGL FLM Plan, released 2024, page 250.

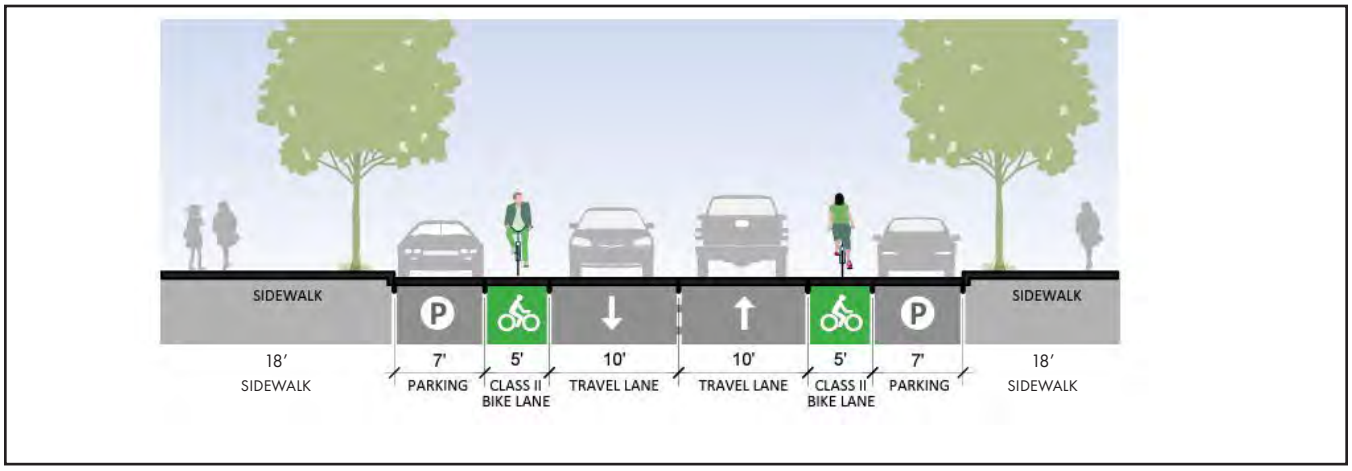

Figure 7.6: Pioneer Blvd. Cross-Section from SGL ROW to 500' south of 183rd St., Illustrative Class II Bike Lanes
Street Source: SGL FLM Plan, released 2024, page 251.

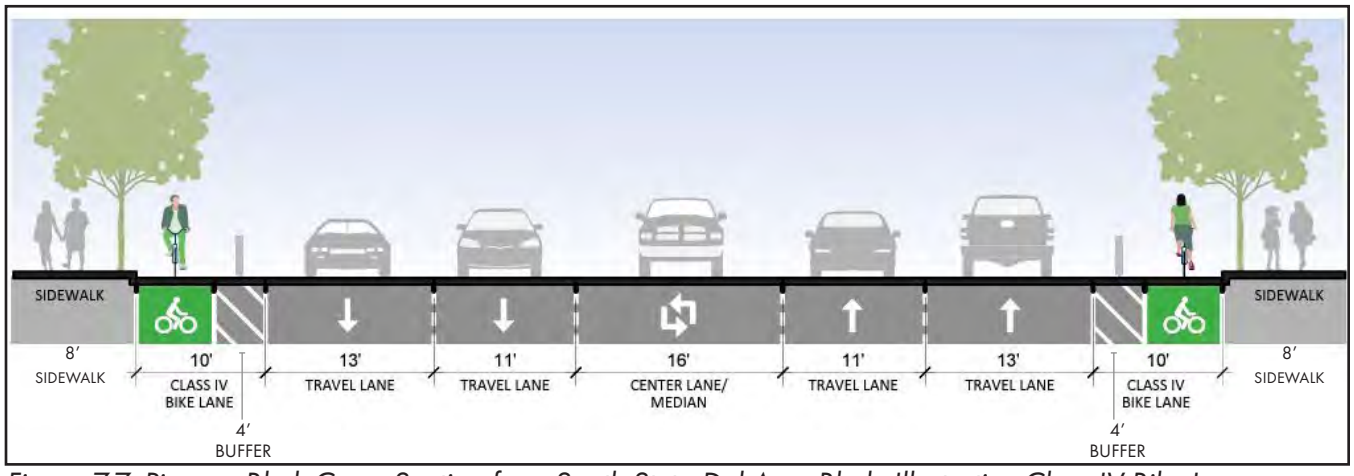

Figure 7.7: Pioneer Blvd. Cross-Section from South St. to Del Amo Blvd., Illustrative Class IV Bike Lanes
Source: SGL FLM Plan, released 2024, page 252.

Note: Sidewalk measurements were added to the figures above and are assumptions based on existing sidewalk widths.

7.3.5 FUTURE MOBILITY HUBS

Mobility hubs are places of connectivity where people can make seamless connections between various travel options. They allow for a combination of transportation options to gather in one space to encourage people to use a non-motorized form of travel to access Downtown destinations. Multimodal elements can include bikeshare, scootershare, a bus stop, wayfinding, ridesharing pickup/drop-off zones, pedestrian amenities such as curb extensions, street furniture, and lighting, and are typically located along a bicycle facility and a transit stop.

Mobility hubs provide first/last-mile connectivity and are strategically located near public parking or transit. This allows people to choose an alternate mode of travel at these multimodal nodes. They can be paired with a Green Zone, which is an approximately 100-foot zone within the parking lane, parking area, or outside travel lane adjacent to a Metro station and is marked with paint and signage. Green Zones promote clean transportation uses such as bus stops, pick-up/drop-off for shared rides, electric vehicle parking, and car shares.

In alignment with the Concept Vision (Section 4.5), two parking structures will be developed adjacent to the Pioneer Transit Station to encourage first/last-mile connections. One parking structure in Downtown North will be operated by the City in a public-private partnership, and a Metro parking structure is planned within the South Street Mixed District. The following highlight general improvements and guidelines when introducing mobility hubs (see also Figures 7.8 and 7.9).

- Bikeshares, electric scooters, or carshares should be located

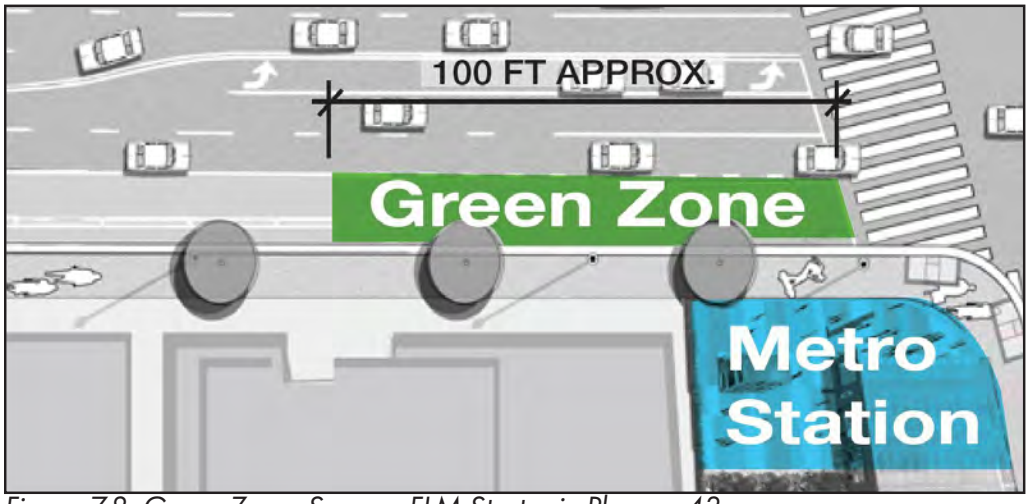

Figure 7.8: Green Zone; Source: FLM Strategic Plan, p. 43

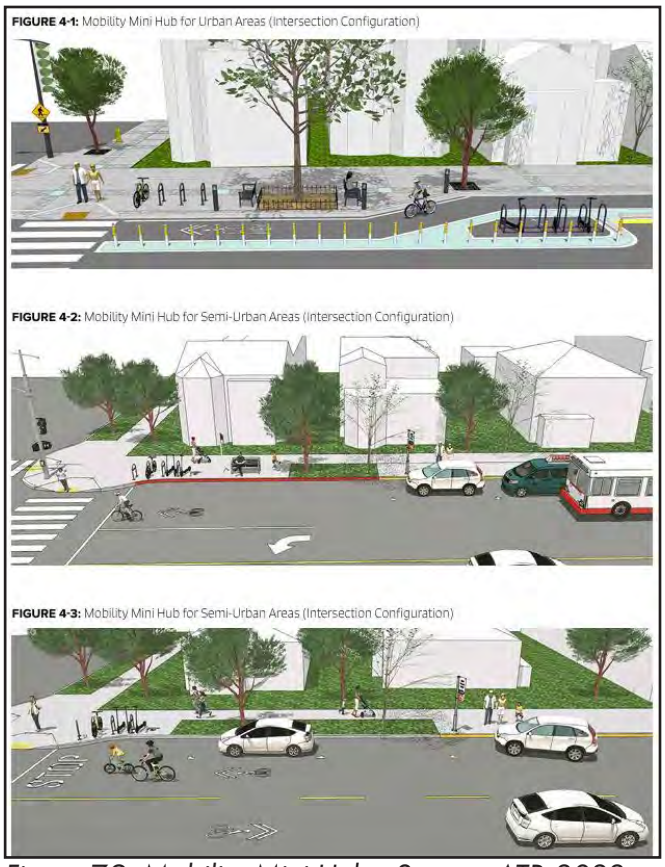

Figure 7.9: Mobility Mini Hubs; Source: ATP, 2022

at or near future parking structures and the existing public parking lot at 186th Street and Corby Avenue.

- Implement pedestrian amenities at mobility hubs to facilitate safe crossings and promote a walkable Downtown, such as human-scale lighting, high-visibility crosswalks, curb ramps, and shade. (ATP, adopted 2022; SGL FLM Plan, released 2024)
- Introduce a Green Zone adjacent to Pioneer Station to accommodate clean transportation options (FLM Strategic Plan, released 2014).
- Adopt a Neighborhood Electric Vehicle (NEV) program and locate charging stations in Green Zones or mobility hubs (FLM Strategic Plan, released 2014).
- Wayfinding signage should be located at or near parking structures, as well as throughout Downtown, to guide visitors to key destinations.
- Explore alternative uses for on-street parking after the completion of each parking structure through the development of a curb space management plan for ridesharing services, loading zones, micro-mobility, or activations.
- Update Public Parking Program. (ATP, adopted 2022)
- New mixed-use developments should be encouraged to enter into shared parking agreements with complementary uses (office and retail, residential and office, etc.) to maximize developable areas and avoid constructing more parking than necessary to serve the development.

7.4 MOBILITY STANDARDS

7.4.1 BICYCLE FACILITY STANDARDS

Class I Multi-use Paths

Multi-use paths are two-way facilities physically separated from motor vehicle routes and grant exclusive right-of-way to non-motorized users, like pedestrians and bicyclists.

- Heavily used paths should be 14′ minimum and moderately used paths should be no less than 10′ minimum.
- Required 8′ minimum paved width and 2′ clear zone on each side which can be decomposed granite.
- Incorporate signage for wayfinding and intersection approaches.
- Traffic crossings should be paired with a Pedestrian Hybrid Beacon, bicycle signal or in-ground bicycle detection, where warranted.
- Add green conflict striping at all driveways and intersections.

Class II Bicycle Lanes

Class II bicycle lanes are one-way facilities that dedicate right-of-way to bicyclists within the same direction of roadway adjacent to motor vehicles. These facilities include buffer space whenever possible to reduce the risk of collision between bicyclists and motor vehicles.

- Ideal Class II width is 6′ with a minimum width of 5′
- If space is allowed, install a 2-3′ buffer.
- If the bicycle lane is outside of a parking lane, there shall be a 2-3′ buffer adjacent to prevent dooring collisions, or an 18″ minimum.
- If the width is 9′ or greater, consider upgrading the bicycle facility to a Class IV separated bikeway.
- Add green conflict striping at all driveways and intersections.

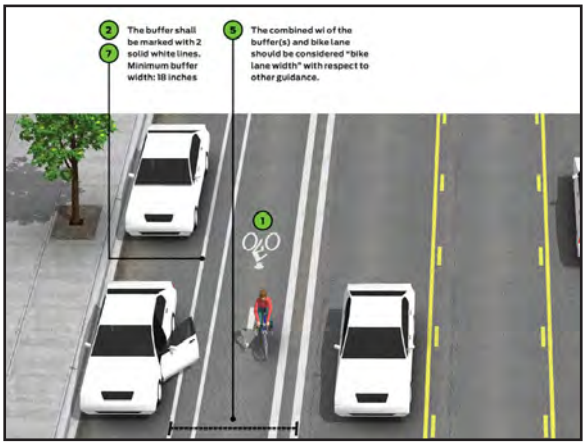

Figure 7.10: Buffered Bicycle Lane

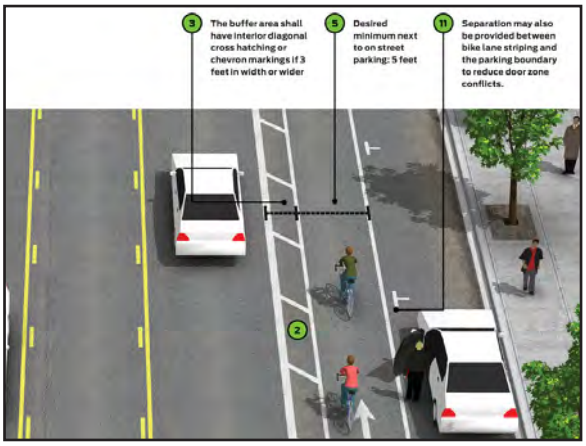

Figure 7.11: Buffered Bicycle Lane

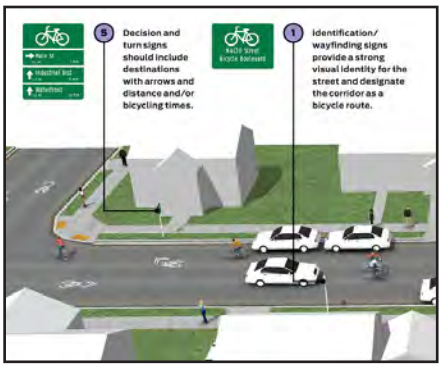

Figure 7.12: Class III Bicycle Route

Class III Bicycle Routes

Class III bicycle routes are one-way shared facilities typically on low speed and low volume roadways where bicyclists and motorists are expected to share the road. These roadways typically include signage and share the road pavement markings or sharrows.

- Sharrow markings shall be 112" by 40" and spaced roughly every 250'.
- The City should explore removing center line striping to encourage drivers to move over more when passing bicyclists, except near the intersection.
- Signage should be placed near intersections reading "BICYCLES MAY USE FULL LANE."

Class IV Separated Bikeways

Class IV separated bikeways can be either one-way or two-way on-street bike facilities that include horizontal and vertical buffer separation from vehicles for increased bicyclist safety.

- The minimum desired width of a one-way separated bikeway is 7' with a minimum of 5' bicycle lane and an additional 3' desired buffer, or 2' minimum.
- The minimum desired width of a two-way separated bikeway is 12' with a minimum of 8' for bicycle lanes and an additional 3' desired buffer, or 2' minimum.
- Add green conflict striping at all driveways and intersections.
- Vertical separation may entail planters, bollards, curbs or a combination of these.

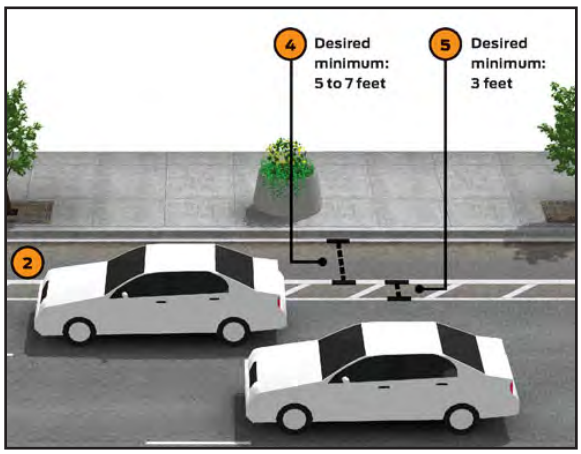

Figure 7.13: One-way Class IV Separated Bikeway

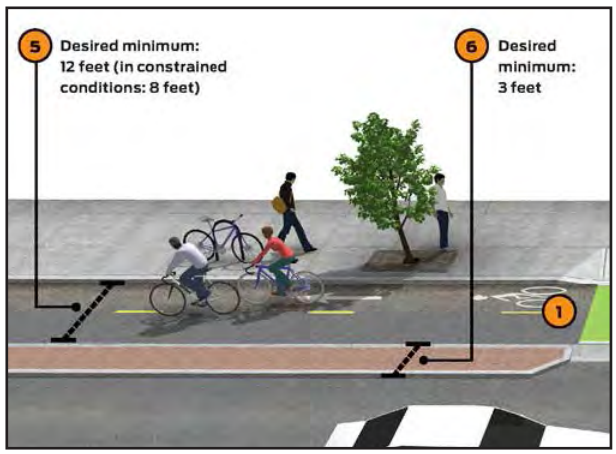

Figure 7.14: Two-way Class IV Separated Bikeway

Class IV Separated Bikeways

Class IV separated bikeways can be either one-way or two-way on-street bike facilities that include horizontal and vertical buffer separation from vehicles for increased bicyclist safety.

- The minimum desired width of a one-way separated bikeway is 7′ with a minimum of 5′ bicycle lane and an additional 3′ desired buffer, or 2′ minimum.
- The minimum desired width of a two-way separated bikeway is 12′ with a minimum of 8′ for bicycle lanes and an additional 3′ desired buffer, or 2′ minimum.
- Add green conflict striping at all driveways and intersections.
- Vertical separation may entail planters, bollards, curbs or a combination of these.

Advisory Bike Lanes

Advisory bike lanes (ABLs), also known as edge lane roads, prioritize space for bicyclists on low to moderate volumes of two-lane roads. It maintains any existing parking and adjusts two-way vehicle traffic to operate within a single lane, typically wider than the minimums. When two-way vehicle traffic approaches, drivers must encroach into the bicycle lane, yielding to bicyclists to pass one another.

- The MUTCD recommends ABLs are best applied on streets with 6,000 ADT or less and a speed limit of 35 mph or less. Bike signals are used at signalized intersections to indicate an additional phase for bicyclists to navigate through the intersection without conflicting with vehicular movements.

Figure 7.16: Types of Physical Separation

Figure 7.15: Advisory Bike Lanes

7.4.2 BICYCLE SIGNALS

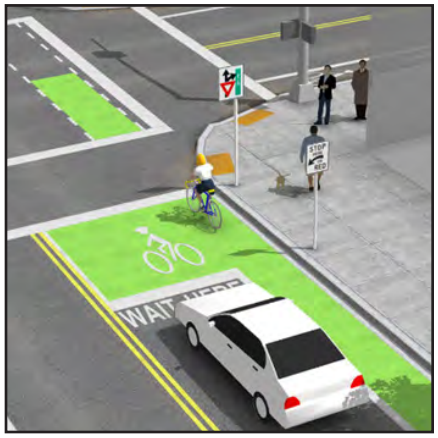

Figure 7.17: Bike Signal

Bicycle signal heads are typically smaller than vehicular signal heads, and contain the same red, yellow and green indicators with bicycle shaped plates in front of the lenses.

- Bicycle detection should be installed with bike signals.
- Bicycle signals should be used in tandem with lead pedestrian intervals to give priority crossing time ahead of vehicles.

Bike Boxes

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists a safe and visible way to wait ahead of queuing traffic during the red signal phase. This positioning helps encourage bicyclists traveling through the intersection not to wait against the curb for the signal change.

Figure 7.18: Bike Boxes

- Bike boxes should be the width of the travel lane they lead and can be combined with the width of the bicycle lane.
- They should be ideally 16' deep, minimum of 10'.
- There should be a stop line to indicate where drivers should stop at a red signal.
- They should be painted green for high visibility.

Conflict Striping

Conflict striping, also commonly referred to as "crossbikes," is a green painted bicycle lane that is dashed and only occurs at intersections, driveways, or wherever drivers may be crossing the path of a bicyclist. They warn drivers that they are crossing the intended path of bicyclists and to be extra cautious.

Figure 7.19: Conflict Striping

7.4.3 PROTECTED INTERSECTION

A protected intersection is a specific intersection treatment that limits the conflict zone by separating motor vehicles, pedestrians, and bicyclists. They are commonly found on streets with buffered or separated bike facilities and use a curb refuge island to reduce the turning radius for vehicles while adding a protected zone for both bicycles and pedestrians.

- The bicycle queue area should be at a minimum of 6.5′ depth, with an ideal depth of 10′.
- The setback from the bicycle lane to the far end of the corner island should be a minimum of 10′ with an ideal width of 20′.
- The corner island should have vertical protection and a truck apron may be desirable.
- There should be a "Turning Vehicles Yield to Bikes and Pedestrians" sign.

Figure 7.20: Protected Intersection

Leading Pedestrian Intervals

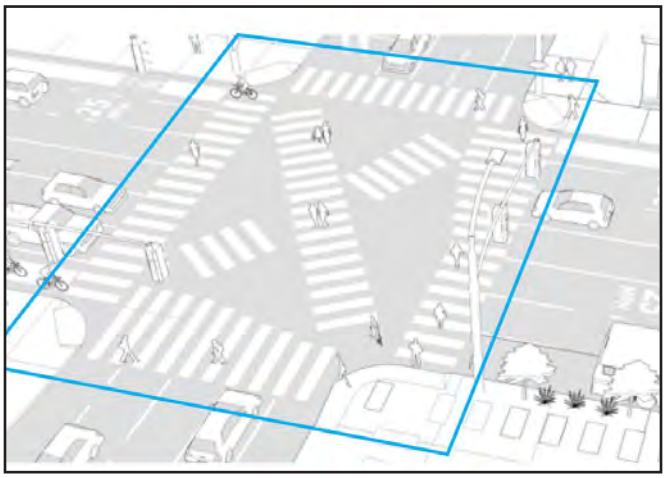

Figure 7.21: Pedestrian Scramble; Source: FML Strategic Plan, p. 33

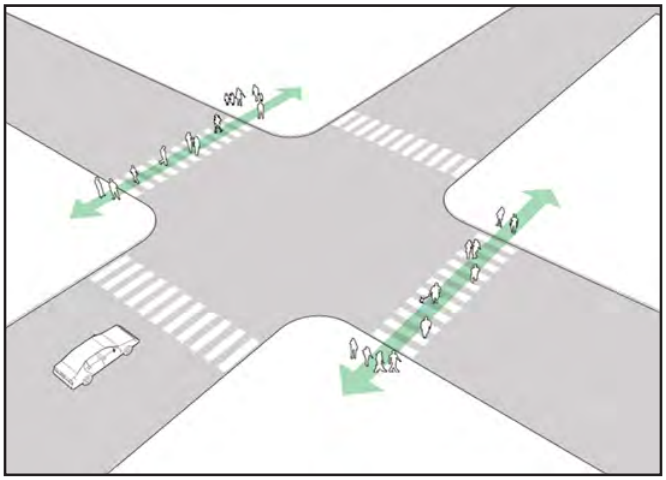

Figure 7.22: Leading Pedestrian Interval

A Leading Pedestrian Interval (LPI) is a treatment used to give pedestrians priority to vehicular traffic with a head start ahead of vehicles. The additional time increases pedestrian visibility by allowing pedestrians to establish their position in the crosswalk ahead of vehicle traffic.

- Pedestrian-only signal phase should be 3-7 seconds.
- LPIs can be paired with bicycle lead intervals where a bicycle facility exists.

Pedestrian Scrambles

Pedestrian scrambles designate a "pedestrian-only" phase where vehicles are completely stopped at a red phase. Pedestrians can simultaneously cross all legs of the intersection, including diagonally. These are best used in areas of high foot traffic, such as a downtown commercial corridor.

- Signal timing should have a "pedestrian-only" phase.
- High-visibility, continental, or decorative pavement should be used on all legs, including diagonally.
- Curb ramps and detectable warning markings should be provided on corners.

Pedestrian Hybrid Beacons and Rectangular Rapid Flashing Beacons

Pedestrian Hybrid Beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFBs) are special signals that alert drivers to stop or yield to pedestrians in crossing a street. PHBs look and act like a standard traffic signal and include a "red phase" requiring vehicles to come to a full stop when a pedestrian presses the push button, and otherwise drivers always have the right-of-way. RRFBs are flashing lights with signage to alert drivers to yield to crossing pedestrians. Either of these devices should be installed at locations that have pedestrian desire lines and that connect people to popular destinations such as schools, parks, and retail.

- Stop bars should be 20'-50' in advance of the crosswalk for a PHB.
- Yield lines should be 20'-50' in advance of the crosswalk for a RRFB.
- The City should use solar-power panels to eliminate the need for a power source for RRFBs.
- Parking should be prohibited 100' in advance of a PHB to prevent sight obstructions.

Figure 7.23: RRFB

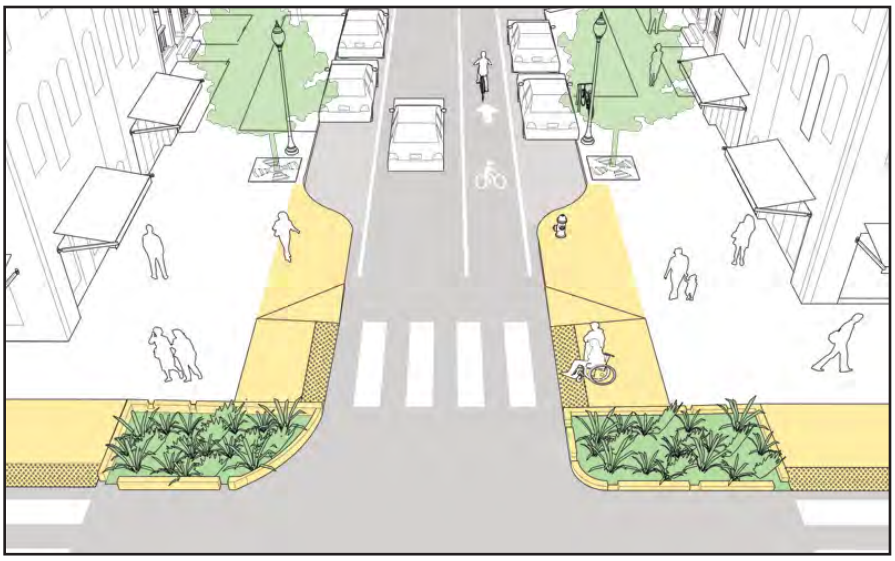

Figure 7.24: Curb Extensions

Curb Extensions

Curb extensions, also known as "bulb outs," widen the corner curb area at an intersection or midblock crossing to reduce the pedestrian crossing distance, make pedestrians more visible, and slow turning vehicles by reducing the curb radius.

- Curb extensions should extend a minimum of 6' from the curb, or ideally one parking lane width.
- The crosswalks should have a straight edge.

Curbside Management

The curb space can be reimagined to optimize mobility and access for the current demand of the roadway. Where there is on-street parking, this can be managed to be flex zones by setting different time-of-day restrictions, such as delivery/loading zones, rideshare pickup and drop-off zones, short term parking maximums. For longer term curbside management, the City can consider replacing parking with mobility minihub uses, add a parklet, pedestrian amenities such as street furniture, or placemaking activations.

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8. INFRASTRUCTURE

8.1 WATER

The Golden State Water Company Artesia (GSWC Artesia) currently manages and maintains the water system within the specific plan (SP) area. GSWC Artesia serves approximately 87 percent of the City of Artesia. GSWC Artesia is a wholly owned subsidiary of the American States Water Company and regulated by the California Public Utilities Commission. GSWC Artesia water system receives water from the Metropolitan Water District and the Central Subbasin (Basin 4-11.04) through three active wells, two of which are located within Artesia.

Water demands for existing conditions and SP area are estimated by assuming 110% of sewer generation totals per land use. A water loss percentage of 6.3% is applied to water demands to remain consistent with the GSWC Artesia Service Area 2020 Urban Water Management Plan's (UWMP) water loss for planning projection purposes. See Table 8.1 for water demand totals for existing conditions and SP buildout. The existing conditions water demand is estimated to be 86,155 gallons per day (GPD). The Specific Plan's full buildout water demand is estimated to be 510,065 GPD. The net change between the SP's full buildout and existing conditions is 423,910 GPD. Refer to the DEIR for a more details on water demand calculations.

Table 8.1: Water Demand Totals

	Flow (GPD)	Flow (MGD)
Existing Conditions Water Demand	86,155	0.08
Artesia DTSP Buildout Water Demand	510,065	0.50
Net Change	+423,910	0.40

GSWC Artesia System derives its water supplies from: (1) groundwater extraction tied to the Central Basin Adjudication, including extractions derived from leased and stored water assets; (2) contract supplies with City of Cerritos that provides both Central Basin Adjudicated supplies and Central Basin Municipal Water District (CBMWD) supplies derived from water supplies developed by Metropolitan Water District; and (3) recycled water supplies provided by CBMWD derived from water supplies developed by Los Angeles County Sanitation District (LACSD). Considering these sources of water supplies, GSWC Artesia has a projected water supply of 5,109-5,284 acre-feet per year (AFY) (4.5M – 4.7M GPD) from 2025-2045 . This projected water supply is

sufficient to serve the net water demand increase associated with the SP buildout.

The additional water demand within the SP area would potentially requires the construction of new water facilities and/or expansion of existing water facilities. GSWC Artesia has specific procedures within their New Business Narrative that outlines the management, design, and construction of water source, storage, and distribution facilities for applicant-funded water system improvements. These procedures have been designed to promote efficient completion of Specific Plan's at the lowest possible costs and maintain compliance with California Public Utilities Commissions (CPUC) rules and regulations. The New Business Narrative discusses the initial application and cost, fire flow requirements, design and construction phase, as well as facility agreements and SP closeout. The document also states that applications for water service outside of GSWC Artesia's currently approved service area will be reviewed on a case-by-case basis and may or may not be approved by GSWC. Approval depends on an analysis of the SP impact to GSWC Artesia's existing water system and existing customers.

8.2 SEWER

The local collector sewer lines within the City are owned by the City and maintained by Los Angeles County Department of Public Works (LACDPW). The City entered a Consolidated Sewer Maintenance District (CSMD) agreement that granted LACDPW consent and jurisdiction for the inclusion of the entirety of the City within a CSMD. The City's local collector sewer lines connect to main sewer trunks owned and maintained by the LACSD that lead to the Long Beach Water Reclamation Plant. Refer to Figure 8.1 for the existing sewer system within the SP area.

Sewer demands for existing conditions and SP buildout are estimated by using sewer demand factors based on LACSD flows for classes of land use in District No. 2. See Table 8.2 for sewer demand totals for existing conditions and SP buildout. The existing conditions sewer demand is estimated to be 73,681 GPD. The SP's full buildout sewer demand is estimated to be 476,437 GPD. The net change between the SP's full buildout and existing conditions is 402,756 GPD. Refer to the DEIR for a more details on sewer demand calculations.

Table 8.2: Sewer Demand Totals

	Flow (GPD)	Flow (MGD)
Existing Conditions Sewer Demand	73,681	0.07
Artesia DTSP Buildout Sewer Demand	476,437	0.47
Net Change	+402,756	0.40

To determine available wastewater flow capacities, as-built plans and capacity diagrams of LACSD main sewer trunk lines located within the SP area were provided by LACSD and reviewed to confirm sewer size, slope, pipe capacities, and measured peak flows at various monitoring stations. Table 8.3 lists the sewer lines evaluated:

Table 8.3: Existing Sewer Lines

Drawing No.	Sewer Name	Diameter (in)
J.O. P-67	Joint Outfall "C" Trunk Sewer, Unit 6F & 6G	15
J.O. P-422	JOA-1A Gridley Rd Interceptor	20
J.O. P-150	Joint Outfall "C" Trunk Sewer, Unit 6F & 6G, Unit 8E	18

Source: Sanitation District of Los Angeles County.

The available flow capacities were estimated within each respective sewer line at various stations and the lowest of the calculated capacities were used to evaluate the available capacities and compared to the SP's net sewer demand increase found in Table 8.2. The available flow capacities and net sewer capacities are broken down in Table 8.4.

Table 8.4: LACSD Trunk Line Available Capacity

Drawing No.	Station	Manhole	Available Capacity	Net Sewer Capacity**
J.O. P-67	42+72.65	C320	0.58	0.18
J.O. P-422	0+00.00	A1294	1.94	1.54
J.O. P-150	123+97.63	C398	1.03	0.63

*All Units in Million Gallons per Day (MGD)

** Net sewer capacity is found by subtracting the net change in sewer demand from the available capacity.

Based on the results in Table 8.4, the existing sewer infrastructure has sufficient capacity for the estimated SP buildout sewer demands. Considering the net sewer demand increase of 0.40 MGD, available capacities are sufficient to support the change in demand. Refer to Figure 1 for the locations on the manholes analyzed.

The Long Beach Water Reclamation Plant currently provides primary, secondary, and tertiary treatment for a design capacity of 25 million gallons of wastewater per day (MGD). The Long Beach Water Reclamation Plant treats on average 15 MGD under standard operation conditions. The net change between SP buildout and existing conditions is 0.34 MGD. The Long Beach Water Reclamation Plant has sufficient treatment capacity to support SP buildout.

New development will be required to undertake a site-specific sewer evaluation prior to issuance of grading permits or otherwise determined as necessary by the City. These future sewer evaluations will assess the adequacy of the city's local sewer system and may require sewer flow monitoring at the local sewer manholes requested by the City.

8.3 STORM DRAINAGE AND WATER QUALITY

Storm drains within the City are owned and maintained by the Los Angeles County Flood Control District (LACFCD). The system is designed to control the movement of rainwater to a safe location where it can re-charge the natural and man-made water supplies. The SP limits are located in an urbanized area with an existing storm drainage system in place. As such, stormwater drainage facilities are anticipated to be sufficient to accommodate SP buildout. New developments are required to coordinate with LACFCD to ensure development specific and citywide drainage systems have adequate capacity to accommodate new development. Refer to Figure 8.2 for the existing storm drain system within the SP area.

The City's Municipal Separate Storm Sewer System (MS4) is classified as a traditional MS4 system and is regulated by the Los Angeles Regional Water Quality Control Board's (LARWQCB) Regional MS4 Permit (Order No. R4-2021-0105; NPDES Permit No. CAS004004). This permit contains information regarding effluent limitations, receiving water limitations (RWLs), minimum control measures (MCMs), and Total Maximum Daily Load (TMDL) provisions (if applicable). Future projects that meet priority project thresholds within the SP area must follow development requirements of the City's MS4 Permit which includes incorporating Low Impact Development (LID) Best Management Practices (BMP) into individual projects to further help protect water quality in receiving waters. Future development will also be required to implement hydromodification management practices if susceptible to hydrologic conditions of concern as required by the City's MS4 Permit. LID BMPs and hydromodification management practices must follow design standards outlined in the County of Los Angeles Department of Public Works LID Standards Manual .

As a method to comply with the LARWQCB's Regional MS4 Permit, the City participates in the Lower San Gabriel River Watershed Management Group (LSGR WMG). The LSGR WMG have developed a Watershed Management Program (WMP) that sets forth a path to achieve reductions in the pollutants in the waterbodies of the Lower San Gabriel River and its tributaries. This WMP is a long-term planning document that takes a comprehensive look at the LSGR Watershed, including its land uses, MS4 system, existing and planned control measures (both structural and nonstructural), existing storm water treatment systems, historical monitoring data and the various segments of the San Gabriel River and its tributaries that have been identified as impaired by various pollutants. Using that data, the Watershed Management Modeling System, one of the three modeling system authorized by the MS4 Permit, is used to generate a Reasonable Assurance Analysis (RAA) which predicts an optimal combination of structural treatment systems and construction timelines to achieve the goals of the MS4 Permit. There are no regional structural treatment systems proposed within the SP area.

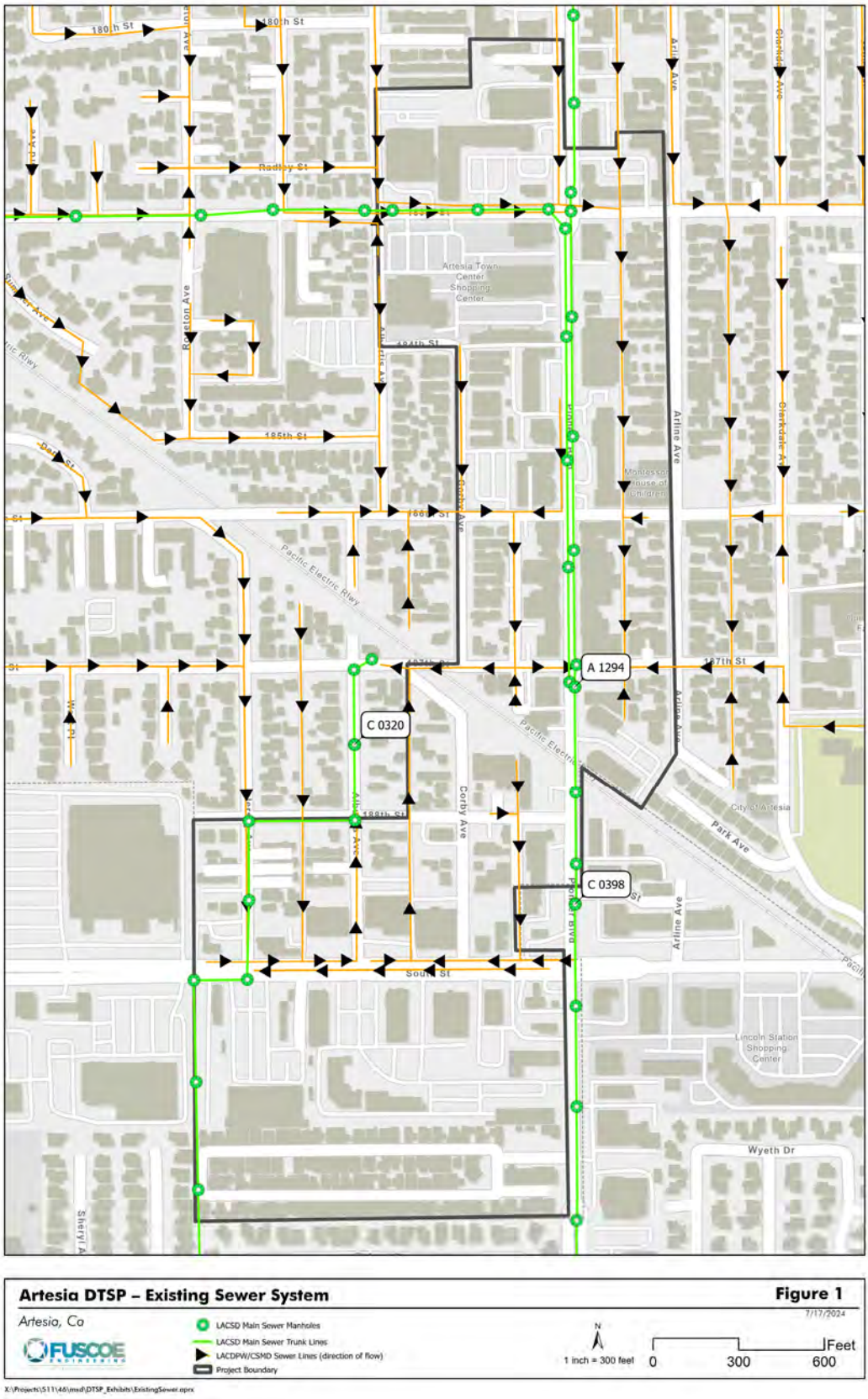

Figure 8.1: Existing Sewer Systems

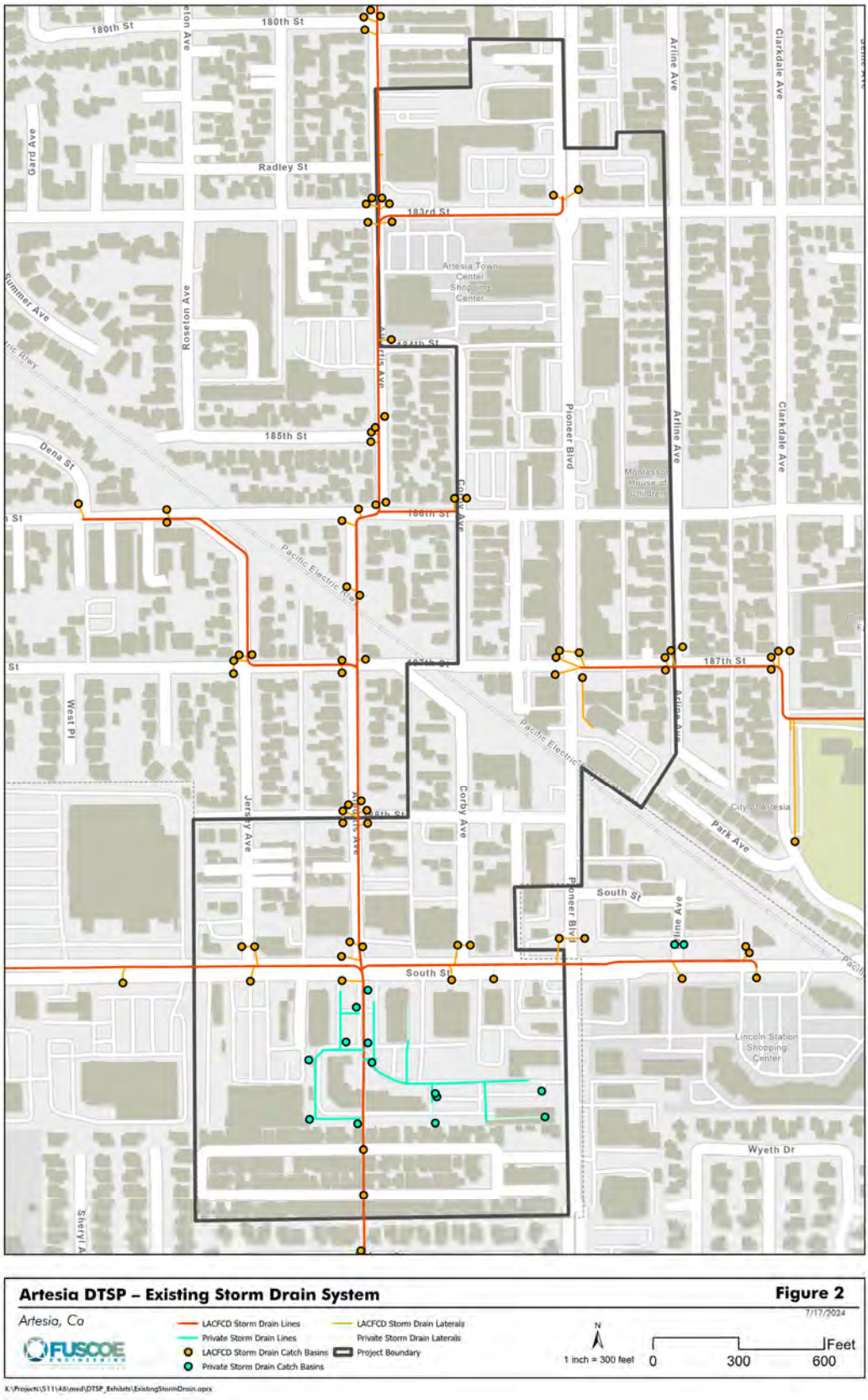

Figure 8.2: Existing Storm Drain Systems

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9. ADMINISTRATION

9.1 ADMINISTRATION

The Artesia Downtown Specific Plan (ADSP) serves as the implementation tool for the Artesia General Plan and establishes the zoning regulations for the Specific Plan area. Specific plans act as a bridge between the general plan and individual development proposals. They combine development standards and guidelines, capital improvement programs, and financing methods into a single document that is tailored to meet the needs of a specific area. The Specific Plan is the regulatory document guiding land use and development within the boundaries of the Specific Plan area.

9.1.1 AUTHORITY

The ADSP was prepared in conformity with Government Code Section 65450, et seq., the City of Artesia General Plan, and the City of Artesia Municipal Code (AMC).

Upon adoption by ordinance, this Specific Plan will serve as zoning for the properties within the Specific Plan. It establishes the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, and implementation programs on which subsequent project related development activities are to be based. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

9.1.2 RESPONSIBILITY AND ENFORCEMENT

The City of Artesia Community Development Department shall be responsible for administering the ADSP in accordance with the provisions of this document, all governing and applicable State and federal laws, the City of Artesia General Plan, and the AMC.

9.1.3 APPLICABILITY AND REVIEW PROCESS

Proposed development plans, tentative tract or parcel maps, and any other development approval, pertaining to land or property governed by this Specific Plan, must be consistent with the Specific Plan. All projects proposed within the Specific Plan area shall conform with the provisions of this Specific Plan. Article 9 of the Artesia Municipal Code sets forth development review requirements and processes for approval of projects.

9.1.4 INTERPRETATION

The Community Development Director (Director) or his/her designee shall have the authority to interpret Specific Plan requirements if ambiguity occurs about the meaning or appropriate application of provisions within the Specific Plan. In so doing, the Director shall consider the following:

a. Continuity and consistency with previous interpretations of this Specific Plan;

b. The interpretation responds satisfactorily to the Specific Plan vision, intent, and purpose; and

c. The resultant project is consistent with the Artesia General Plan

The interpretations remain the final determination of the Director but may be appealed to the Planning Commission.

The Director may, at the Director's discretion, refer the request for an interpretation to the Planning Commission as a scheduled matter not requiring public hearing, and the findings and interpretations of the Planning Commission shall be set forth in the recorded minutes. Thereafter, such interpretations shall govern. The Director shall maintain a permanent record of all interpretations of this Specific Plan.

9.1.5 CONFLICT

In the event of a conflict between the provisions of the Specific Plan and the provisions identified in the Artesia Municipal Code, the Specific Plan shall prevail. Wherever the provisions and development standards contained in the Specific Plan conflict with those contained in the AMC, the provisions of the Specific Plan shall take precedence. For any other topical issue, development standard or design guideline, and/or regulation not addressed or otherwise specified in the Specific Plan, regulation and approval shall be carried out in accordance with the provisions of the AMC.

9.1.6 SEVERABILITY

If any section, subsection, sentence, clause, phrase, or portion of this Specific Plan, or any future amendments or additions, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan, or any future amendments or additions.

9.1.7 ADMINISTRATIVE EXCEPTIONS

1. **Purpose**.The purpose of the administrative exception procedure is to provide a simplified means of considering applications for minor deviations from the standards of the Specific Plan.
2. **Applicability**. The provisions of this chapter shall apply to the following minor deviations from standards of the code:
    a. Projection of incidental architectural embellishments or structural appurtenances into required setback areas by not more than 24 inches and no less than three (3) feet to a property line, and provided, that such does not violate fire, housing or building codes.
    b. Increase in the allowable height of a building up to a maximum of three (3) additional feet in an for the purpose of permitting cupolas, spires, turrets or other design features consistent with the architectural style of the building.
    c. A maximum 10% deviation from one or more numeric standards in this title. This deviation shall not apply to density (as measured in units/acre or floor area ratio) or height, except as defined above in (a) and (b)
    d. Extension into a setback area to permit the continuation of an existing building line for minor additions or building modifications.
    e. A maximum three space or 10% reduction, whichever is greater, in the number of total parking spaces required in conjunction with a change of a commercial or industrial use in an existing building.
    f. Rooftop equipment, except solar energy equipment, only for location of the equipment on the portion of a building that has a flat roof with a pitch not exceeding one in twelve (1:12)

3. **Authority**. The Community Development Director (Director)may consider and render decisions on administrative exceptions. In granting any administrative exception, the Director may impose conditions to safeguard and protect the public health, safety and promote the general welfare, to insure that the development so authorized is in accordance with approved plans and is consistent with the objectives of the ordinance.
4. **Findings of fact** An administrative exception shall be granted only if the Director first finds in writing that:
    a. The granting of the exception will result in design improvements, or there are space restrictions on the site which preclude full compliance with Specific Plan requirements without hardship;
    b. The granting of the exception, with any conditions imposed, will not be materially detrimental to the public welfare or injurious to the property or improvements in such Specific Plan district in which the property is located; and
    c. The granting of the exception will not be contrary to the objectives of the applicable regulations.
5. **Burden of proof.** The burden of proof to establish that findings of fact can be made is on the applicant.
6. **Authorization** for initiation, application filing and filing fees. For application filing and filing fees, see AMC Title 9, Article 22.
7. **Decision of the Community Development Director** The Director shall consider the proposal and make findings of fact and determinations in writing. A copy of the determination shall be mailed to the applicant within 60 days from the date the application is deemed complete. With approval of the applicant, the Director may extend the time within which the determination shall be made, not to exceed an additional 120 days.
8. **Appeal procedure.** For appeals procedure, see AMC Title 9, Chapter 2, Article 19

9.1.8 PROJECTS CROSSING ZONE DISTRICTS

1. **Within the Downtown Specific Plan boundaries:** Individual development proposals within the Specific Plan boundaries that incorporate at least two parcels with different DSP zoning districts shall utilize the more permissive height and setback standards for the entire development proposal. The total density of the proposal shall not exceed the combined density as established by the individual parcels when calculated individually, however this total density may be distributed across the entire proposal site, regardless of the density restrictions of individual parcels.
2. **Projects Crossing Alleys within the Downtown Specific Plan**: Individual development proposals within the Specific Plan may be joined over or under a public alley, subject to an encroachment permit from the City Engineer
3. **Crossing the Downtown Specific Plan boundaries**: Individual development proposals that include more than one parcel outside of the Specific Plan boundary shall be required to process a Specific Plan amendment to incorporate the non-Specific Plan parcel into the Specific Plan, or; shall be processed as separate applications, one within the Specific Plan and one outside of the Specific Plan subject to the Zoning Map and Municipal Code.

9.2 COMMUNITY BENEFITS

The following community benefits have been identified as priorities to the City of Artesia and create the Downtown Density Bonus program. This section describes the intent of each benefit, the associated requirements and standards, and the corresponding development potential.

9.2.1 REVIEW AUTHORITY

According to standards outlined by the Artesia Downtown Specific Plan, additional development potential in exchange for community benefits may be granted to applicants by the City Council subject to a statutory development agreement between the City and developer. Development agreements shall be approved per procedures established by Title 9, Chapter 2, Article 23 of the Aretesia Municipal Code.

9.2.2 DEVELOPMENT POTENTIAL

Affordable housing, hotels, commercial uses, live/work uses and public open space are recognized as priority uses and may be permitted additional development potential. If an applicant chooses to participate in the Community Benefit program, the project shall be eligible for additional height as measured in stories/feet and density as measured in Floor Area Ratio (FAR) or units/acre.

9.2.3 RESTRICTIONS

1. Proposals shall not combine Community Benefits as provided herein, with the exception of the Live/Work bonus.
2. Proposals that utilize the City's Mixed-Use Overlay Ordinance may not utilize the Community Benefits as provided herein.
3. Proposals that utilize an affordable housing density bonus provided by State Law and not defined by the Specific Plan may not utilize the Community Benefits as provided herein, with the exception of the Live/Work bonus.
4. Proposals shall not exceed the maximum allowable height or density as provided in Table 6.1 except in the application of affordable housing density bonus as provided by State Law or proposals that utilize the Affordable Housing bonus provided herein.

9.2.4 PRIORITY USES

The following describes community benefit and development potential relationship for the following four priority uses.

1. **Affordable Housing**
    a. COMMUNITY BENEFIT The State of California has a desire and need to increase affordable housing statewide, and incentivizes its construction through California Government Code Section 65915 et seq. The law significantly modified by and commonly referred to as SB 1818 Affordable Housing Density Bonus Law, allows for a maximum density bonus of 35 percent based on the mix and number of affordable units provided.
    b. ALLOWABLE BONUS The maximum allowable height and/or density bonus and concessions available for this priority use are as defined in California Government Code Section 65915 et seq. and Artesia Municipal Code
    c. STANDARDS Applicable standards relative to use of the SB 1818 Affordable Housing Density Bonus Law bonuses and incentives or concessions are defined in California Government Code Section 65915 et seq. and Artesia Municipal Code

2. **Commercial Uses**
    a. COMMUNITY BENEFIT The City relies upon commercial taxes to sustain City services. Therefore encouraging a robust business and retail environment is in the City's interest.
    b. ALLOWABLE BONUS
        i. Projects incorporating a minimum of 7,500 square feet of leasable retail and/or restaurant area are allowed the maximum height allowed by district as defined in Table 6.1
        ii. Projects incorporating a minimum of 10,000 square feet of leasable retail and/or restaurant area are allowed the maximum height and density allowed by district as defined in Table 6.1.
    c. STANDARDS Mixed-use developments shall incorporate a minimum of 7,500 square feet of leasable retail and/or restaurant area to be eligible for this benefit.

3. Hotel

a. COMMUNITY BENEFIT Hotels are an important component of a thriving business district, contribute to the City's revenue income through transient occupancy tax, and often provide amenities which are available to the general public, including entertainment, restaurants, and meeting rooms.

b. ALLOWABLE BONUS Projects incorporating hotels may be eligible for the maximum height and density allowed by district as defined in Table 6.1.

c. STANDARDS

   i. Hotels shall be operated at a three-star standard or higher.

   ii. The ground floor of hotels shall be designed to enhance the use, mix and level of pedestrian activity in the area for which they are proposed. This can be accomplished with cafes and retail space along the street frontage, as well as public art and open space.

4. Live/Work

a. COMMUNITY BENEFIT The Artesia Downtown Specific Plan encourages live/work units to integrate commercial and residential uses. Live/work units are a modern version of the traditional downtown living arrangement in which shopkeepers operated their businesses on the lower levels of a building while living in apartments above. As the cost of commuting increases, both monetarily and environmentally, more residents may consider a live/work unit a viable option allowing them to work and live in the same location. Live/work units vary from traditional home occupations, in which someone works out of their house or apartment, in that a live/work unit has a portion of the unit allocated for living and a separate portion in which to operate a business such as an office, gallery or studio that is accessible to the public like a commercial use. A typical example of a live/work unit includes an office or studio space on the ground floor with a small living space in an upstairs or back portion of the unit. Live/Work units within the Downtown will promote pedestrian activity by creating additional downtown destinations, establish additional local tax base

by promoting entrepreneurial businesses in the downtown, and create a day-time population to patronize downtown businesses such as restaurants.

b. ALLOWABLE BONUS Projects incorporating live/work units are allowed for the maximum height and density allowed by district as defined in Table 6.1, provided live/work units are designed per the following standards.

c. STANDARDS Live/Work Units shall meet the standards established by Section 5.2 and the following standards:

   i. Number of Live/Work Units: The total number of live/work units shall be at least seven (7) percent of the total number of residential units (inclusive of the live/work units) provided in the development, or five (5) live/work units, whichever number is greater. When provided in a non-residential development, the total square footage of the live/work units shall equal ten (10) percent of the total gross square footage of the development, or five (5) live/work units, whichever number is greater.

5. Public Open Space

a. COMMUNITY BENEFIT Open space provides the significant public benefit of a place to rest, relax, and congregate in an urban environment. A well-designed plaza, courtyard, or other outdoor space provides a counterpoint to the built environment of streets and buildings and adds enhancements to the public experience of Downtown.

b. ALLOWABLE BONUS Projects incorporating publicly accessible open space equal to fifteen (15) percent of the overall development parcel(s), inclusive of any easements, but not including any dedications, are allowed for the maximum height and density allowed by district as defined in Table 6.1.

c. STANDARDS

   i. Publicly accessible open space shall meet the requirements and the design standards of Section 6.4.

   ii. Publicly accessible open space shall be located at sidewalk level and shall be open with no fences or other means of enclosure prohibiting physical or visual access and use of the space during open hours.

iii. A unique design element, consisting of a specimen tree, fountain, or public art element shall be provided. Any unique design elements proposed to meet this standard, other than those specified in this standard, shall be subject to approval by the design review authority.
iv. Seating is to be provided through the use of portable or fixed site furniture, such as cafe tables, benches, movable chairs, or edges along planters and/or fountains.
v. Publicly Accessible Open Space shall be "open to-public" at a minimum from 7am-10pm; public access hours shall be indicated on signage required.
vi. Signage shall indicate the open space is "Open to the Public." Signage shall be visible from the public right-of-way and sidewalk.

9.3 IMPLEMENTATION

The Artesia Downtown Specific Plan is implemented through a number of documents, policies and programs. Additional programs or modifications to the timing of implementations are anticipated to occur through identification of mitigation measures in the Environmental Impact Report (EIR) and are not included herein. To enact the ADSP, the City of Artesia will initiate and/or adopt the following polices or programs:

9.3.1 CONCURRENT WITH ADOPTION OF THE SPECIFIC PLAN

1. Adopt a resolution amending the General Plan to create the Downtown Specific Plan. This includes text and land use map amendments to add new or modified General Plan land use designations including:
    a. Downtown Specific Plan area; and
    b. Repeal of the South Street Specific Plan.
2. Adopt a Zoning Code text amendment ordinance to create the Downtown Specific Plan.
3. Adopt a Zoning Code Map amendment ordinance to create the Downtown Specific Plan.

9.3.2 LAND USE PROGRAMS

1. Initiate a process to explore a public-private partnership to develop the Artesia Town Center property.

9.3.3 MOBILITY PROGRAMS

1. Update the Public Parking Program that manages public parking lots and on-street parking to improve digital meters, enforcement, optimum occupancy, signs, and pricing.
2. Build upon existing directional signage to create an integrated way-finding system that addresses pedestrian and vehicular orientation to particular locations within the Downtown, as well as to/from the Downtown. Pursue Metro grant funding for this project.
3. Create a downtown streetscape plan, consistent with the Active Transportation Plan, to guide improvements such as enhanced lighting, street landscaping, crosswalks and signage.

4. Establish a specialized funding mechanism (such as a Downtown Improvement or Business District) to implement a streetscape and signage plan.
5. Through implementing the guidelines of the ADSP and developing the Metro extension for the Southeast Gateway Line, Downtown Artesia can build upon and prepare for an enhanced transit-oriented future through land use, zoning, and development standards. First and last mile infrastructure and programs, as outlined in Chapter 7 Section 3.3 should be implemented to support the existing and future transit network Downtown. This is especially important within a half-mile of the future Metro station on Pioneer Boulevard.

9.3.4 ECONOMIC DEVELOPMENT PROGRAMS

1. In partnership with Downtown businesses and property owners, intiate an assesment and feasbility study for establishing a Downtown Business Improvement Distric (BID) focused on Pioneer Boulevard between 183rd Street and 187th Street. The purpose and role of the BID should be on marketing, events, public safety and beautification.
2. Adopt a Public Art Ordinance to implement Section 6.6.4, and including at a minimum the following:
    a. Thresholds of applicability
    b. Required value of artwork
    c. In-Lieu Fee options, including purpose of Public Art fund receiving In-Lieu Fees
    d. Approval authority and process

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10. POLICY CONTEXT

10.1 GENERAL PLAN

To ensure consistency between the Artesia Downtown Specific Plan and the city of Artesia General Plan, the General Plan will be amended concurrent with the adoption of this Plan to include a Downtown Specific Plan Land Use Designation to replace the General Plan designations for the area, including any previous Specific Plans.

10.2 2021-2029 HOUSING ELEMENT

The Housing Element supports and plans for current and future housing needs in each jurisdiction in California. The Department of Housing and Community Development (HCD) identifies a Regional Housing Needs Assessment (RHNA), in the form of housing units, to represent the state's current and future housing needs for an eight-year period. The RHNA is divided among all California jurisdictions, based on various indicators such as transit access, population, and income. For the 2021-2028, 6th Cycle Housing Element, the City of Artesia was allocated 1,069 units. Figure 10.1 displays the Housing Element sites designated within the Downtown Specific Plan Boundary. There are 89 sites total designated in the Downtown Specific Plan, all of which are considered appropriate for moderate and above-moderate housing. Of the 89 sites 15 have been evaluated for very low- and low-income housing, these sites are symbolized on the map with black hatching. The ADSP does not designate specific sites for affordable housing, instead it relies on the analysis and recommendations of the City's Housing Plan as well as incentives afforded by the state and city to produce affordable housing.

10.3 ZONING ORDINANCE

To ensure consistency between the Artesia Downtown Specific Plan and the Artesia Zoning Code and Map, the Zoning Code and Map will be amended concurrent with the adoption of this Plan to include a Downtown Specific Plan zone to replace the zoning for that areas. Where land use regulations and/or development standards of the Artesia Zoning Code are inconsistent with this Specific Plan, the standards and regulations of the Specific Plan shall prevail. Any issue not specifically covered in the Specific Plan shall be subject to the regulations in the Zoning Code and/or Municipal Code. Interpretations may be made by the Community Development Director if not specifically covered in the City's existing regulations.

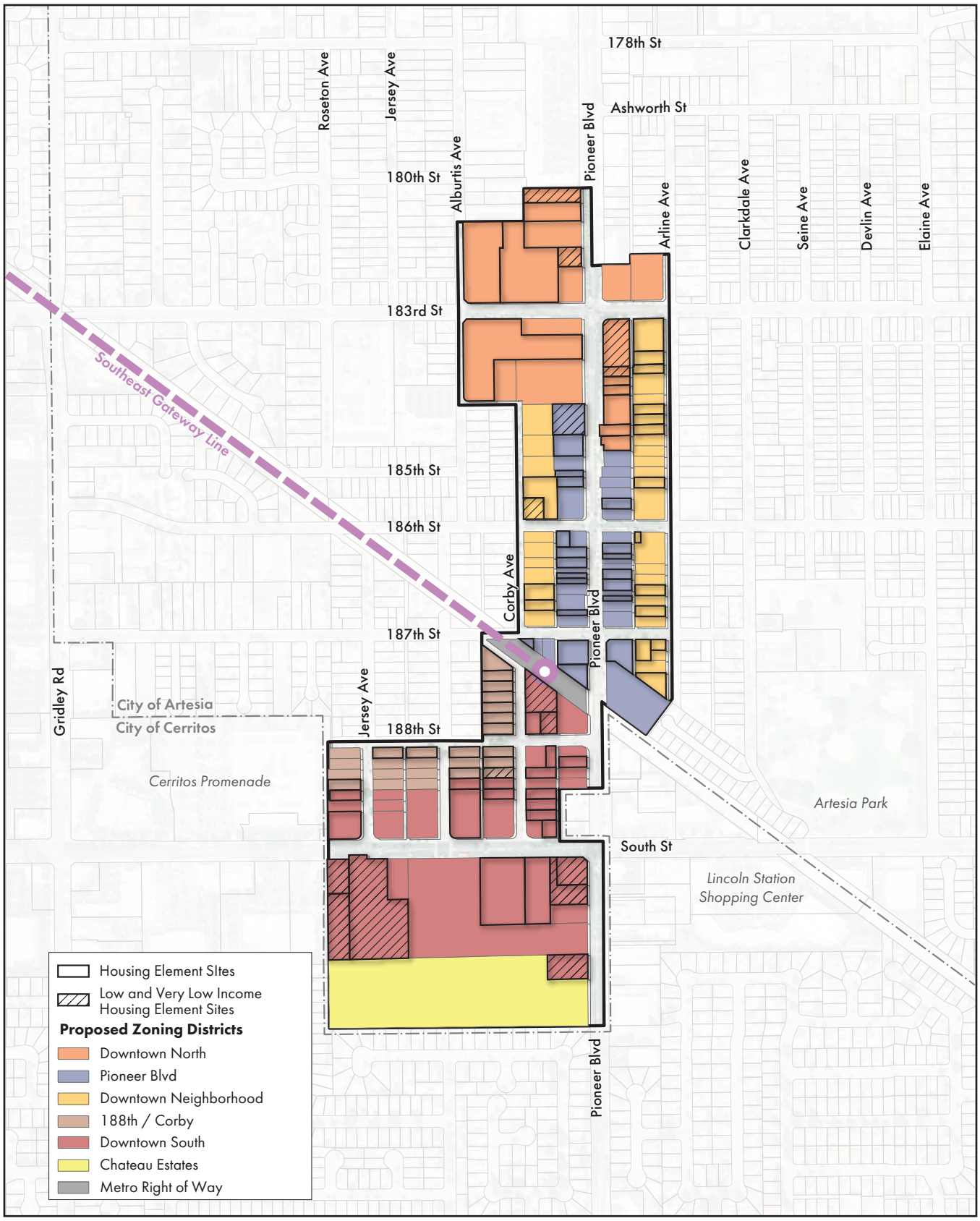

Figure 10.1: Housing Element Sites

10.3.1 MIXED-USE OVERLAY ZONE

The City's Housing Element is implemented via a Mixed-Use Overlay (MUO) Zone, which includes the Downtown Specific Plan. Proposals within the Downtown Specific Plan may utilize the standards of the MUO Zone in lieu of the DSP standards, as established by the procedures and provisions of the MUO Zone.

10.4 DOWNTOWN DESIGN GUIDELINES

In 2009 the City of Artesia adopted the "Downtown Design Guidelines: Pioneer Boulevard Enhancement." This document and the guidance included within remain in effect, except where in a conflict exists between it and the Artesia Downtown Specific Plan. In the event of a conflict, the ADSP shall take precedence

10.5 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)

In the State of California, all new projects must adhere to the California Green Building Standards Code. CALGreen, Part 11 of Title 24, was developed and implemented to meet State's climate initiative goals. The standards and requirements of the CALGreen Code implement the following goals:

- Reducing greenhouse gas emissions from buildings
- Promoting environmentally responsible, cost-effective, healthier places to live and work
- Reducing energy and water consumption
- Responding to the environmental directives of the administration

Artesia encourages All new developments, both residential and non-residential, will adhere to the current Green Building Code standards as they are updated and implemented.

10.6 ACTIVE TRANSPORTATION PLAN

The Artesia Active Transportation Plan (ATP) was adopted by the City of Artesia in 2022. The ATP includes recommended projects, programs, and actions to support Artesia's short-, mid-, and long-term goals as they relate to transportation, land use, and population growth. The recommendations included in the ATP are designed to provide safer and more enjoyable streets for all Artesia residents and visitors. While the ATP is a citywide planning document, it included several proposed improvements to the physical infrastructure within Downtown Artesia, including:

- Bicycle Facilities: The ATP proposed 1.44 miles of new bikeway projects in Downtown Artesia, including a Class I multi-use path along the railroad tracks; Class II bicycle lanes along 183rd Street; Class III bicycle routes along Alburtis Avenue and 187th Street; a combination of Class III and IV bicycle facilities along Pioneer Boulevard; and advisory bicycle lanes along 186th Street.
- Pedestrian Facilities: The ATP proposed ten priority projects that received corridor-specific, planning-level infrastructure recommendations. Three of the ten priority projects identified in the ATP have segments in Downtown Artesia, including Pioneer Boulevard, 183rd Street, and 186th Street. Proposed improvements varied by corridor and recommended pedestrian treatments such as high-visibility crosswalks, curb extensions, raised intersections and Leading Pedestrian Interval (LPI). Additionally, detailed design concepts were developed for Pioneer Boulevard between 183rd Street and 184th Street.
- Curb Management: The ATP included tools to support new and emerging forms of mobility, such as docked bikeshare, electric scooters, and electric shuttles, carpool, and car sharing services. As mobility continues to evolve at a rapid pace, it is critical to remain flexible and adapt to trends that have taken hold over the transportation landscape. To help facilitate the integration of new and old forms of mobility, the ATP created conceptual visualizations for "mobility mini hubs" in urban and semi-urban areas to demonstrate potential intersection configurations that could accommodate multiple modes of transportation. The mobility mini hub visualizations provided examples of what well-integrated multimodal corridors might look in different settings to guide future street design.

The proposed recommendations from the ATP have been reviewed and incorporated into Chapter 7 of the ADSP, where feasible.

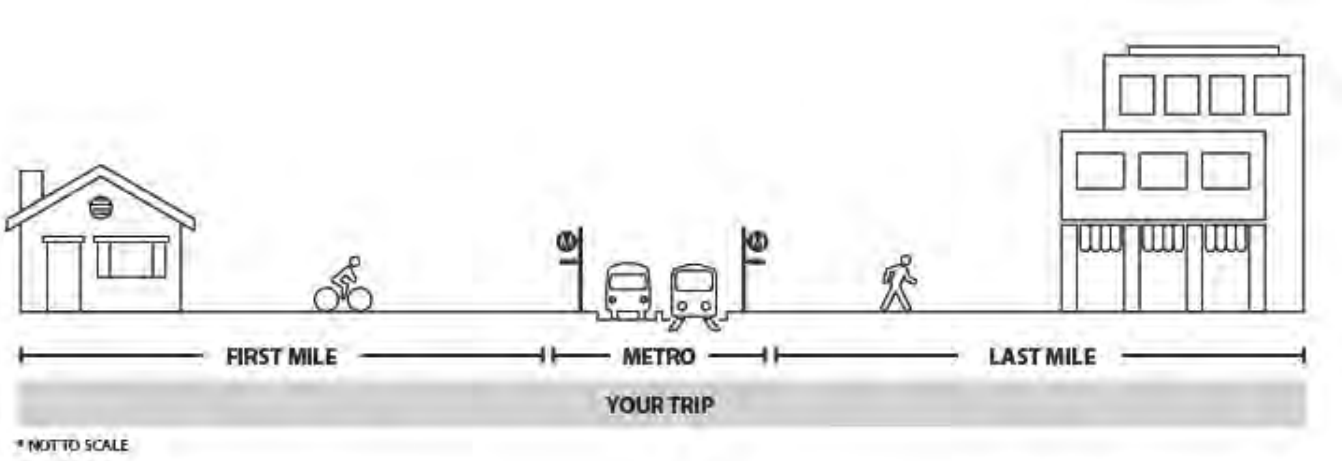

Figure 10.2: First/Last Mile Diagram; Source: Metro

10.7 METRO FIRST LAST MILE STRATEGIC PLAN (2014)

The First/Last Mile Strategic Plan (FLM Strategic Plan) was released by Metro to set best practices for first/last mile planning within LA Metro jurisdiction. The document provided instructions to determine a pathway network within a 15-minute walkshed, or half-mile radius. The pathway network is made up of pathway arterials, direct routes to and from a Metro station, and pathway collectors, that feed into pathway arterials on lower-volume streets. These pathways provide direction for where first/last mile improvements are most appropriate. A pathway toolbox is included to compile a list of such improvements with goals, guidelines, and resources for each first/last mile element as well as how it integrates with the transit network.

In Downtown Artesia, the primary pathways are Pioneer Boulevard, 187th Street, and the SGL right-of-way, and the secondary are South Street and 183rd Street. These corridors are where most first/last mile improvements are proposed.

10.8 METRO SOUTHEAST GATEWAY LINE FIRST LAST MILE PLAN

Metro released the Southeast Gateway Line First/Last Mile Plan (SGL FLM Plan) in 2024 to improve the public transit experience by enhancing first/last mile connections to and from nine stations along the

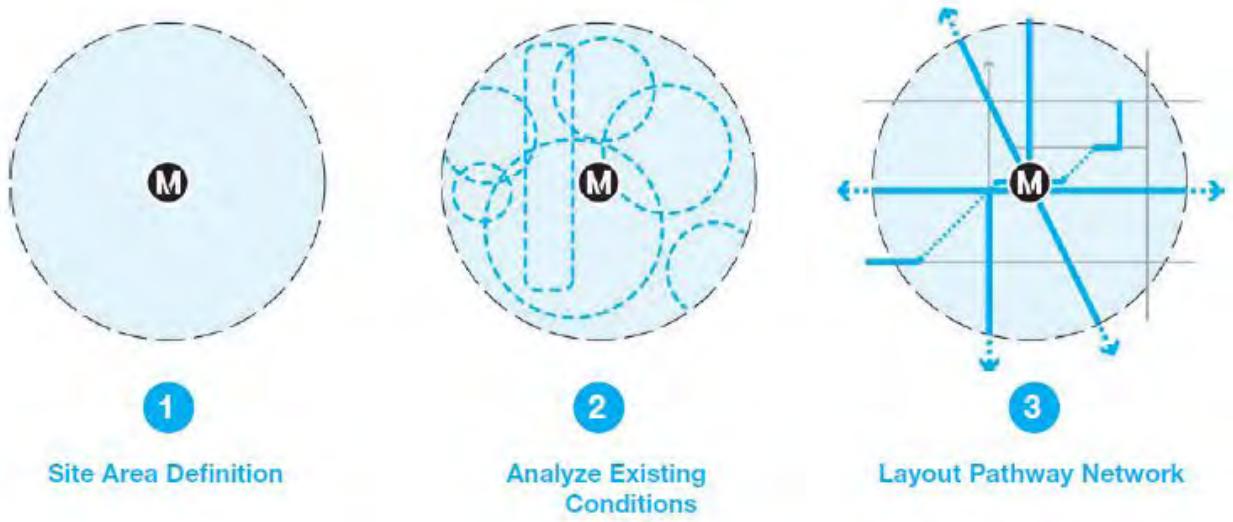

Figure 10.3: Pathway Network Identification Model; Source: FLM Strategic Plan, pg. 17

Southeast Gateway Line (SGL), including Pioneer Station in Downtown Artesia. The concept of first/last mile connectivity to transit is illustrated in Figure 10.2. The SGL FLM Plan provides an existing conditions analysis and recommends "walk" and "wheel" improvement projects within a half-mile and 3-mile radius of each station, respectively. The projects identified in the SGL FLM Plan aim to improve the safety, access, and comfort of public streets and sidewalks for people walking, biking, and rolling to stations.

Within Downtown Artesia, the SGL FLM Plan identified 21 prioritized and six non-prioritized "walk projects" to support walking to and from Pioneer Station. These walk projects include improvements like infilling shade trees, improving bus stops and pedestrian crossings at nearby intersections, implementing traffic calming projects, and more. The SGL FLM Plan also identified 11 prioritized and one non-prioritized "wheel projects" within Downtown Artesia to facilitate safe bicycling to and from Pioneer Station. These wheel projects include improvements, such as implementing traffic calming projects, installing new bicycle facilities, and more.

The walk and wheel projects proposed for Pioneer Station in Downtown Artesia have been reviewed and incorporated into Chapter 7 of the ADSP, where feasible.

10.9 DOWNTOWN SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

The DSP-EIR evaluates the implications of the Artesia Downtown Specific Plan through a series of technical analyses, as required by the California Environmental Quality Act. As necessary, the DSP-EIR also proposes mitigations of undesirable impacts of the ADSP.

10.9.1 POTENTIAL BUILDOUT

The vision for Downtown Artesia—described in the preceding chapters—represents a potential development of just under 2,000 new residential units and approximately 503,000 new non-residential square feet (Refer to *Section 3.0 Project Description* of the Draft EIR).

The Specific Plan does not mandate new development nor set particular targets. Rather, the Specific Plan anticipates a range of new investment or change that varies per Downtown district. This range of new investment, paired with the development standards of the Specific Plan, establish the projected development potential described in *Table 3.3 Buildout of Units on Opportunity Sites (2045)* of the Draft EIR.

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ADOPTED JULY 14, 2025

ARTESIA DOWNTOWN SPECIFIC PLAN

APPENDIX A DEFINITIONS

APPENDIX A - DEFINITIONS

Abut. To physically touch or border upon; to share a common property line.

Access. A way or means of physical entry to a property.

Accessory Dwelling Unit. An attached or a detached dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking and sanitation on the same parcel as the primary dwelling unit is situated. An accessory dwelling unit also includes an efficiency unit, as defined in California Health and Safety Code Section 17958.1, and a manufactured home, as defined in California Health and Safety Code Section 18007.

Aisle. The traveled way by which cars enter and depart parking spaces.

Alcoholic Beverage Sales. An activity or business engaged primarily in the sale of alcoholic beverages for on-site or off-site consumption in accordance with the state Alcohol Beverage and Control (ABC) agency.

Alley. A service roadway providing a secondary means of public access to abutting property and not intended for general traffic circulation.

Alteration. Any change or rearrangement in the supporting members of an existing building, such as bearing walls, columns, beams, girders and all interior partitions; any change in doors, windows or means of ingress or egress; any enlargement or diminution of a building or structure, whether horizontally or vertically; or the moving of a building or structure from one location to another.

Amenity. Aesthetics or other characteristics of a development that increase its desirability to the community, such as swimming pools, tennis courts, security systems, views, landscaping or enhanced open space.

Animal Boarding Facilities. Establishments that provide temporary care for animals, such as dogs and cats, while their owners are away.

Animal Grooming. The process of cleaning, trimming, and styling animals, primarily dogs and cats.

Animal Hospital. A place where animals or pets are given medical or surgical treatment and care.

Animal Rescue. The care and boarding of animals at a residence for noncommercial or not for profit purposes. The number and type of animals allowed are limited to that which would otherwise be allowed as pets.

Apartment. A building, or group of buildings, in which all dwelling units in the building are owned by a single party and rented out to individual tenants.

Arcade. A roofed passageway or lane. A series of arches supported by columns, piers, or pillars, either freestanding or attached to a wall to form a gallery.

Articulation. The process of stepping and recessing external walls of a building in plan and in section. This process essentially creates more corners and edges to a building, which reduces the potential for the presentation of large expanses of blank walls.

Awning. A roof-like cover attached to and extending from the wall of a building to provide shielding of windows and/or entrances.

Bar. Premises used primarily for the dispensing of alcoholic beverages by the drink for on-site consumption.

Bay. Any division of a building between vertical lines or planes.

Bed and Breakfast. A business operated in an owner-occupied residence offering short-term rental of overnight accommodations, which provides on-site breakfast service.

Bedroom. A private room for sleeping, separated from other rooms, and accessible to a bathroom without crossing another bedroom.

Board and Batten. A form of sheathing for wood frame buildings consisting of wide boards, usually placed vertically, whose joints are covered by narrow strips of wood over joints or cracks.

Buildable Area/Building Envelope. The area of a lot remaining after the minimum setback and open space requirements have been met; the area within which primary and accessory structures may be located, unless an encroachment into the setback is otherwise permitted.

Building Mass (Massing). Mass refers to the general shape and form as well as size of a building.

Building. Any structure having a roof, or fully enclosed by walls, and intended for the shelter, housing or enclosure of persons, animals, or property.

Business Services. Rendering services to business establishments on a fee or contract basis.

Canopy. A fixed roofed structure of any material projecting from and connected to a building, column or post or supported by a frame extending from a building and/or post.

Carport. A permanently roofed structure with not more than two enclosed sides, used or intended to be used for motor vehicle shelter and storage.

Child Care Facility. A child daycare facility other than a family day care home, including, but not limited to, infant centers, preschools, extended day care facilities, and school age child care centers.

Cigar Lounge. A designated indoor area where smoking cigars is permitted.

Cladding. Building cladding is the application of one material over another to add an extra skin or layer to the building. Commonly used exterior wall cladding materials include brick, vinyl, wood, stone, fiber cements, metal, concrete, and stucco.

Clerestory Windows. Vertical windows placed high on a wall, often above eye level.

College. An educational institution authorized by the state, awarding associate or higher degrees.

Commercial Use. An activity involving the sale of goods or services for profit.

Color Consulting. Advising on hair and skin color choices.

Commercial Event Center. A facility located on private property located in a commercial zone district that primarily functions to provide a facility for any type of social gathering and consisting of multipurpose meeting and/or recreational facilities, typically consisting of one or more meeting or multipurpose room and a kitchen and/or outdoor

barbecue facilities, that are available for use by various private groups for such activities as meetings, parties, weddings, receptions, and dances.

Commercial Recreation Facilities. Establishments that provide recreational activities and services to the public for a fee.

Commercial Sign. Any sign that is intended to attract attention to a commercial or industrial business.

Commercial Use. A non-residential use such as retail, service, automotive, medical, food service, hospitality, and office uses.

Community Center. A facility, which may be located on public or private property, that functions primarily to provide a community-centered meeting hall for members of the public to carry out local community-oriented activities and public and civic functions. Examples of such facilities include grange halls, community sponsored meeting halls, and veterans' halls, typically consisting of one or more meeting or multipurpose room and a kitchen and/or outdoor barbecue facilities, that are available for use by various groups for such activities as public assemblies, meetings, private meetings, parties, weddings, receptions, and dances.

Conference Facilities. Venues equipped to host meetings, conferences, and other events, often including amenities like meeting rooms, audiovisual equipment, and catering services.

Corner Element. A distinct architectural treatment, expressed through a change in form, mass, decoration, or any combination thereof, located on the corner of a building.

Corner. A lot or parcel of land abutting upon two or more streets at their intersection or upon two parts of the same street forming an interior angle of less than 135 degrees.

Cornice. A horizontal moulding projecting along the top of a wall, building, etc.

Corrugated Panels. Panels shaped into folds of parallel and alternating ridges and valleys, either to provide additional strength, or to vary the surface pattern.

Courtyard. An extent of open ground partially or completely enclosed by walls or buildings.

Coverage, Building. The area of a parcel covered by a structure or structures, expressed as a percentage of the total lot area.

Coverage, Lot. That portion of the lot that is covered by buildings, sidewalks, driveways, or other impervious surface, expressed as a percentage of total lot area.

Curb Cut. The elimination of a street curb to enable increased access to crosswalks/sidewalks, entry driveways or parking lots.

Day Care Centers (Adult and Child). Facilities that provide supervised care for children or adults during the day. This classification includes nursery schools, preschools, and day-care facilities for children or adults, and any other day-care facility licensed by the State of California.

Day Spas. Offering relaxation and beauty treatments, such as massages, facials, and body wraps.

Density Bonus. A density increase over the specific general plan or land use designation maximum allowable as of the date of application by the applicant to the City.

Density. The number of dwelling units, households, or housing structures per acre of land based on the specific general plan land use designation.

Detail. An element of a building such as trim, moldings, other ornamentation or decorative features.

Development Standard. A site or construction condition, including, but not limited to, a height limitation, a setback requirement, a floor area ratio, an on-site open-space requirement, a minimum lot area per unit requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, General Plan element, specific plan, or other city condition, law, policy, resolution or regulation.

Development. Any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, or storage of equipment or materials.

Dome. A rounded roof or vault, usually built in the form of a hemisphere.

Dormer. A structure projecting from a sloping roof, usually housing a vertical window in a small gable or a ventilating louver.

Drive-through. Any portion of a building or development intended to allow service direct from the building through a window, kiosk or automated delivery system to vehicle occupants. Such facilities include but are not limited to food service windows, automatic teller machines or similar service systems.

Driveway, Primary. A driveway providing both ingress and egress from a property.

Driveway, Secondary. A driveway providing either ingress or egress from a property.

Driveway. A roadway providing direct access for vehicles between a street or highway and an area containing parking spaces, loading, storage or refuse collection areas.

Dry Cleaning and Laundry Services. Businesses that clean and care for clothing and other textiles.

Duplex. A single building on a lot that contains two dwelling units or two single-unit dwellings on the same lot. Duplex does not include a single family dwelling with an accessory dwelling unit on the same lot, which is an accessory residential unit as defined by State law and this Title (see Accessory Dwelling Unit).

Dwelling. A structure or portion thereof which is used for human habitation, including provision for living, sleeping, eating, cooking and sanitation.

Easement. A right to cross or otherwise use land for a specified purpose. Eave. The projecting lower edges of a roof overhanging the wall of a building.

Eave. The projecting lower edge of a roof.

Educational Institution. An institution conducting academic instruction at the preschool, elementary school, junior high school, high school or college level.

Elevation. An orthographic view of the vertical features of a building (front, rear, side, interior elevation).

Emergency Shelter. A temporary, short-term residence providing housing with minimal supportive services for families or individuals experiencing homelessness, where occupancy is limited to 180 days or less, as defined in California Health and Safety Code Section 50801. Medical assistance, counseling, and meals may be provided.

Façade. The entire exterior side of a building; especially the architectural front, sometimes distinguished from the other sides by elaboration of architectural or ornamental details.

Façade. The exterior walls of any building.

Faux. A simulation or false representation of something else, as in faux wood or stone.

Fence. An exterior physical barrier erected to enclose, screen or separate areas.

Fenestration. The stylistic arrangement of windows in a building.

Fitness Studio/Gymnasium. A facility equipped for physical exercise, typically including weightlifting equipment, cardio machines, and fitness classes.

Floor Area, Gross. The sum of all areas of the floors of a building or structure from the exterior face of exterior walls, or from the centerline of a wall separating two buildings but excluding any space where the floor-to-ceiling height is less than 6 feet.

Floor Area, Net. The total of all floor areas of a building, excluding stairwells and elevator shafts, equipment rooms, interior vehicular parking or loading, and all floors below the first or ground floor, except when used or intended to be used for human habitation.

Focal Point. A building, object, or natural element in a street-scene that stands out and serves as a point of focus, catching and holding the viewer's attention.

Footprint, Building. The outline of a building at all of those points where it meets the ground.

Front. The lot line parallel to the street. On a corner lot, the shorter lot line abutting a street, or the line designated as the front lot line by a subdivision or parcel map. On a flag lot, the interior lot line most parallel to the nearest street from which access is obtained.

Gable Roof. A roof having a gable at one or both ends; a roof sloping downward in two opposite directions from a central ridge, forming a gable at each end.

Garage. A building or a parking structure, or part thereof, used or intended to be used for the parking and storage of vehicles.

Glass Blocks. Thick blocks of glass, typically hollow, used as a building material.

Glass, Opaque. Glass that blocks the passage of light.

Habitable Structure. A structure which includes habitable space for living, sleeping, eating, and cooking. Closets, halls, storage or utility space, and similar areas are not considered habitable space.

Hair Removal. Techniques like waxing, shaving, and laser hair removal.

Hair Replacement. Providing solutions for hair loss, such as wigs and hair transplants.

Hardscape. The non-living, structural elements of a landscape, such as patios, walkways, driveways, and decks.

Health Studio. An establishment that provides exercise facilities for use on-site.

High-Quality Materials. Treated wood, stone, brick, stucco, fiber cement or other cementitious material, or composite wood or stone, with no unfinished edges.

Hipped Roof. A roof that slopes upward from all four sides of a building, requiring a hip rafter at each corner.

Home-Based Business. Related activities to the home-operated business may be conducted outside or within a partially enclosed structure.

Hookah Lounge. Facility or location whose business operation, whether primary or ancillary, involves the smoking of tobacco or other substances through one or more hookahs.

Hotel. A lodging facility offering transient accommodations to the public, typically on a less than monthly basis, and which may provide additional services, such as restaurants, meeting rooms and recreational facilities.

Household Good Repair and Maintenance. Services that repair and maintain household appliances, furniture, and other items.

Human-Scale. Architectural Features and elements that are the size of human beings or smaller and are accessible to human beings: such as doorways, windows, door handles, and other details.

Infrastructure. Public facilities needed to sustain industry, residential, commercial and other land use activities.

Lot Area, Gross. The total area of a parcel within the lot lines of a lot, and which is measured to the centerline of any adjacent street.

Lot Area, Net. The total area within the lot lines of a lot, excluding any street rights-of-way, and other non-buildable areas.

Lot Depth. The average distance measured from the front lot line to the rear lot line.

Lot Frontage. The length of the front lot line measured at the street right-of-way line. For flag lots, that portion of a lot, not including the pole portion, that is generally parallel to the access street.

Lot Line. A line of record bounding a lot that divides the lot from another lot or from a public or private street or any other public space.

Lot Width. The horizontal distance between the side lines, measured at the required front setback line.

Lot. Any parcel of real property approved by a record of survey, plat, parcel map, subdivision map, or certificate of compliance, or any parcel legally created or established pursuant to the applicable zoning or subdivision regulations.

Mail and Shipping Services/Post Box Rentals. Businesses that provide mail delivery, package shipping, and post box rental.

Maintenance. The work of keeping something in proper condition; upkeep.

Make-Up Salons. Offering professional makeup application and advice.

Manufactured Home. A factory-built structure that is manufactured or constructed under authority of 42 U.S.C. Sec. 5403, National Manufactured Housing Construction and Safety Standards Act of 1974, and/or California law and is to be used as a place for human habitation. The structure is manufactured either in whole or in substantial part at an off-site location, transported to the site, assembled on-site, and placed on a permanent foundation

Massage Establishments. Businesses that offer professional massage therapy services.

Mixed-Use. A project allows for horizontal and/or vertical combination of residential and nonresidential buildings in a given area.

Mobile Home. A trailer that is transportable in one or more sections, was built before the enactment of 42 U.S.C. Sec. 5403, National Manufactured Housing Construction and Safety Standards Act of 1974, which became effective June 15, 1976, is over eight feet in width and 40 feet in length and is sited with or without a permanent foundation. Mobile home does not include recreational vehicle, commercial coach, or factory built housing.

Modulation, Major. An articulation which extends from the ground level to roofline of a building.

Modulation, Minor. An articulation which does not extend from the ground level to the roofline.

Motel. An establishment providing transient sleeping accommodations with most rooms having direct access to the outside without the necessity of passing through the main lobby of the building.

Mullion. A dividing piece between the lights of windows, usually taking on the characteristics of the style of the building.

Multifamily Dwelling. The definition is set forth in California Government Code Section 65863.4(d).

Muntin. A secondary framing member to hold panes in a window, window wall, or glazed door; an intermediate vertical member that divides panels of a door.

Museum. A building or room, or any grouping thereof, open to the public, used to exhibit works of art or displays of historic objects, scientific objects or memorabilia.

Nightclub. An establishment dispensing liquor with or without meals and in which music, dancing or entertainment is featured.

Office, Business and Professional. This refers to spaces used for conducting business activities, including offices for professionals such as lawyers, accountants, and consultants, as well as administrative offices for businesses.

Office, Medical and Dental. This refers to spaces used for providing medical and dental services, including doctor's offices, dental clinics, and other healthcare facilities.

Outdoor Activity Area. An area (not including primary circulation space), located outside of a building or in a courtyard that is provided for the use or convenience of patrons of a commercial establishment, including but not limited to, sitting, eating, drinking, dancing and food service activities.

Outdoor Dining. The extension of services of an existing restaurant or eating/drinking establishment to be provided at tables placed on the public sidewalk or private common area adjacent to and within the confines of any frontage of that portion of the building that the restaurant use is situated.

Parade. A parade, demonstration, procession, march, review, ceremony, rally or exhibition which is conducted in, on, upon or along any portion of any public street, sidewalk or other public property owned or controlled by the city which would impede, obstruct, impair or interfere with the free use of the public street, sidewalk or other public property, often to support or oppose a specific issue.

Parapet. A retaining wall at the edge of a roof, porch, or terrace.

Parking. To put or leave (a vehicle) for a time in a certain location.

Parks and Recreational Facilities. Open spaces, natural or developed, intended for public recreation, such as parks, playgrounds, sports fields, and trails.

Pedestrian Paseos. Landscaped passageways that serve as midblock crossings and may additionally provide access to interior courtyards.

Personal Care Services. A broad category encompassing a variety of services related to personal grooming and appearance.

Plaza. An open space which is improved and landscaped, usually surrounded by streets and/or buildings.

Porch. A roofed open area, which may be screened, usually attached to or part of and with direct access to or from a building.

Printing and Photocopy Services. Businesses that provide printing and copying of documents, photos, and other materials.

Public Utilities. Services essential to the public, such as water, electricity, gas, and sewage, provided by government agencies or private companies.

Religious Facility. A building or structure, or groups of buildings or structures, that are primarily intended for conducting organized religious services and associated accessory uses. Church includes mosque, temple, synagogue, cathedral, or similar religious institutions.

Restaurant. An establishment where food and drink are prepared and served.

Retail Sales. The selling of goods or merchandise not specifically listed under another land use, to the general public for personal or household consumption and rendering of services incidental to the sale of goods.

Retail, General. establishments that sell goods or merchandise to the general public for profit. General retail store includes specialized retail stores (see Retail, Specialized) but does not include adult businesses, medical marijuana dispensaries, or secondhand stores.

Retail, Specialized. Retail establishments that sell goods or merchandise to the general public for profit but that are focused exclusively on a limited line of related products. Examples include, but are not limited to, bicycle shops, flower shops, bookstores, music stores, gift shops, etc.

Roof Plane. The surface of the roof. It could be flat, pitched, or on an angle. It is also called the field of the roof.

Rooflines. Various forms to a roof, such as pitch, ridge, hip, etc., often at different angles.

School, Commercial. Any building or part thereof which is designed, constructed or used for education or instruction in any branch of knowledge or art form for commercial purposes.

School. Any institution of learning for public or private, which offers instruction in those courses of study required by the California Education Code, or which is maintained pursuant to standards set by the California Board of Education. This definition includes a nursery school, kindergarten, elementary school, junior high school, senior high school or any special institution of education.

Setback. The recessing of the upper part of the façade due to the smaller area of the upper floors, or the distance a building is recessed from the lot line, curb of the street, or the edge of the sidewalk.

Shade Trees. A twenty-four (24) inch box tree or larger.

Shingle. A small thin piece of building material often with one end thicker than the other for laying in overlapping rows as a covering for the roof or sides of a building.

Shutter. Each of a pair of hinged panels, often louvered, fixed inside or outside a window that can be closed for security or privacy or to keep out light.

Sidewalk. A paved walkway along the side of a street.

Sill. The horizontal exterior member at the bottom of a window or door opening, usually sloped away from the bottom of the window or door for drainage of water and overhanging the wall below.

Single Family, Attached. A dwelling unit designed for occupancy by one household, located on a single lot and typically grouped together with similar units. They may be attached through vertical party wall(s) to one or more dwellings on abutting lots or may be joined by carports or garages.

Single Family, Detached. A dwelling unit designed for occupancy by one household and located on a separate lot from any other

dwelling, except permitted accessory dwelling units. This classification includes individual manufactured housing units installed on a foundation system pursuant to Section 18551 of the California Health and Safety Code.

Softscape. The living elements of a landscape, primarily plants, such as trees, shrubs, flowers, grass, groundcover, and mulch.

Spire. A tall, pointed structure on top of a building.

Structure, Accessory. A structure which is detached from the main building on a parcel or lot, the use of which is incidental to that of the primary building.

Structure. Anything constructed or erected which requires location on the ground or attached to something having a location on the ground, but not including fences or walls used as fences 6 feet or less in height. All buildings are structures.

Swap Meet. Any indoor or outdoor place, location, or activity where new or used goods are offered for sale or exchange to the general public by a multitude of vendors, usually in compartmentalized spaces. The term swap meet is interchangeable with and applicable to flea markets, auctions, open air markets or other similar activities, but the term does not include a supermarket, department store or typical retail operations.

Tailor Services/Shoe Repair Shops. Businesses that offer clothing alterations and shoe repair services.

Tanning Salons. Providing tanning beds and services.

Temporary Use. Special events which, by their nature, are non-recurring and which continue for a limited period of time. Temporary uses may occur indoors or outdoors, on improved or unimproved property and should be consistent with the zone for that property and its uses.

Terminating vista. In urban design, a terminating vista is a building or monument that stands at the end or in the middle of a road, so that when one is looking up the street.

Transit Centers. Facilities designed to accommodate multiple modes of public transportation, such as bus stops, train stations, and ferry terminals.

Travel Agencies. Businesses that assist people with planning and booking travel arrangements.

Unit. Any building designed or used for the shelter or housing of one (1) or more persons, and shall include apartments.

Urgent care clinics. A business that provides medical care for illnesses or injuries which require prompt attention but are typically not of such seriousness as to require the services of an emergency room.

Vehicle Repair, Major. A facility which provides heavy repair of vehicles and/or trucks including but not limited to body and fender repair, automotive painting, transmission and/or engine rebuilding, or other repair services which include the removal of major automotive mechanical components of a vehicle.

Vehicle Repair, Minor. A facility which provides light repair of vehicles and/or light trucks, including but not limited to engine tune-up, oil change, brake repair and replacement, muffler replacement, and the sale and/or installation of tires, batteries, and accessories.

Vehicle Sales. A facility for the display and sale of new or used automobiles, light trucks, vans, trailers or recreation vehicles and including any vehicle preparation or repair work conducted as an accessory use in designated buildings.

Veterinary Offices. Facilities that provide medical care for animals.

ARTESIA DOWNTOWN SPECIFIC PLAN

APPENDIX B
EXISTING CONDITIONS

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.

1 INTRODUCTION

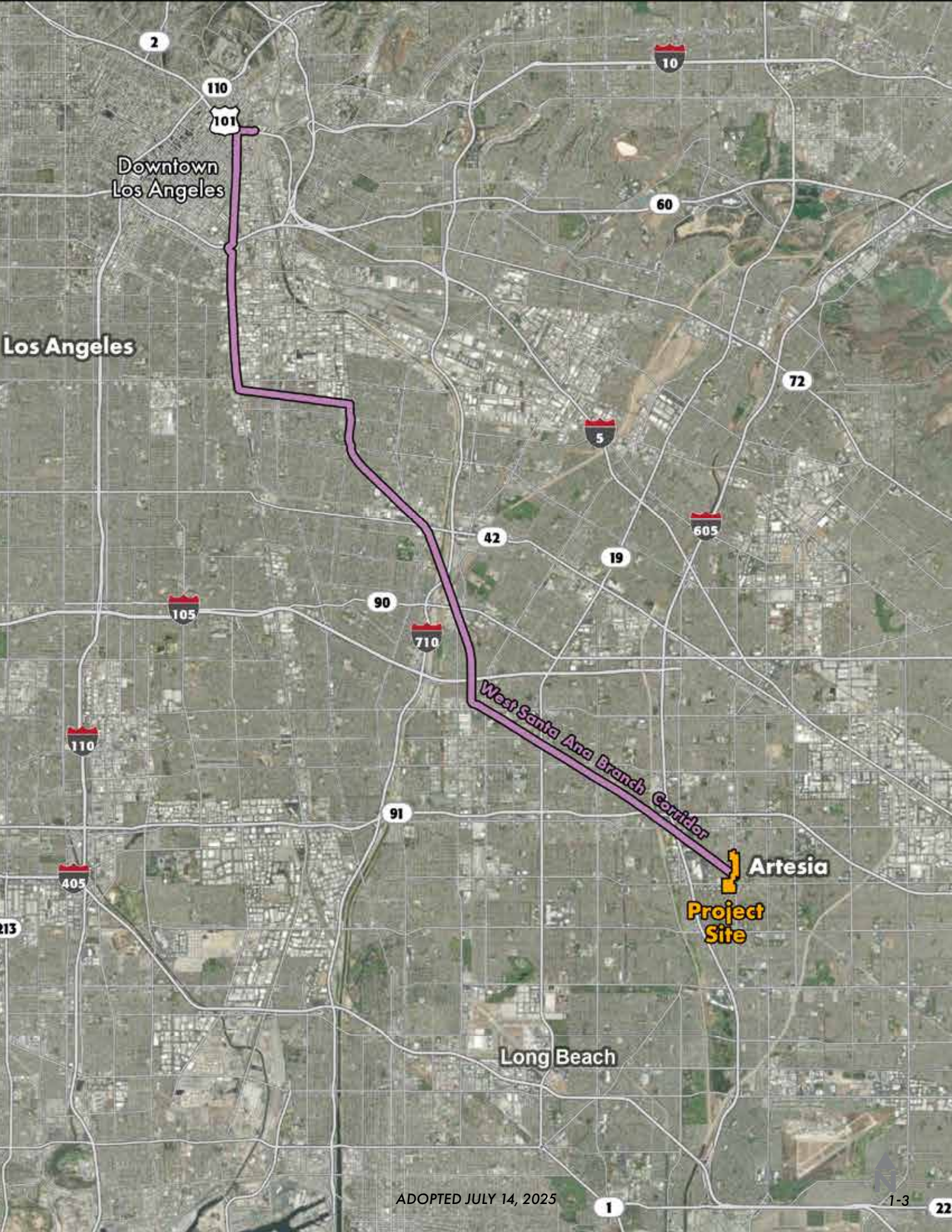
INTRODUCTION

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 addition, the City also received $180,000 from the West Santa Ana Branch Transit Oriented Development Strategic Implementation Program (TOD SIP) program to fund the project.

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.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110
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Downtown
Los Angeles
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Los Angeles
72
5
605
42
19
105
90
710
West Santa Ana Branch Corridor
110
91
405
213
Artesia
Project
Site
Long Beach
1
22

2 EXISTING CONDITIONS: LAND USE AND URBAN DESIGN

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.

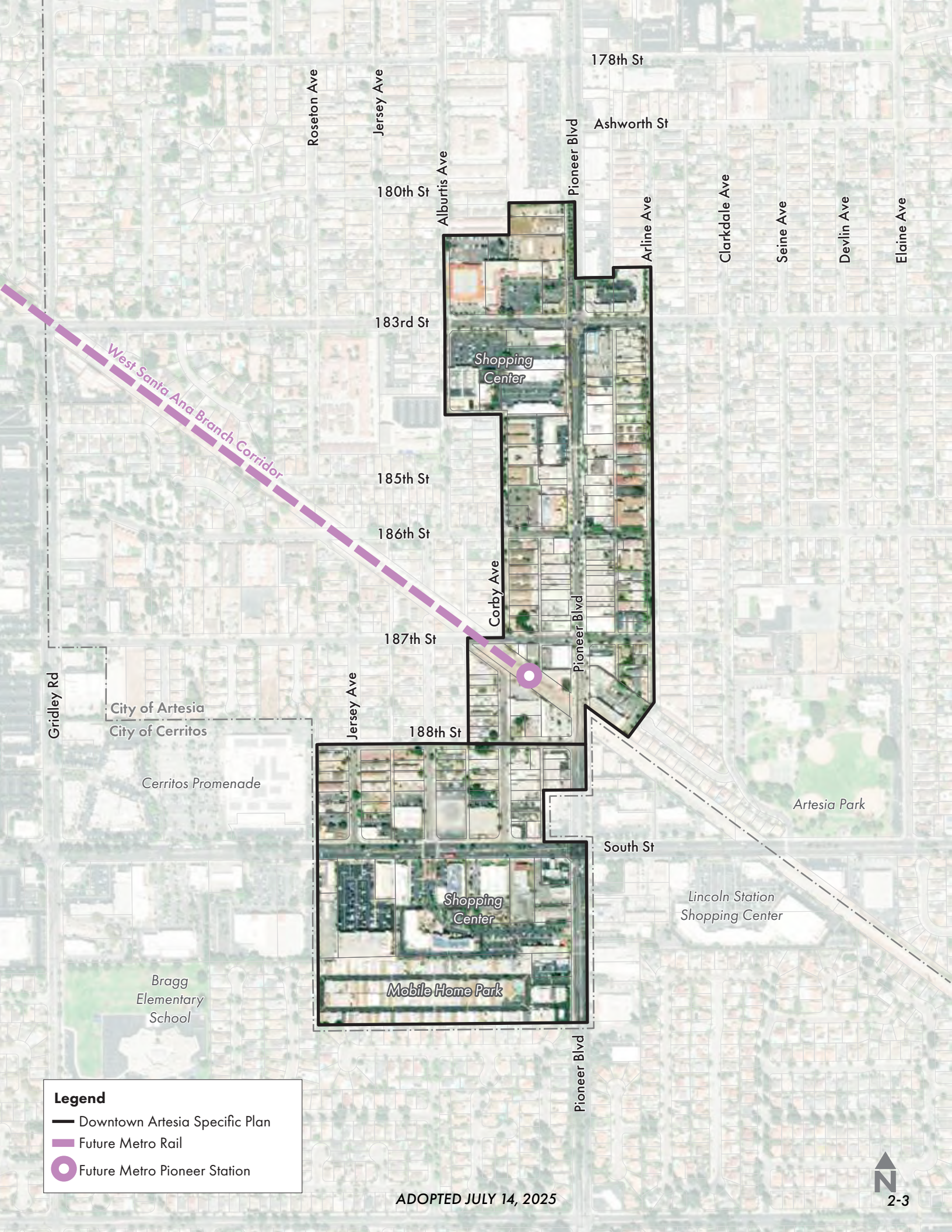
THE STUDY AREA

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 Alburtis 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

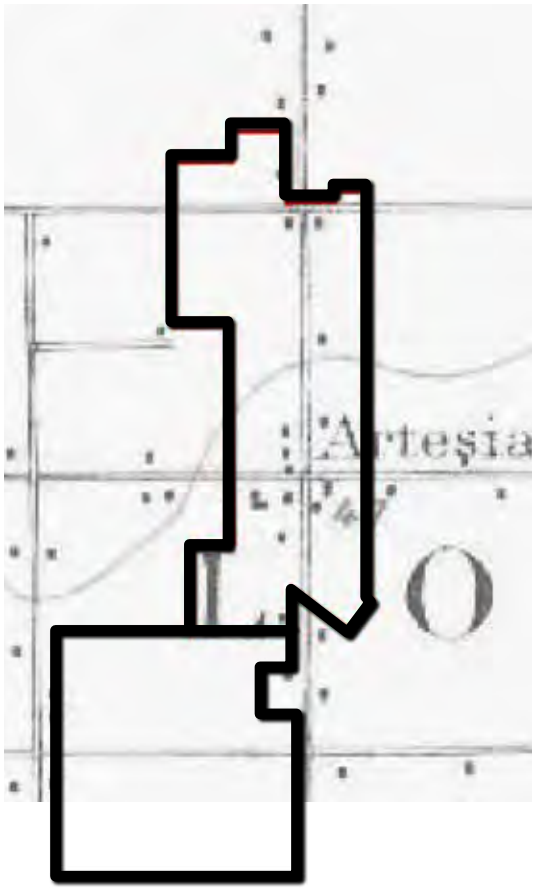
Wherever possible, this report identifies metrics that correlate with high-quality transit-oriented urbanism. These metrics will help identify the development standards of the future Artesia Downtown Specific Plan.



ADOPTED JULY 14, 2025

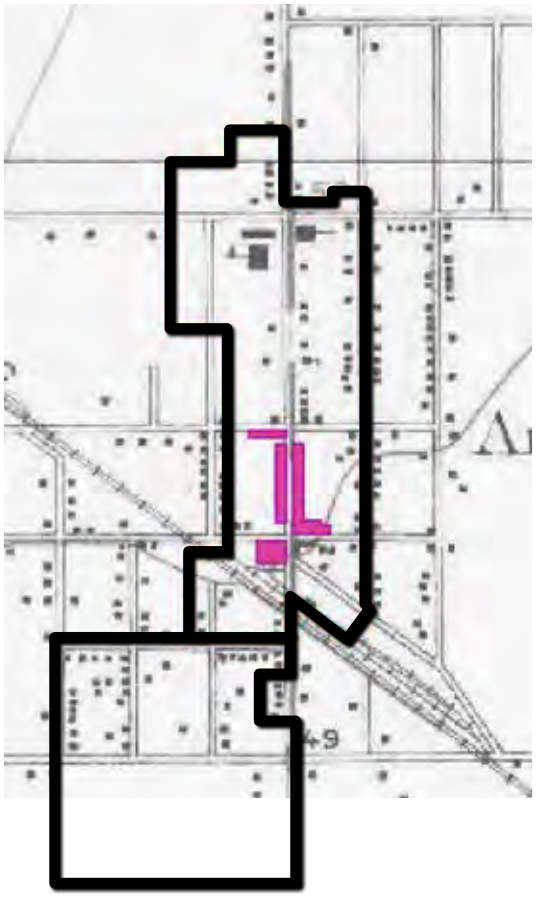
HISTORIC DEVELOPMENT OF DOWNTOWN

1902



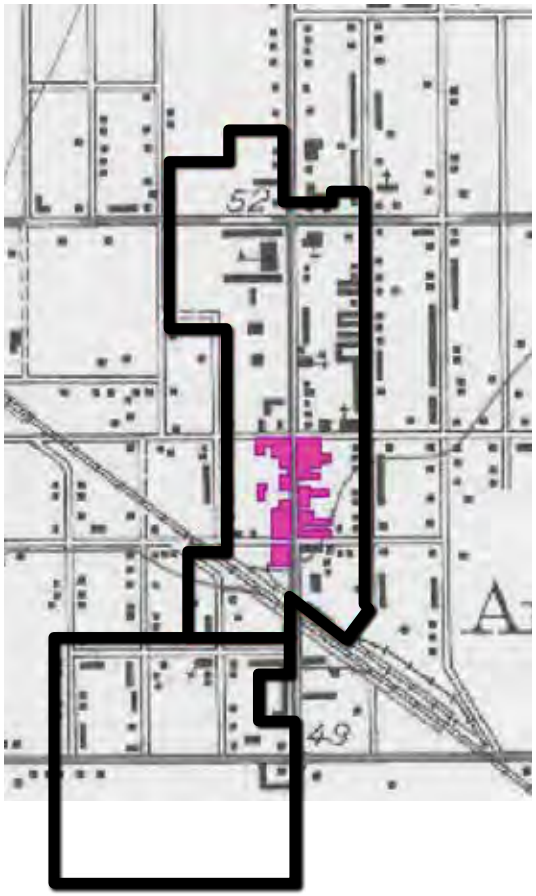
A map from 1902 shows a number of buildings clustering around the intersection of Pioneer and 186th.

1925



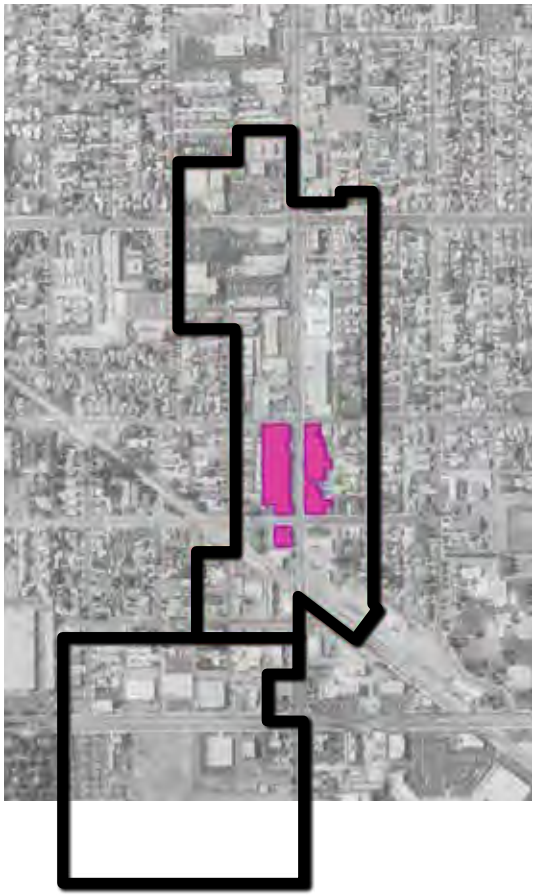
By 1925 the Pacific Electric Red Car had a station on Pioneer Blvd. Distinctively, street-fronting main street buildings line Pioneer between 186th and 187th streets.

1945



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

1994



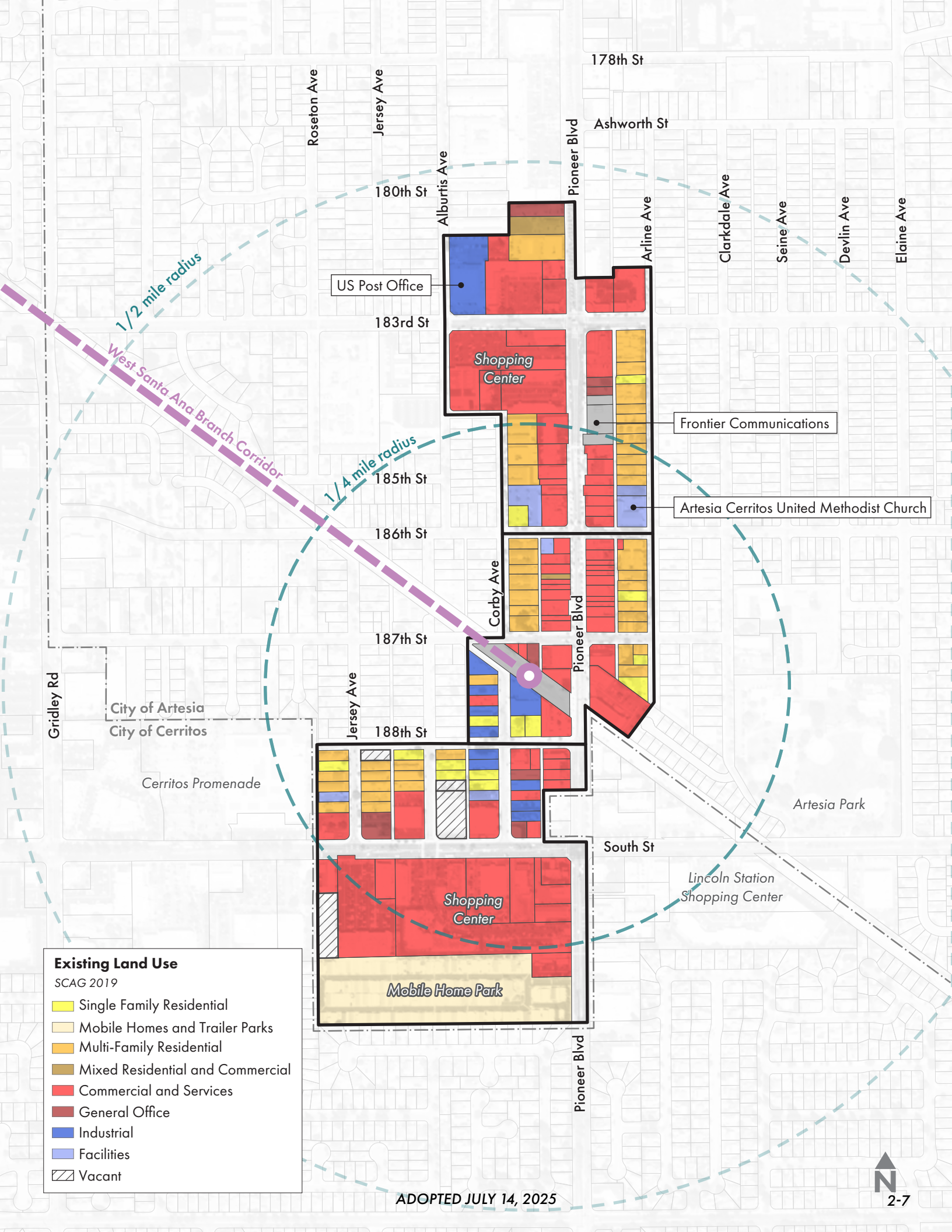
By 1994 the area north of 186th has completely transformed. The school and many other buildings have been replaced with strip malls. The main street remains.

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.

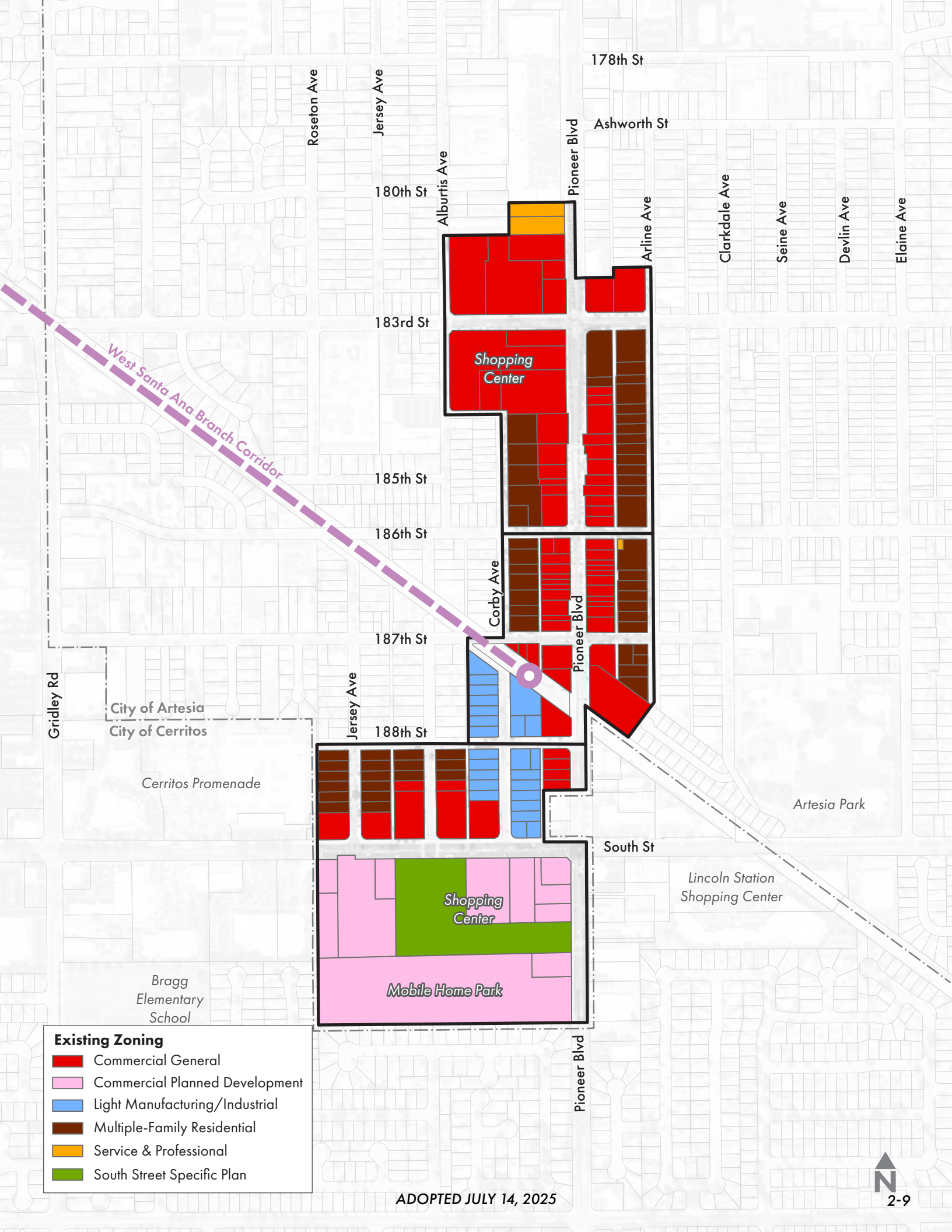
73 **retail and commercial buildings located within a half mile from Pioneer Station**

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.


178th St
Roseton Ave
Jersey Ave
Ashworth St
Pioneer Blvd
180th St
Alburtis Ave
Arline Ave
Clarkdale Ave
Seine Ave
Devlin Ave
Elaine Ave
US Post Office
1/2 mile radius
West Santa Ana Branch Corridor
183rd St
Shopping Center
Frontier Communications
1/4 mile radius
185th St
Artesia Cerritos United Methodist Church
186th St
Corby Ave
Pioneer Blvd
187th St
Gridley Rd
City of Artesia
City of Cerritos
Jersey Ave
188th St
Cerritos Promenade
Artesia Park
South St
Lincoln Station Shopping Center
Shopping Center
Mobile Home Park
Pioneer Blvd
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
N

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 Arline Avenue. The area south of South Street is designated as Commercial Planned Development and South Street Specific Plan.

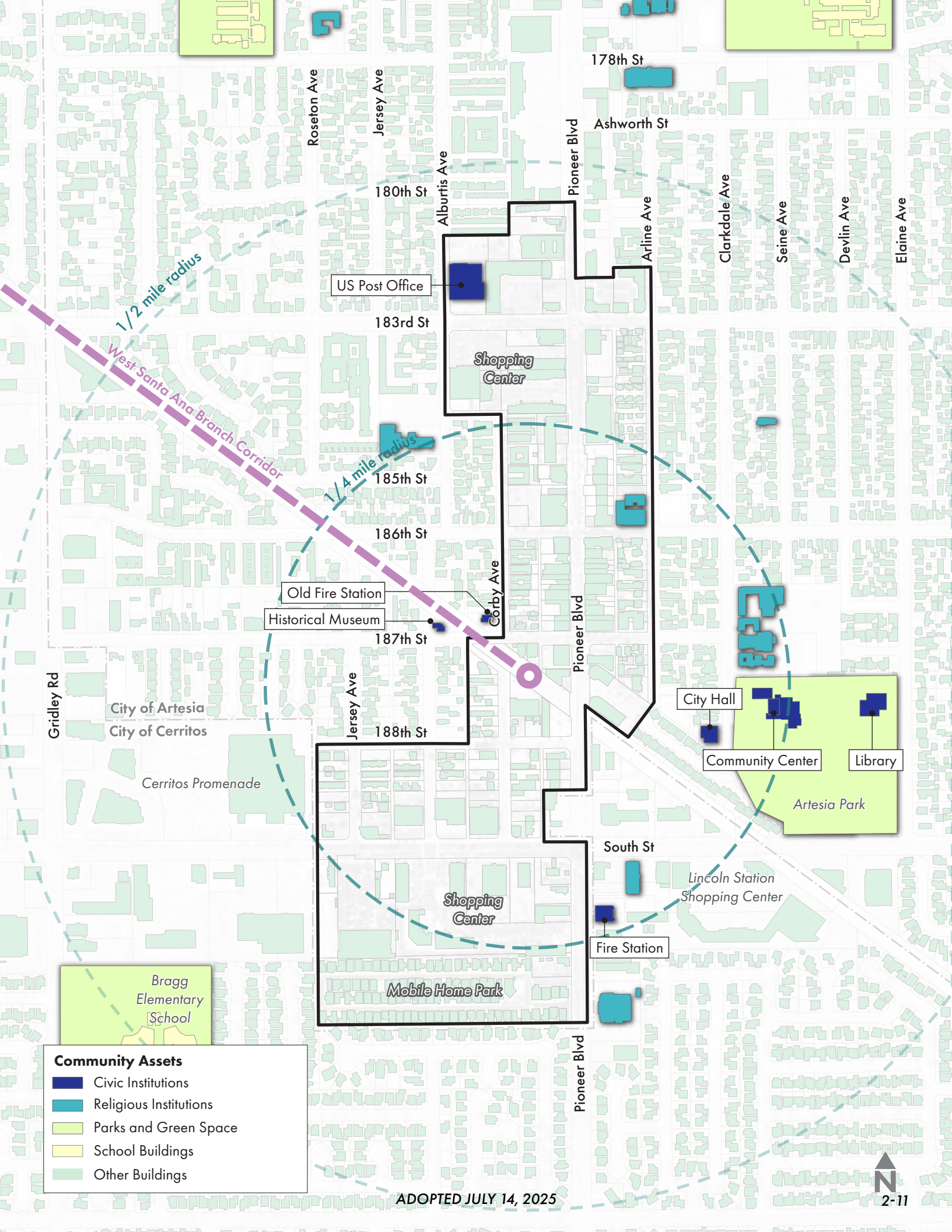


ADOPTED JULY 14, 2025

COMMUNITY ASSETS

Community assets include civic institutions, religous 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.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Arline Ave
Clarkdale Ave
Seine Ave
Devlin Ave
Elaine Ave
1/2 mile radius
West Santa Ana Branch Corridor
US Post Office
183rd St
Shopping Center
1/4 mile radius
185th St
186th St
Old Fire Station
Historical Museum
Corby Ave
187th St
Pioneer Blvd
Gridley Rd
City of Artesia
City of Cerritos
Jersey Ave
188th St
City Hall
Community Center
Library
Artesia Park
Cerritos Promenade
South St
Lincoln Station Shopping Center
Shopping Center
Fire Station
Bragg Elementary School
Mobile Home Park
Pioneer Blvd
Community Assets
Civic Institutions
Religious Institutions
Parks and Green Space
School Buildings
Other Buildings
N

ACCOMMODATING CARS IN DOWNTOWN

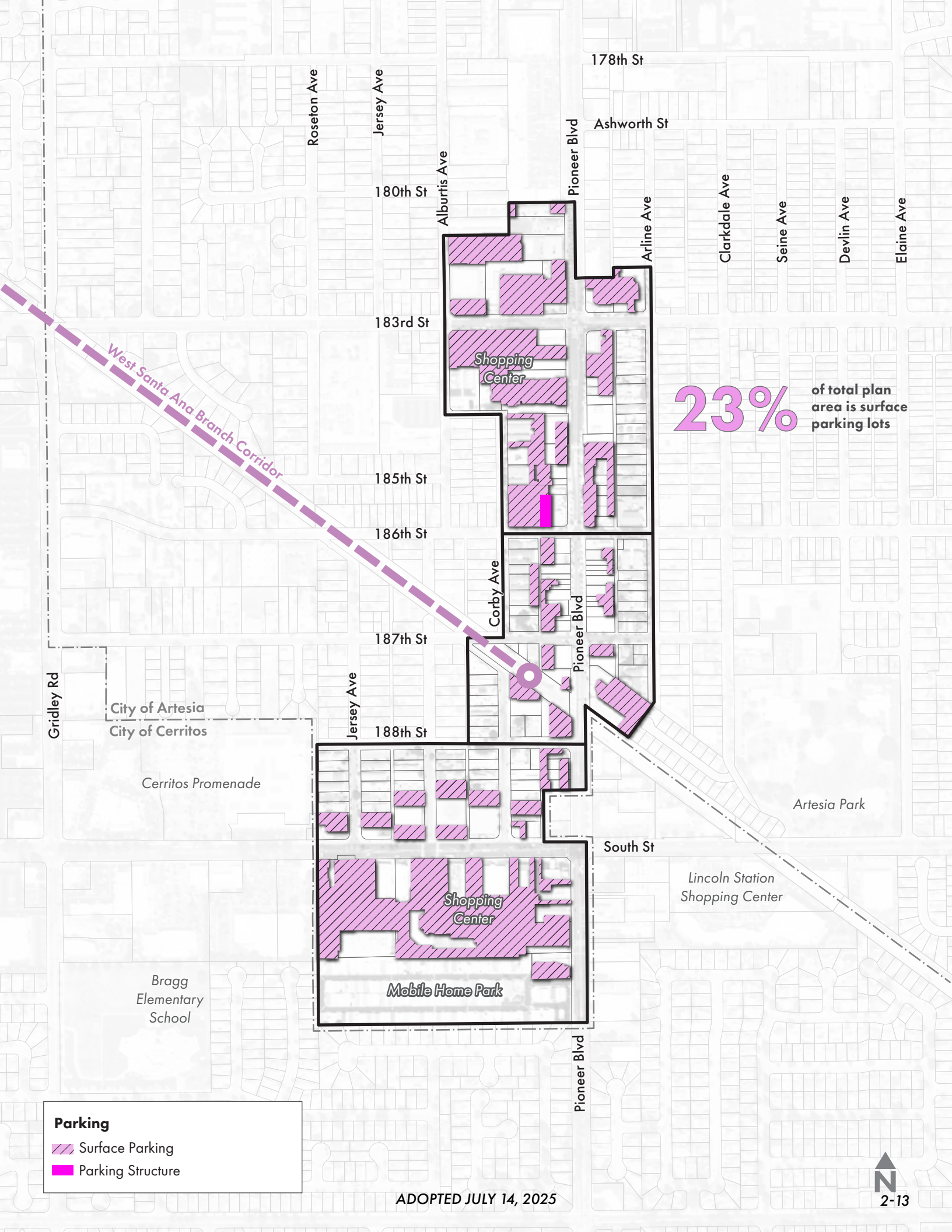
Similar to many cities, a significant amount of land is dedicated to parking. In Artesia, parking is primarily accommodated in surface parking lots. Surface lots consume a considerable amount of land per parked automobile when compared to structured parking. Currently, parking occupies 23% of the total 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.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Clarkdale Ave
Seine Ave
Devlin Ave
Elaine Ave
183rd St
Shopping Center
West Santa Ana Branch Corridor
23%
of total plan area is surface parking lots
185th St
186th St
Corby Ave
Pioneer Blvd
187th St
Gridley Rd
City of Artesia
City of Cerritos
Jersey Ave
188th St
Cerritos Promenade
Artesia Park
South St
Lincoln Station Shopping Center
Shopping Center
Mobile Home Park
Bragg Elementary School
Pioneer Blvd
Parking
Surface Parking
Parking Structure
N

THE SCALE OF DOWNTOWN

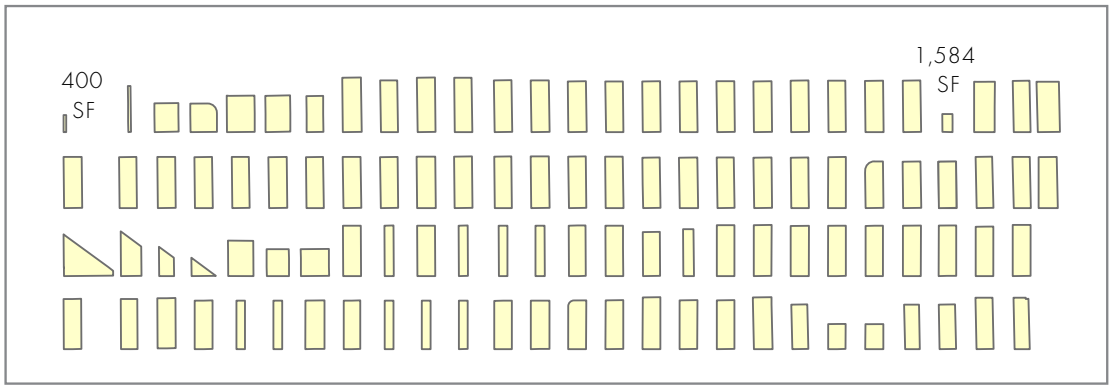
One principle of good transit-oriented design is the so-called human scale. Human-scale design refers to buildings and streets that relate to the scale of a person. That includes the aforementioned distance someone can easily walk, or walkshed. It also refers to the height and length of building components, 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

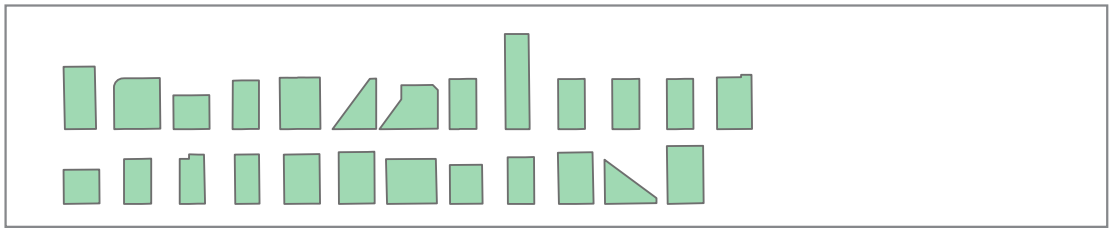
LOT SIZE: 0 - 10,000 SF



107 LOTS OCCUPY

23%

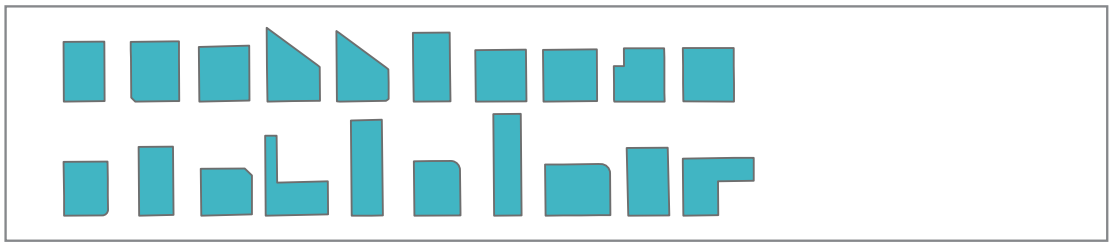
LOT SIZE: 10,000 - 20,000 SF



25 LOTS OCCUPY

11%

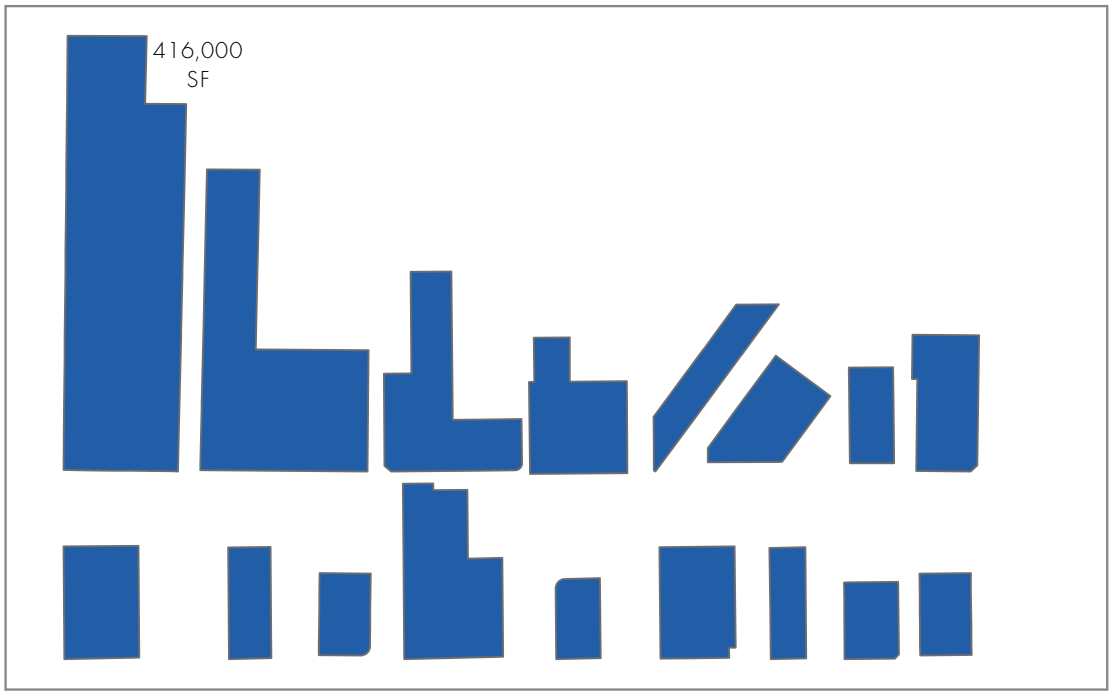
LOT SIZE: 20,000 - 30,000 SF



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.

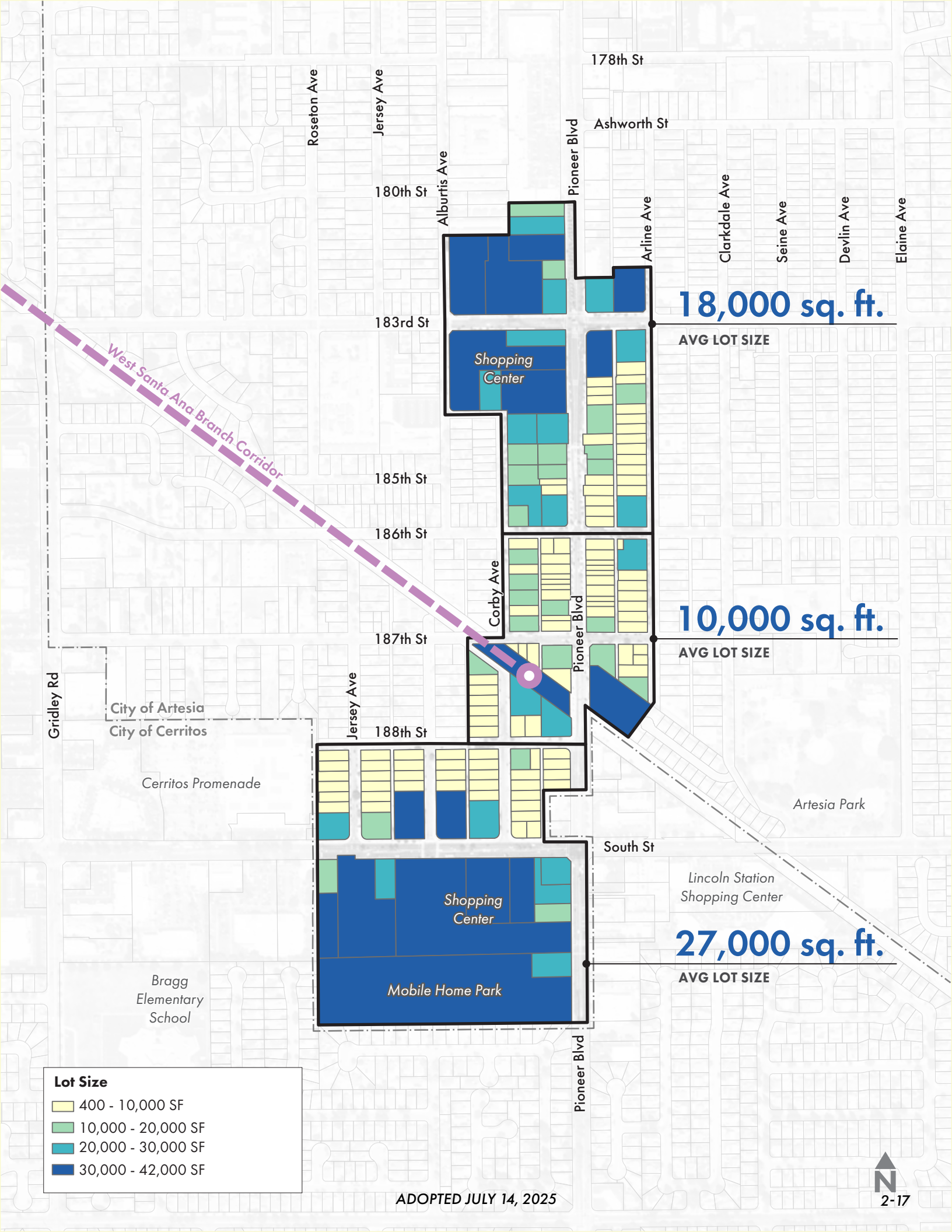


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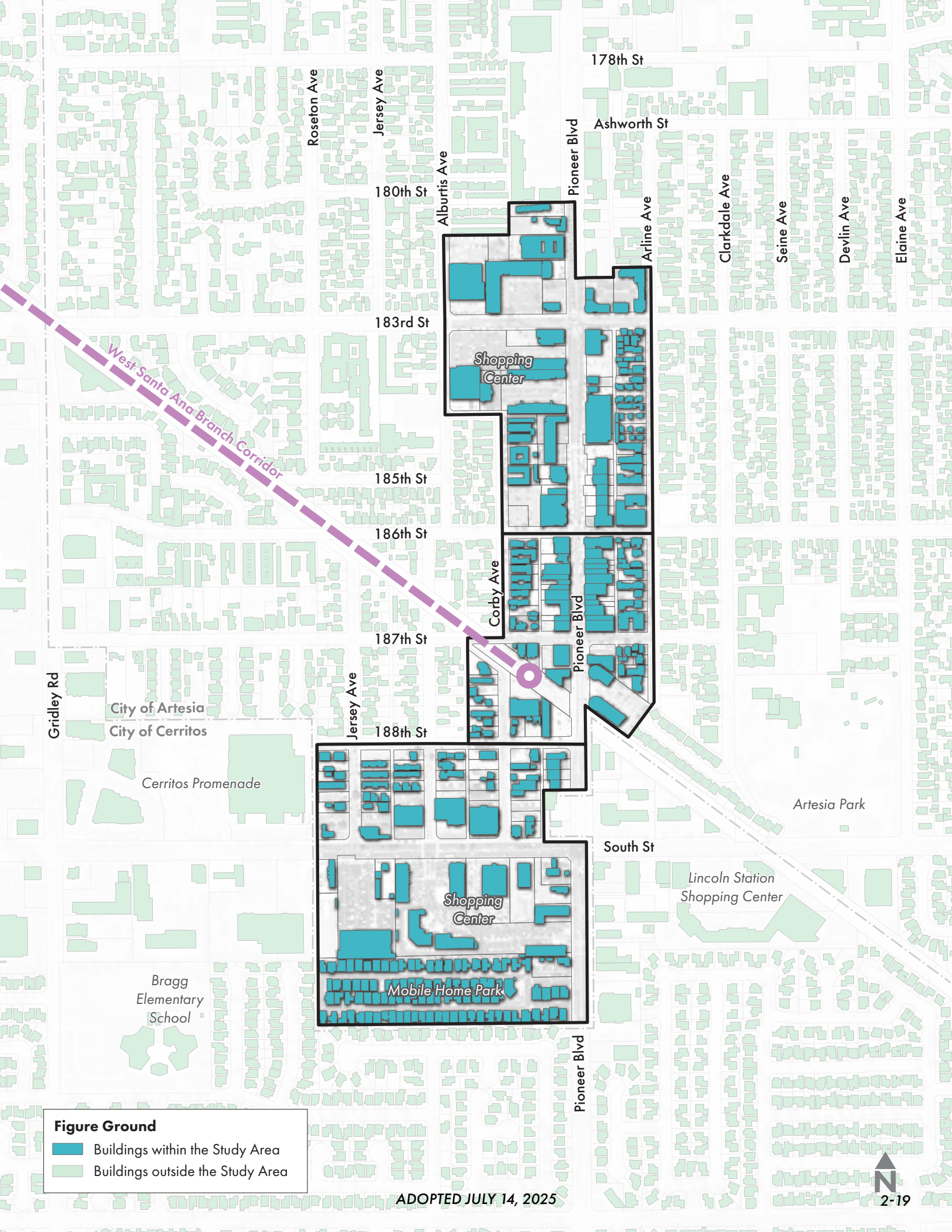
FIGURE GROUND

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.

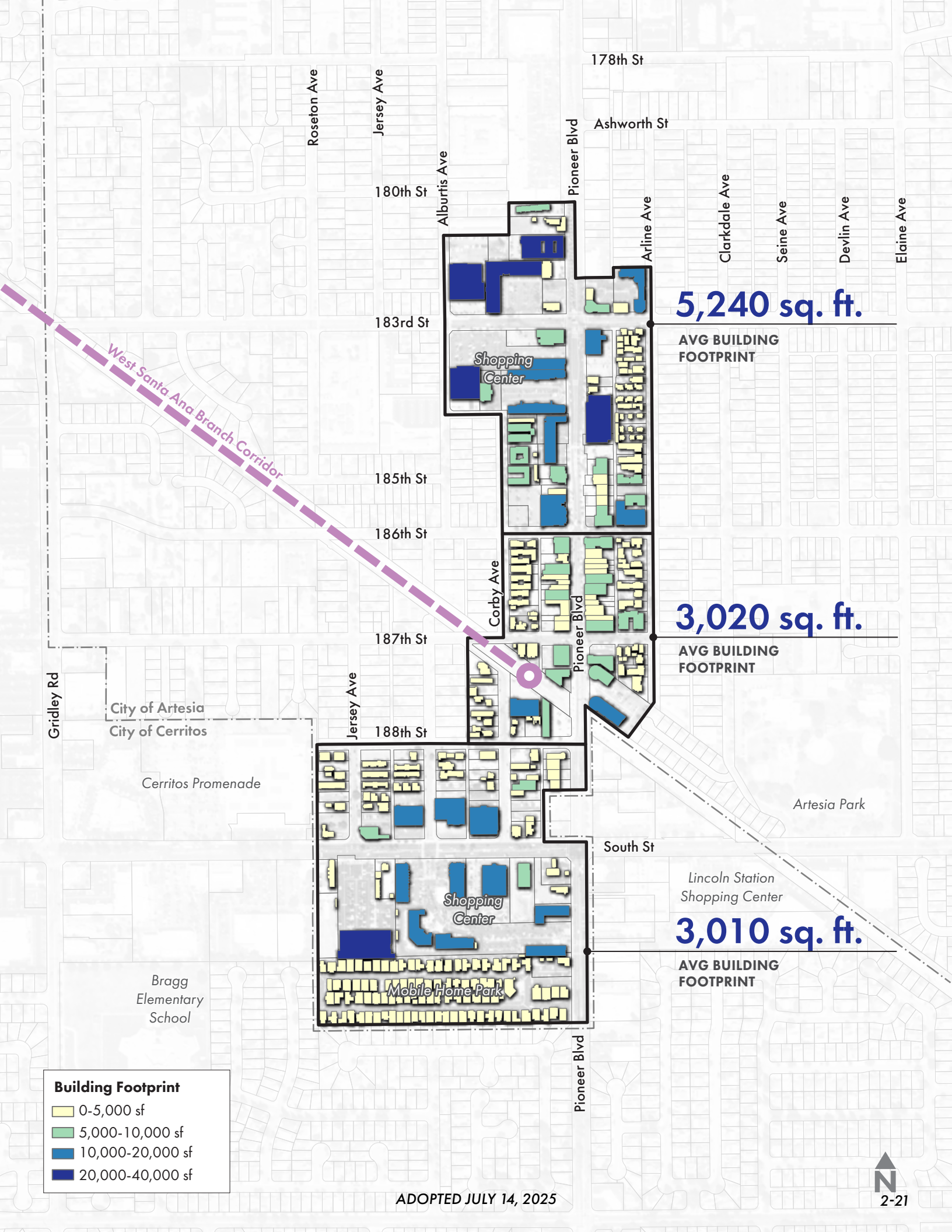
Corby Ave and Arline Ave, within the study area, is composed of somewhat densely configured multi-family residential buildings. The mobile home park at the southern end of the study area includes a higher density configuration of small manufactured homes with little to no side setback.


178th St
Roseton Ave
Jersey Ave
Ashworth St
Pioneer Blvd
Alburtis Ave
180th St
Arline Ave
Clarkdale Ave
Seine Ave
Devlin Ave
Elaine Ave
183rd St
Shopping Center
West Santa Ana Branch Corridor
185th St
186th St
Corby Ave
Pioneer Blvd
187th St
Gridley Rd
Jersey Ave
City of Artesia
City of Cerritos
188th St
Cerritos Promenade
Artesia Park
South St
Lincoln Station Shopping Center
Shopping Center
Mobile Home Park
Bragg Elementary School
Pioneer Blvd
Figure Ground
Buildings within the Study Area
Buildings outside the Study Area
N

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.



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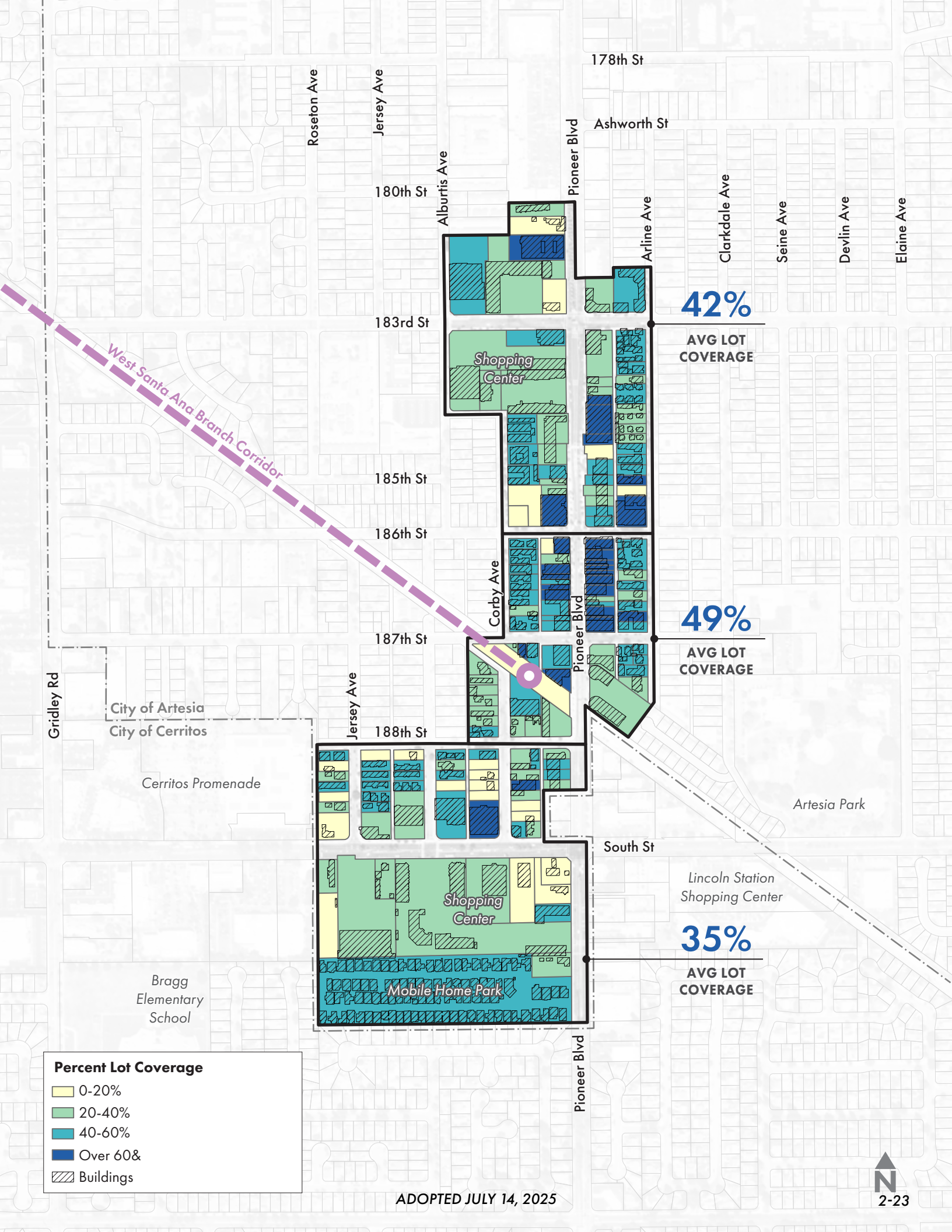
LOT COVERAGE

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.



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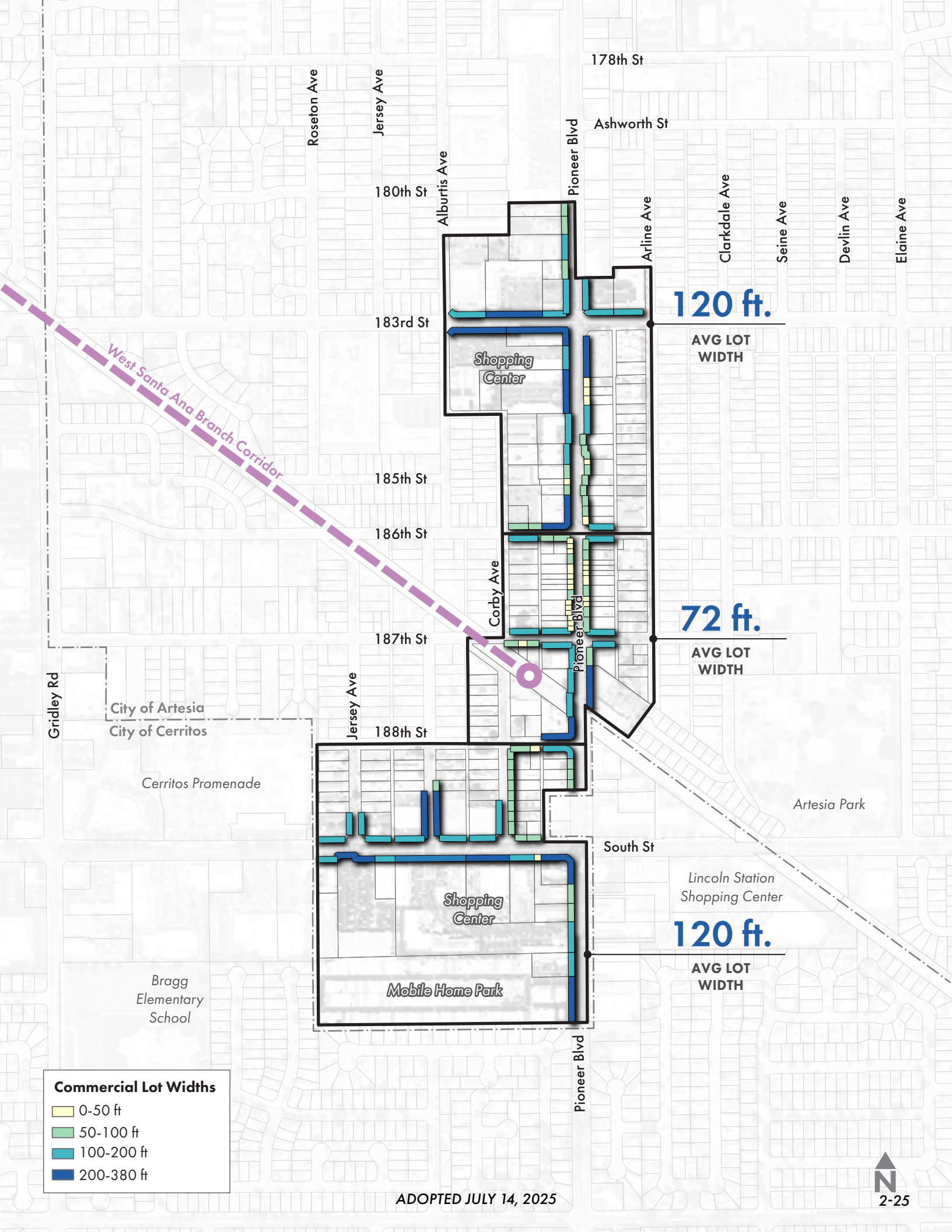
FRONTAGE LOT WIDTH

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.



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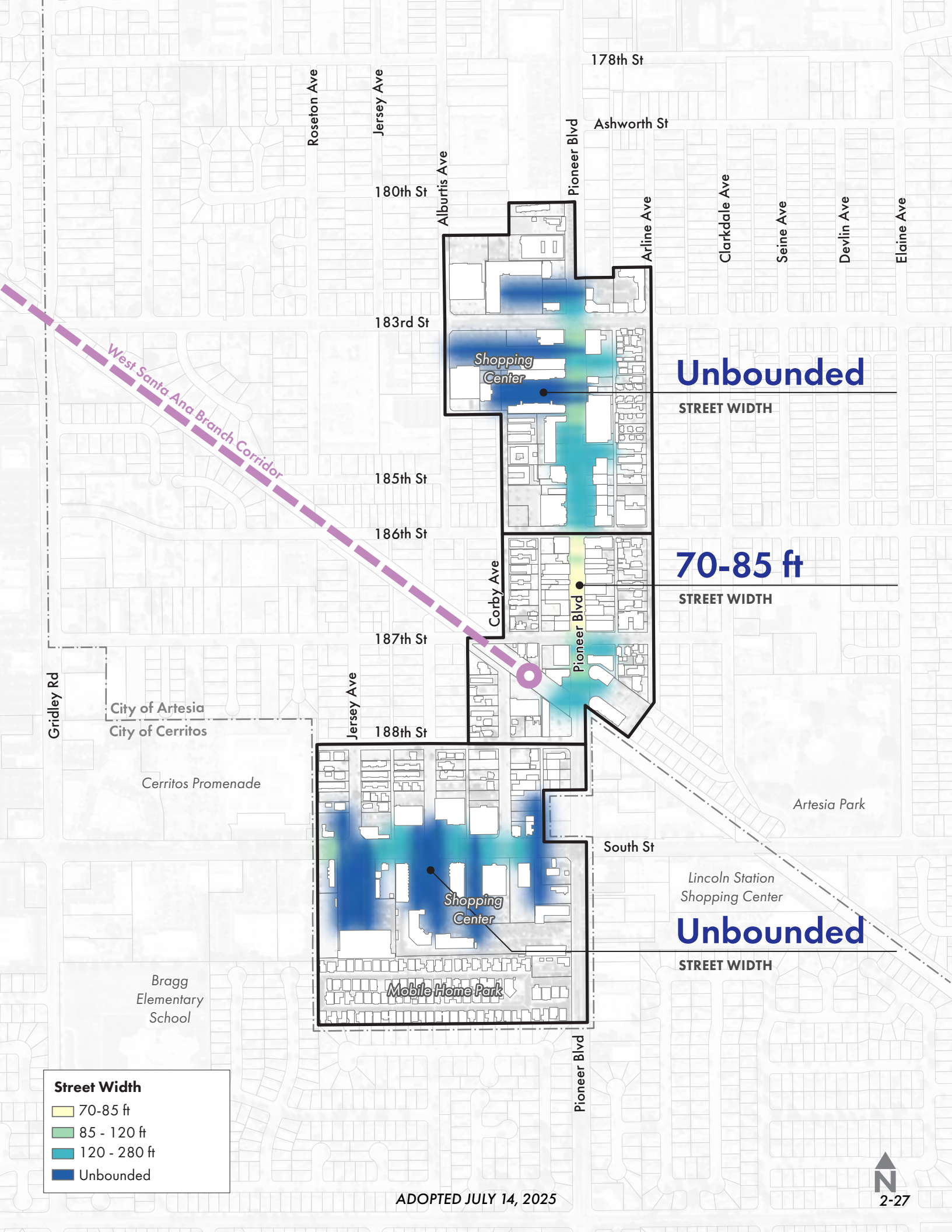
PERCEIVED STREET WIDTH

Street Width is generally defined as the distance of a roadway from curb to curb. However, for this analysis, street width is considered as the perceived area of vehicle roadway by a pedestrian. The analysis evaluates how the perception of street scale and size influence the pedestrian experience in Downtown Artesia.

Streets, driveways, parking ltos and other roadways influence 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.



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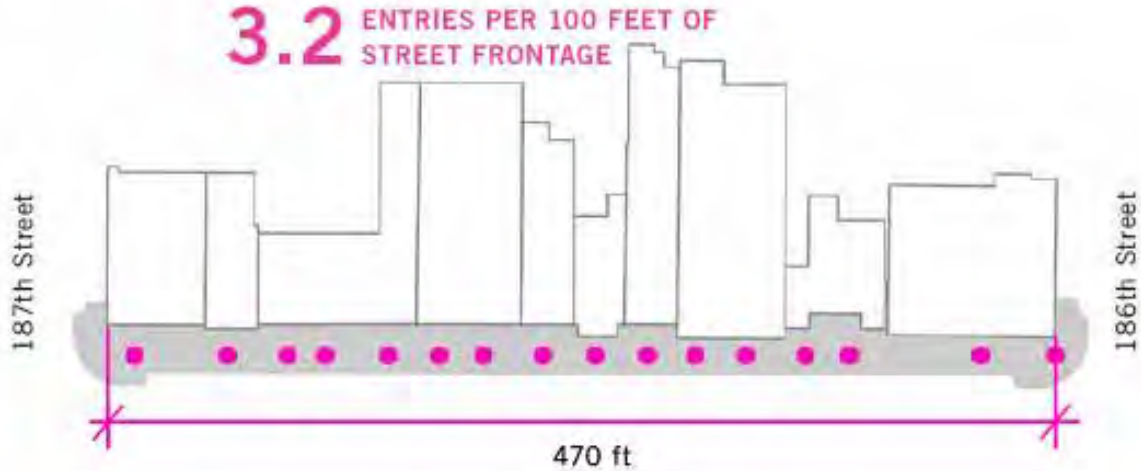
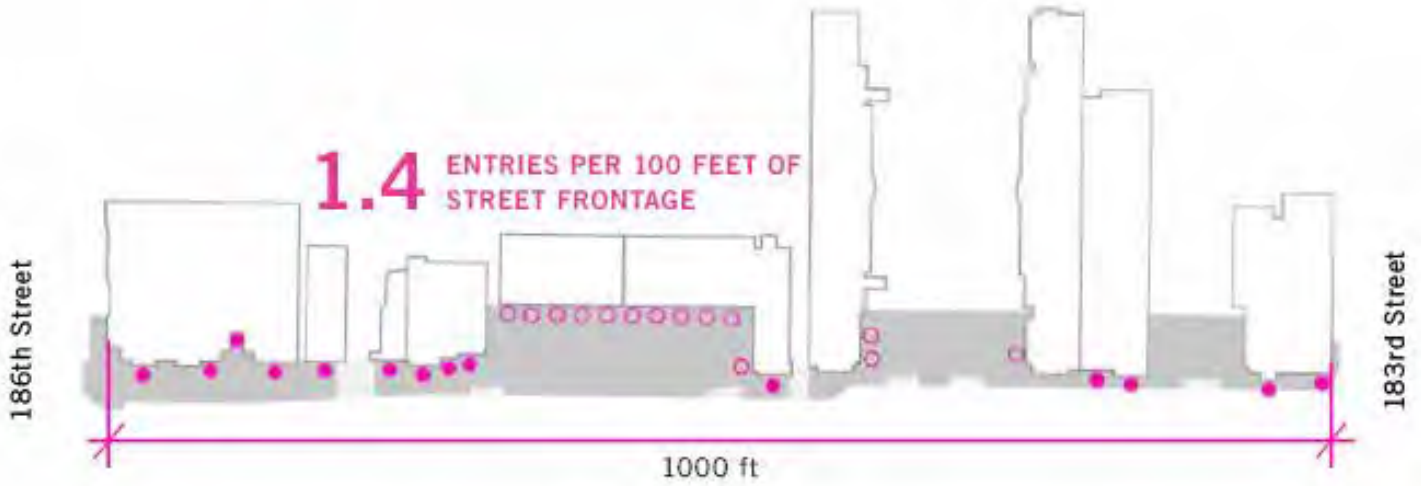
GROUND FLOOR ACTIVATION

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 entires to distance, generally the less activated and engaging the street scape is.


Postma Furniture
186TH STREET


3.2 ENTRIES PER 100 FEET OF STREET FRONTAGE
187th Street
186th Street
470 ft

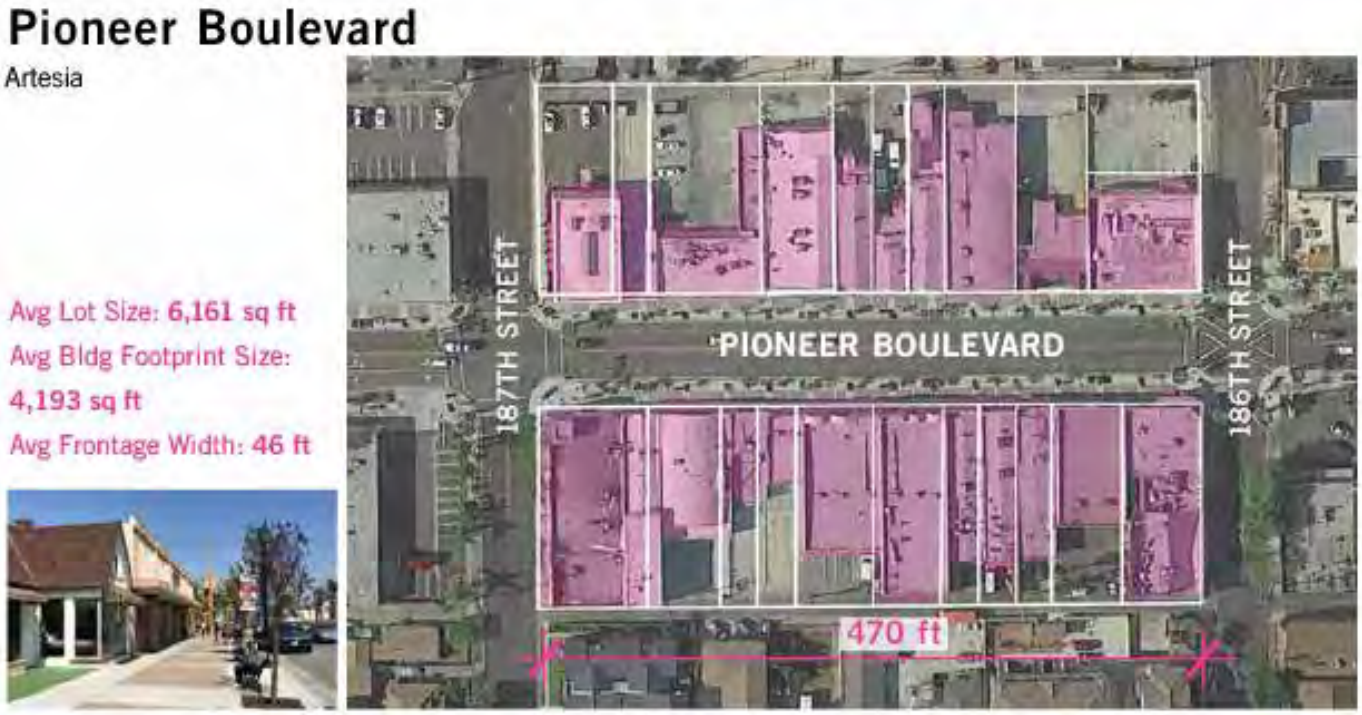

1.4 ENTRIES PER 100 FEET OF STREET FRONTAGE
186th Street
183rd Street
1000 ft

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.

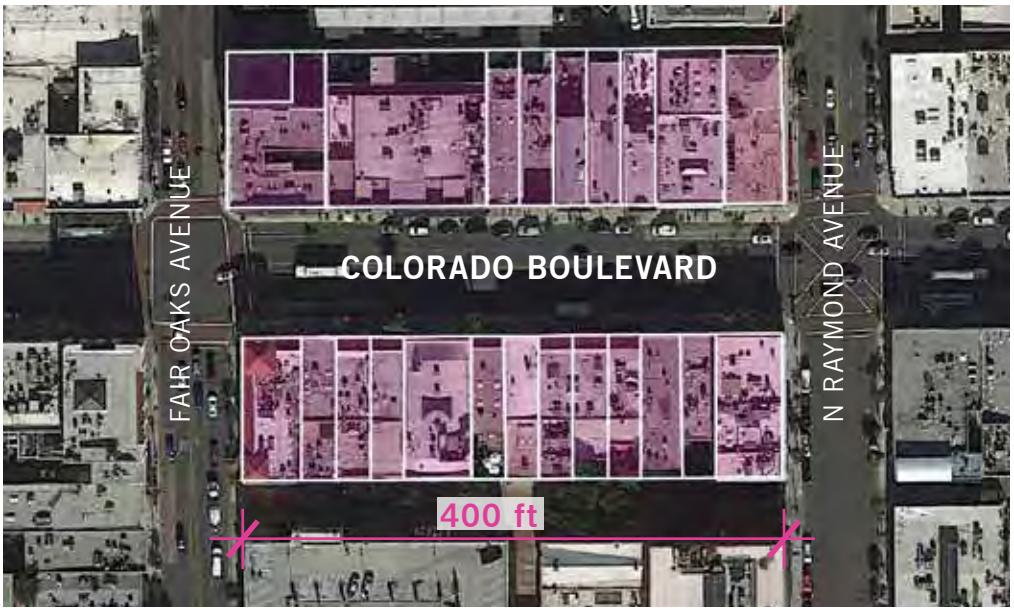
Overall, the three compared retail blocks are strikingly similar in their structure and point to the potential in the existing built form of Artesia's main street block.



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 Arline 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.

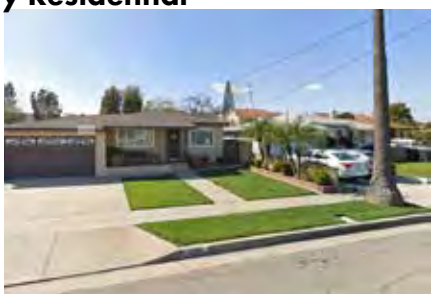
Building Type #5 - Mobile Homes
La Belle Chateau Mobile Home Park is located at the southern end of the Specific Plan area. Mobile homes, or manufactured homes are prefabricated structures that are transported to a site. Mobile home units in this area are approximately 2,400 square feet, have little 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



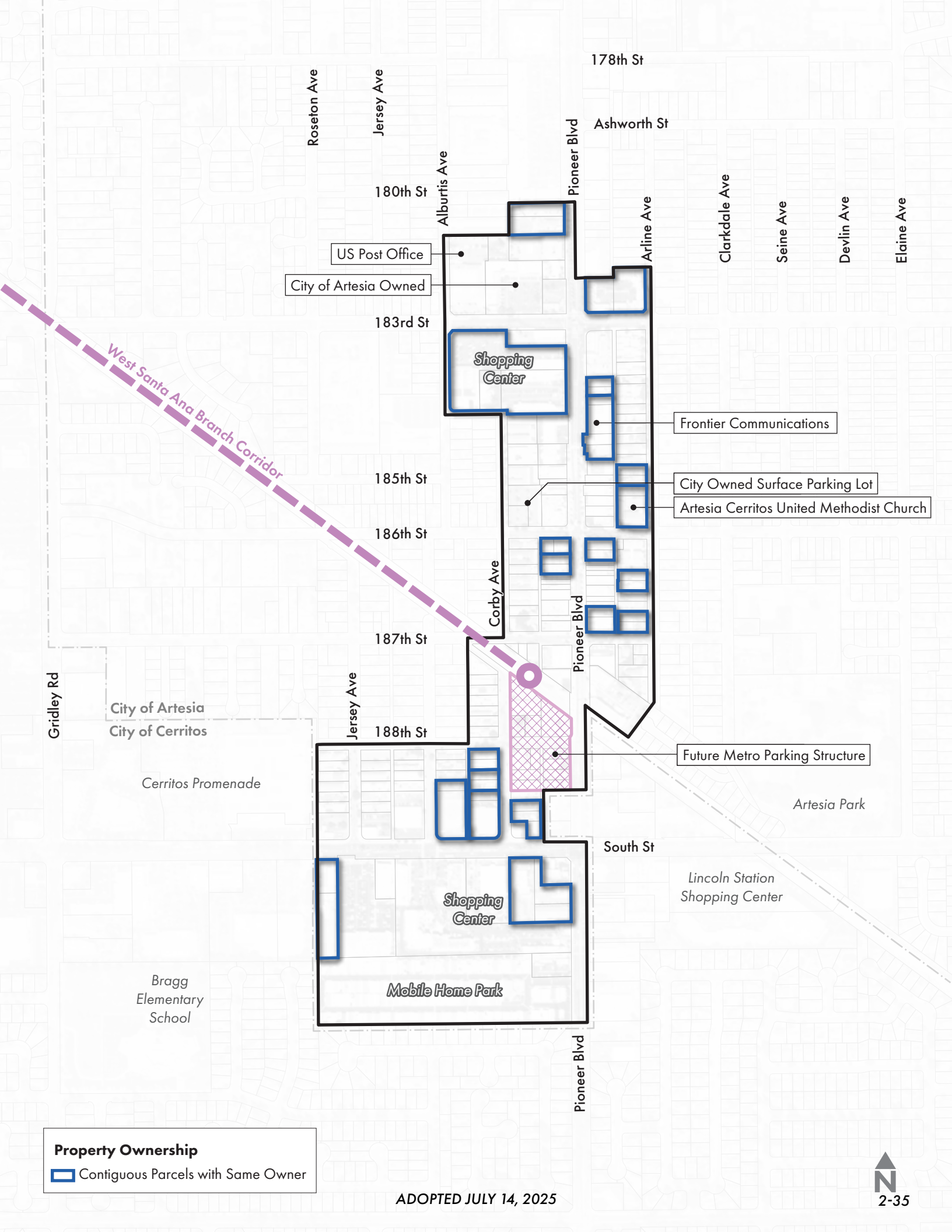
Building Type #5 - Mobile Homes

(precedent photo)

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.



ADOPTED JULY 14, 2025

3 EXISTING CONDITIONS: MOBILITY

EXISTING MOBILITY NETWORK

This section provides an overview of existing roadways, pedestrian infrastructure, bicycle facilities, and public transit in Downtown Artesia. Understanding the existing mobility network in Downtown Artesia helps to identify areas in need of improvement and opportunities for multimodal integration as the area changes over time. The City of Artesia has already made strides to create a positive pedestrian experience in Downtown Artesia through wide sidewalks, pedestrian-scale lighting, decorative pavement and crosswalks, landscaped medians, street trees and furnishings, and more along Pioneer Boulevard. While these streetscape elements exist only along Pioneer Boulevard, they lay the foundation for a distinct and walkable downtown environment.

ROADWAY NETWORK

The roadway network in Downtown Artesia is comprised of the following street types:

- Primary Arterial: Primary arterial roadways provide access to important local destinations and are multi-lane, high-volume, car-oriented corridors with left-turn-only lanes or medians. The Circulation Element defines primary arterials to have an Average Daily Traffic (ADT) capacity of 25,000. Artesia's primary arterials are characterized as mostly divided four-lane roads, 80-foot right-of-way, with intersections at grade and partial control of access.
- Secondary Arterial: Secondary arterial roadways connect primary arterial roadways to collector streets and local roads. Primary arterials tend to be multi-lane, moderate-to-high volume, and car-oriented, with a capacity of 20,000 ADT. Artesia's secondary arterials are defined as undivided, four-lane roads with intersections at grade and partial control of access with a 20,000 ADT.
- Collector Road: Collector roads are local roadways that connect neighborhoods to arterials and can sometimes serve as alternative routes to arterial roadways. Collector roads tend to have lower volumes, speeds, and numbers of lanes than arterial roadways, with a capacity of 5,000 ADT.
- Local Road: Local roads provide direct access to individual properties within residential areas and tend to be two-lane, low-speed, and low-volume corridors.

Figure 3.1 depicts the street classifications of the roadway network in Downtown Artesia based on the following categories: primary arterial, secondary arterial, collector, and local streets. Local access to Downtown Artesia is provided by the primary arterial roadways, Pioneer Boulevard and South Street. The remaining roads help provide connections to primary arterials and access to smaller destinations.

Figure 3.1: Street Classifications

POSTED SPEED LIMIT

Downtown Artesia's high-volume corridors include Pioneer Boulevard, 183rd Street, 186th Street, and South Street, as shown in Figure 3.2. None of the surface streets in Downtown Artesia have posted speeds of 50 mph or above and all the collector and local streets have posted speed limits of 25 mph. The relatively low posted speed limits in Downtown Artesia create promising conditions for a walkable and bikeable environment.

Figure 3.2: Posted Speed Limit

PEDESTRIAN INFRASTRUCTURE

Sidewalk Network

Downtown Artesia consists of a traditional grid of streets with a complete network of sidewalks and curb ramps, though many do not have ADA-detectable warning surfaces. Sidewalk widths range from four feet on calm, residential streets to 20 feet along the Downtown core and vary in design elements. With a complete sidewalk network, Downtown Artesia has the fundamental infrastructure needed to facilitate safe off-street pedestrian connectivity. From here, standard sidewalks can be enhanced with streetscape elements to support accessibility and walkability. For example, many sidewalks in Downtown Artesia, particularly along Pioneer Boulevard, are already enhanced with meandering sidewalks, landscaping, street trees, street furnishings, and other decorative elements.

Curb Ramps

The Americans with Disabilities Act (ADA) requires state and local governments to provide curb ramps with detectable warnings at pedestrian crossings and at public transportation stops where walkways intersect with a curb. A curb ramp is a short ramp that cuts through or is built up to a curb to facilitate access between a sidewalk and a roadway for people using wheelchairs, walkers, strollers, skateboards, scooters, mobility devices, or health-related mobility limitations. Detectable warnings consist of a series of small domes, also known as truncated domes, that contrast in color with the surrounding sidewalk or street to alert pedestrians with vision impairments of an upcoming hazard. Curb ramps are provided throughout Downtown Artesia; however, several are missing detectable warnings, which presents an opportunity to improve accessibility as intersections are redeveloped.

Streetscape Enhancements

Streetscape enhancements refer to design features that make the pedestrian experience more comfortable and enjoyable. Streetscape enhancements include street trees, public art, seating, pedestrian-scale lighting, decorative pavement, and more. Some streets, such as portions of Pioneer Boulevard, have enhanced sidewalks with greater widths, pedestrian-scale lighting, decorative pavement, seating, trash receptacles, and street trees. Other sidewalks, such as the northeast corner of Pioneer Boulevard and 183rd Street, have meandering sidewalks with landscaping, which provide shade and natural scenery. These existing design elements help to distinguish Downtown Artesia from other neighborhoods.

Figure 3.3: Standard Sidewalk

Figure 3.4: Decorative Sidewalks with Streetscape Enhancements

Figure 3.5: Meandering Sidewalks with Landscaping and Street Trees

BICYCLE FACILITIES

Providing an interconnected network of bicycle facilities is the first step to cultivating a bicycle-friendly Downtown. Bicycle facilities are defined as:

- **Class I (Multi-use Path):** Class I multi-use paths (frequently referred to as "bicycle paths") are physically separated from motor vehicle travel routes, with exclusive rights-of-way for non-motorized users like bicyclists and pedestrians.
- **Class II (Bicycle Lane):** Class II bicycle lanes are one-way facilities that carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street between the adjacent travel lane and the curb, road edge, or parking lane.
- **Class III (Bicycle Route):** Class III bicycle routes are suggested bicycle corridors marked by signs designating a preferred street between destinations. They are recommended where traffic volumes and roadway speeds are low (35 mph or less) since bicyclists and motor vehicles share the road.
- **Class IV (Separated Bikeway):** Class IV separated bikeways, also known as cycle tracks, are physically separated from motor vehicle traffic, and are designed to be distinct from any adjoining sidewalk.

As shown in Figure 3.6, the existing bicycle facility network in Downtown Artesia is minimal and consists of 0.3 miles of Class II bicycle lanes. Class II bicycle lanes currently exist along South Street (from the western and eastern boundary of Downtown Artesia) and along Pioneer Boulevard (from 188th Street to the southern boundary of Downtown Artesia).

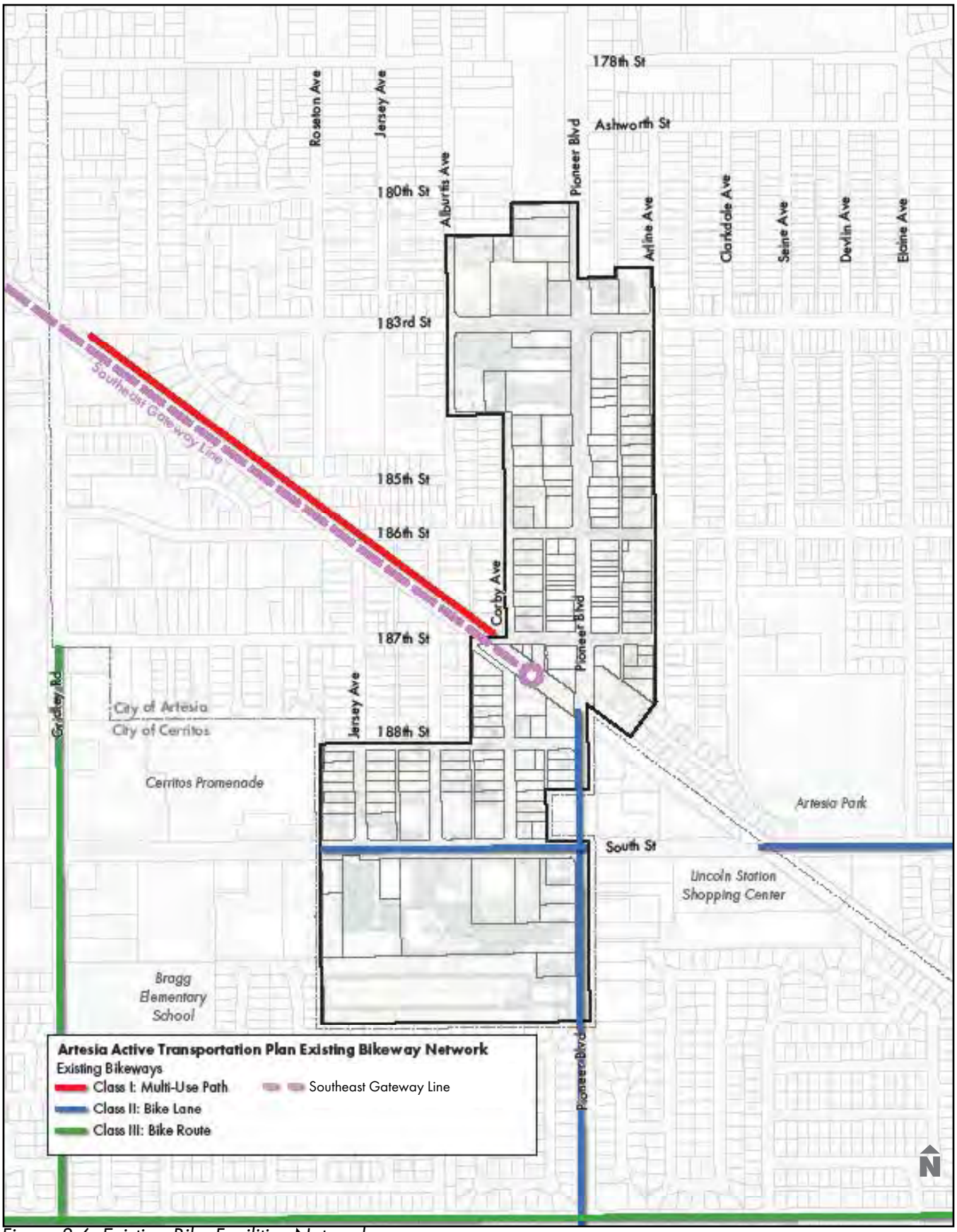


Figure 3.6: Existing Bike Facilities Network

PUBLIC TRANSIT

Bus Stops and Routes

Artesia City Transit, Long Beach Transit, Metro, Norwalk Transit System, and Orange County Transit provide public transit service in Downtown Artesia. Local bus routes, displayed in Figure 3.7, provide service along Pioneer Boulevard, 183rd Street, and South Street. There are no existing passenger rail lines through Downtown Artesia. However, as previously mentioned, the planned Southeast Gateway Line by Metro will bisect Downtown Artesia and add a new light-rail station between Pioneer Boulevard and 187th Street. The addition of the Southeast Gateway Line and station to Downtown Artesia will expand multimodal transportation options for community members and support the use of public transit as a viable option for traveling to and from Downtown Artesia.

Bus Stops Amenities

Table 3.1 displays an inventory of existing amenities at bus stops in Downtown Artesia. This table can be used to identify opportunities for improving the transit rider experience through the installation of additional bus stop amenities, such as shelters, seating, trash receptacles, public art, and more for an improved rider experience. Most bus stops in Downtown Artesia provide essential amenities like a bus pole and signage, seating, shelter, and trash receptacles. However, the bus stop at Pioneer Boulevard and 183rd Street only has a bus pole and signage, which presents an opportunity to consider installing additional amenities.

Table 3.1: Bus Stop Amenity Inventory

Bus Stop	Direction	Amenities
Pioneer Boulevard & 183rd Street	Southbound	Bus Pole and Signage
183rd Street & Alburtis	Westbound	Bus Pole and Signage and shelter with seating and shade
183rd Street & Alburtis	Eastbound	Bus Pole and Signage, shelter with seating and shade, and trash receptacle
South Street & Pioneer Boulevard	Westbound	Bus Pole and Signage, trash receptacle
South Street & Jersey Avenue	Westbound	Bus Pole and Signage, shelter with seating and shade, and trash receptacle
South Street & Jersey Avenue	Eastbound	Bus Pole and Signage, shelter with seating and shade, and trash receptacle

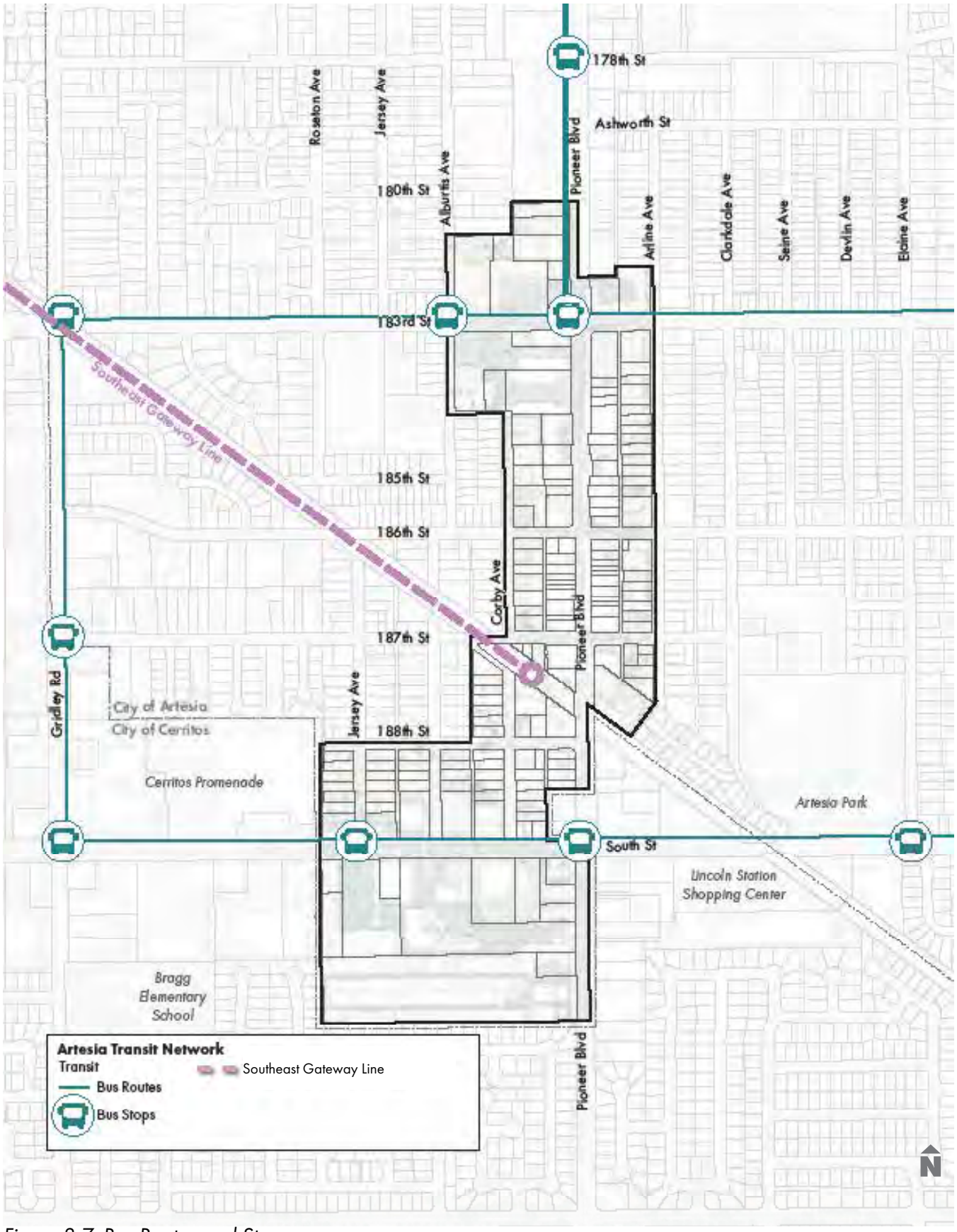


Figure 3.7: Bus Routes and Stops

SUMMARY OF MULTIMODAL FACILITIES

Table 3.2 summarizes the key characteristics of streets in Downtown Artesia. The foundational information displayed in Table 3.2 was used to inform the context-specific recommendations proposed in the Downtown Specific Plan.

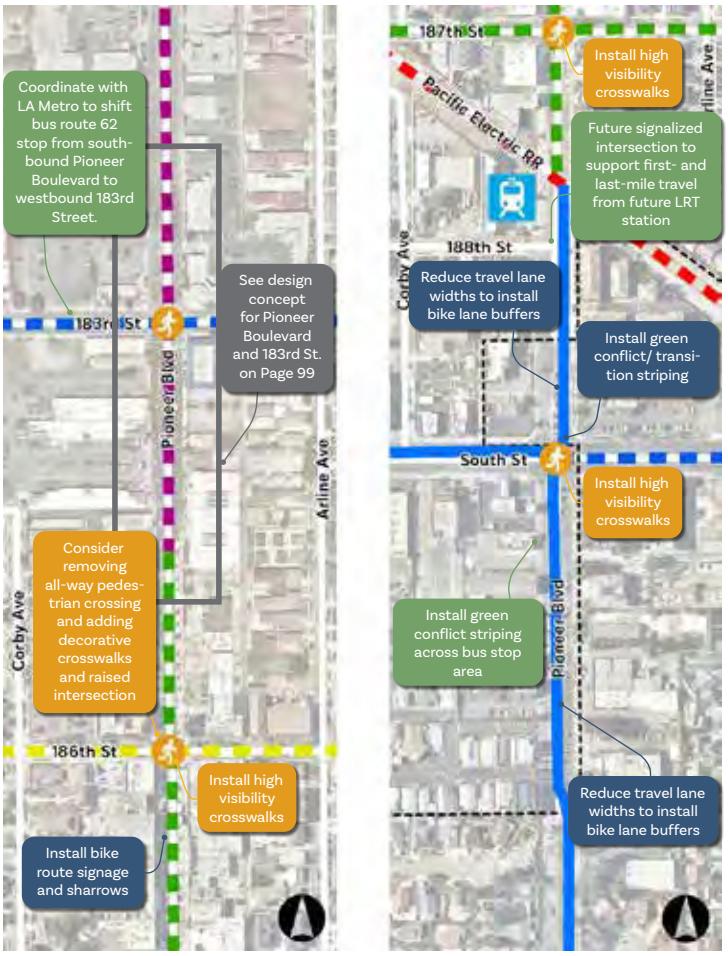
Table 3.2: Key Characteristics of Existing Roadway Network									
Street	Direction	Street Class	Speed Limit (mph)	# of Lanes	Taffic Control	Bicycle Facilities (Y/N)	Bus Stop (Y/N)	Parking (Y/N)	Land Use
183rd Street	E-W	Secondary	35	4	Signal	N	Y	N (except for a small segment)	Commercial General, Multiple-Family Residential
184th Street	E-W	Local	25	2	Stop Sign	N	N	Y	Commercial General, Multiple-Family Residential
186th Street	E-W	Collector	25	2	Signal/ Stop Sign	N	N	Y	Commercial General, Multiple-Family Residential
187th Street	E-W	Collector	25	2	Signal/ Stop Sign	N	N	Y	Commercial General, Multiple-Family Residential, Light Manufacturing/ Industrial
188th Street	E-W	Local	25	2	Stop Sign	N	N	Y	Commercial General, Multiple-Family Residential, Light Manufacturing/ Industrial
Alburtis Avenue	N-S	Collector	25	2	Signal/ Stop Sign	N	N	Y	Commercial General, Multiple-Family Residential
Arline Avenue	N-S	Local	25	2	Stop Sign	N	N	Y	Commercial General, Multiple-Family Residential
Corby Avenue	N-S	Local	25	2	Signal/ Stop Sign	N	N	Y (most of corridor)	Commercial General, Multiple-Family Residential, Light Manufacturing/ Industrial
Jersey Avenue	N-S	Local	25	2	Signal/ Stop Sign	N	N	Y	Commercial General, Multiple-Family Residential
Pioneer Boulevard	N-S	Primary	15-35	4-Feb	Signal	Y	Y	Y (most of corridor)	Professional, Commercial General, Multiple-Family Residential
South Street	E-W	Primary	40	4	Signal	Y	Y	N	Commercial Planned Development, South Street Specific Plan

ARTESIA ACTIVE TRANSPORTATION PLAN

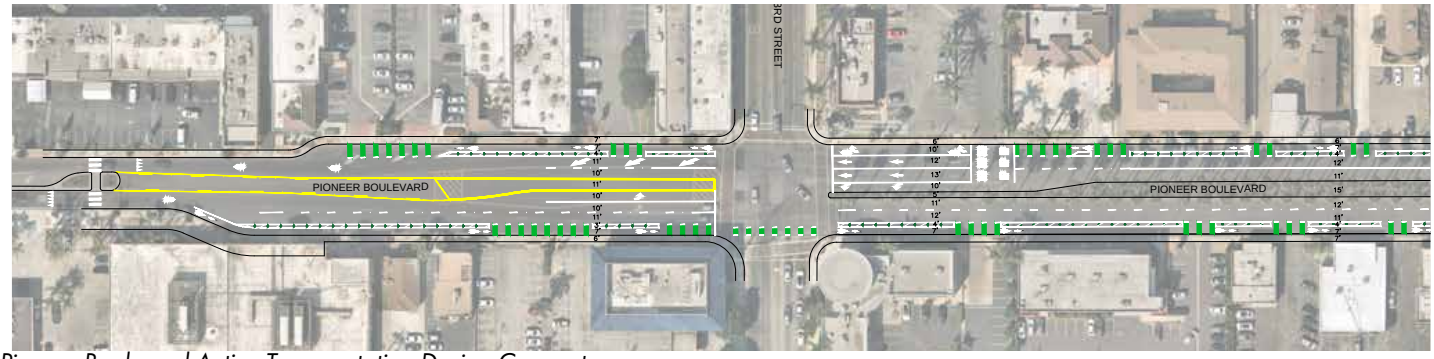
The Artesia Active Transportation Plan (ATP) was adopted by the City of Artesia in 2022. The ATP includes recommended projects, programs and actions to support Artesia's short, mid, and long-term goals as they relate to transportation, land use, and population growth.

The diagram on the facing page shows the proposed ATP bikeway network in relation to the Downtown Speciific Plan study area. There are existing bike lanes on South Street and on Pioneer Boulevard south of the future Metro station. An existing multi-use path is located along the future Metro Rail line from 183rd Street to 187th Streets. The ATP proposes a comprehensive bike network thorughout the Specific Plan study area, providing connections to Artesia Park, the future Metro station, transit stops, commercial uses along Pioneer Boulevard, shopping centers, and other commercial and residential uses. The proposed extension of the existing multi-use path along the future Metro line will provide the safest connection to the future Pioneer station. The ATP proposed bikeway network will be critical to support bicycle connections to and from Downtown Artesia.

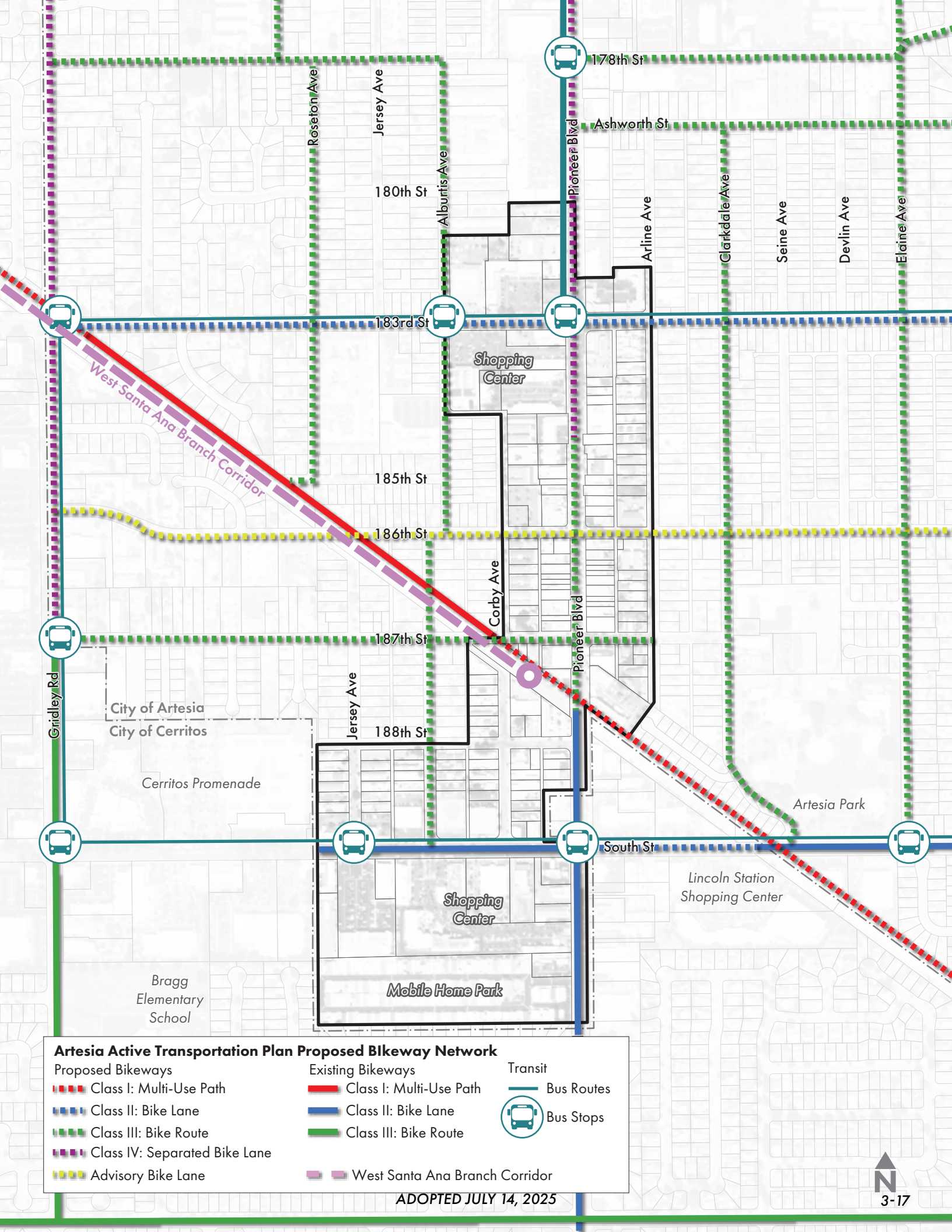
The ATP also includes design concepts for Pioneer Boulevard, shown to the right and below. The concept proposes intersection enhancements for pedestrian safety, bike route signage, and roadway design for the separated bike lane north of 183rd Street.



Pioneer Boulevard Active Transportation Design Concept



Pioneer Boulevard Active Transportation Design Concept


178th St
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South St
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Jersey Ave
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Pioneer Blvd
Arline Ave
Clarkdale Ave
Seine Ave
Devlin Ave
Elaine Ave
Corby Ave
Gridley Rd
West Santa Ana Branch Corridor
Shopping Center
Shopping Center
Mobile Home Park
City of Artesia
City of Cerritos
Cerritos Promenade
Artesia Park
Lincoln Station Shopping Center
Bragg Elementary School
Artesia Active Transportation Plan Proposed BIkeway Network
Proposed Bikeways
Class I: Multi-Use Path
Class II: Bike Lane
Class III: Bike Route
Class IV: Separated Bike Lane
Advisory Bike Lane
Existing Bikeways
Class I: Multi-Use Path
Class II: Bike Lane
Class III: Bike Route
Transit
Bus Routes
Bus Stops
West Santa Ana Branch Corridor
ADOPTED JULY 14, 2025
N

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.

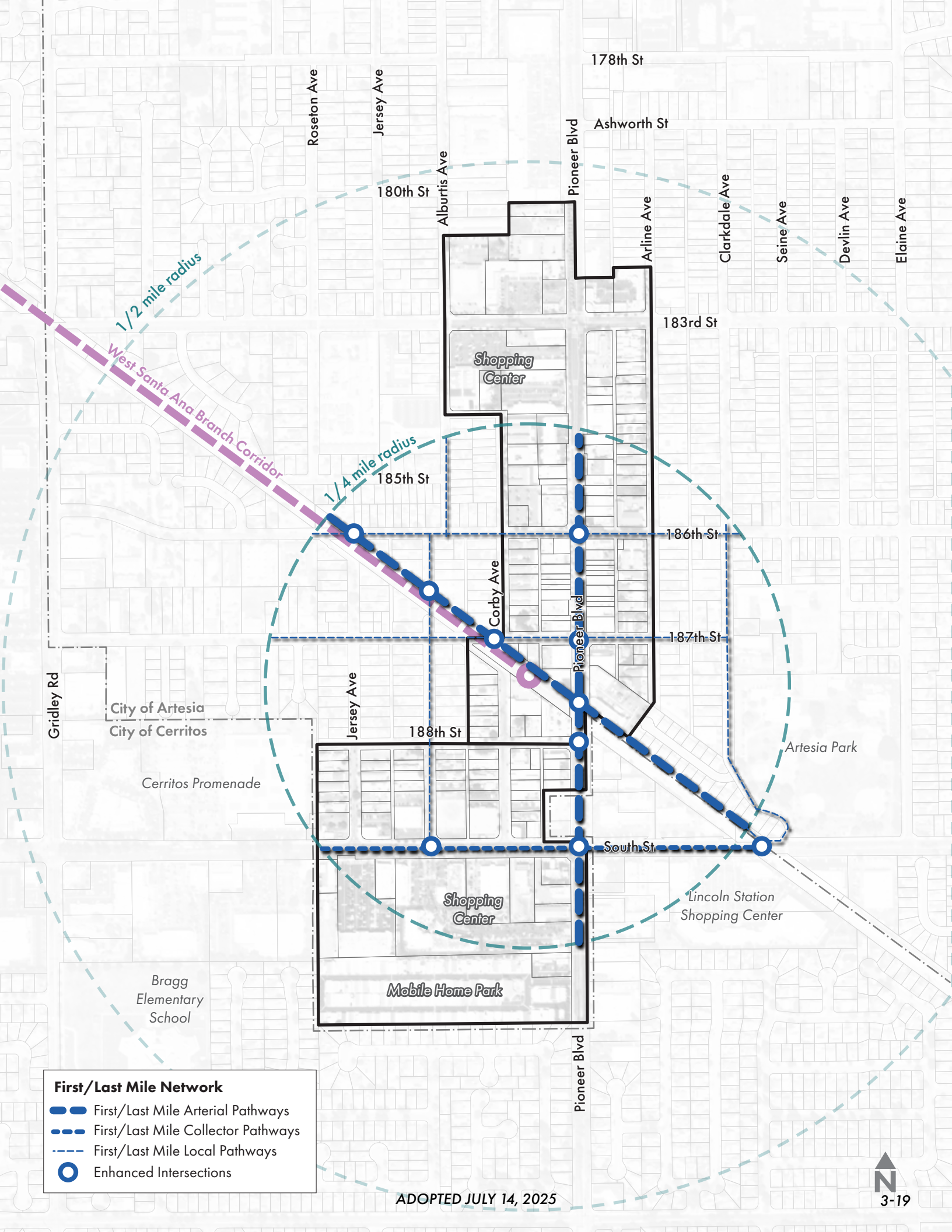
The first/last mile network is composed of three tiers: arterial, collector, and local pathways.

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.


178th St
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Pioneer Blvd
180th St
Alburtis Ave
Arline Ave
Clarkdale Ave
Seine Ave
Devlin Ave
Elaine Ave
1/2 mile radius
West Santa Ana Branch Corridor
183rd St
Shopping Center
1/4 mile radius
185th St
186th St
Corby Ave
Pioneer Blvd
187th St
Gridley Rd
City of Artesia
City of Cerritos
Jersey Ave
188th St
Artesia Park
Cerritos Promenade
South St
Shopping Center
Lincoln Station Shopping Center
Bragg Elementary School
Mobile Home Park
Pioneer Blvd
First/Last Mile Network
First/Last Mile Arterial Pathways
First/Last Mile Collector Pathways
First/Last Mile Local Pathways
Enhanced Intersections
N

4 ASSESSMENT

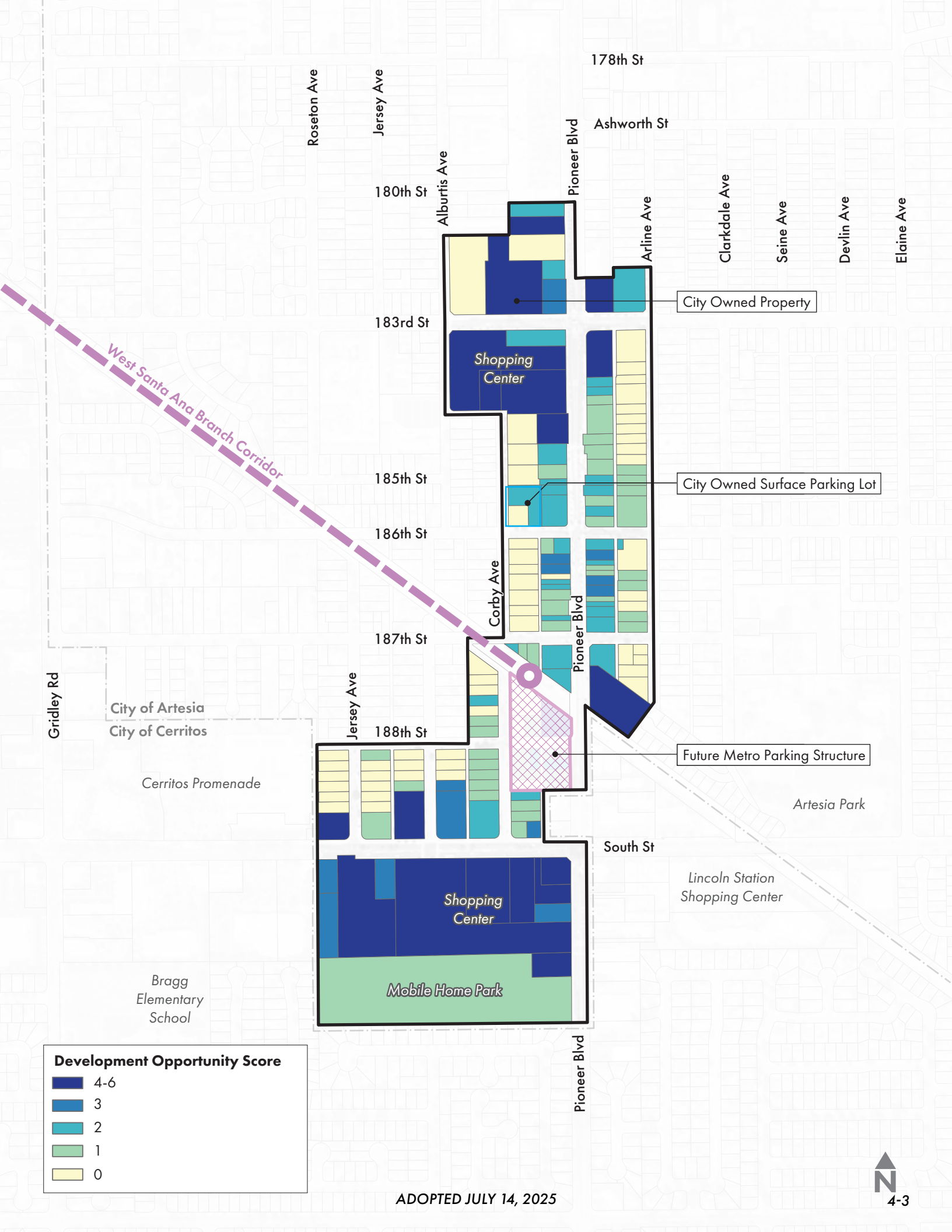
DEVELOPMENT OPPORTUNITY

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 *(Sum of Development Opportunity Criteria Points)*	**6**


178th St
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Ashworth St
Pioneer Blvd
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Alburtis Ave
Arline Ave
Clarkdale Ave
Seine Ave
Devlin Ave
Elaine Ave
City Owned Property
183rd St
Shopping Center
West Santa Ana Branch Corridor
185th St
City Owned Surface Parking Lot
186th St
Corby Ave
Pioneer Blvd
187th St
Gridley Rd
City of Artesia
City of Cerritos
Jersey Ave
188th St
Future Metro Parking Structure
Cerritos Promenade
Artesia Park
South St
Lincoln Station Shopping Center
Shopping Center
Mobile Home Park
Bragg Elementary School
Pioneer Blvd
Development Opportunity Score
4-6
3
2
1
0

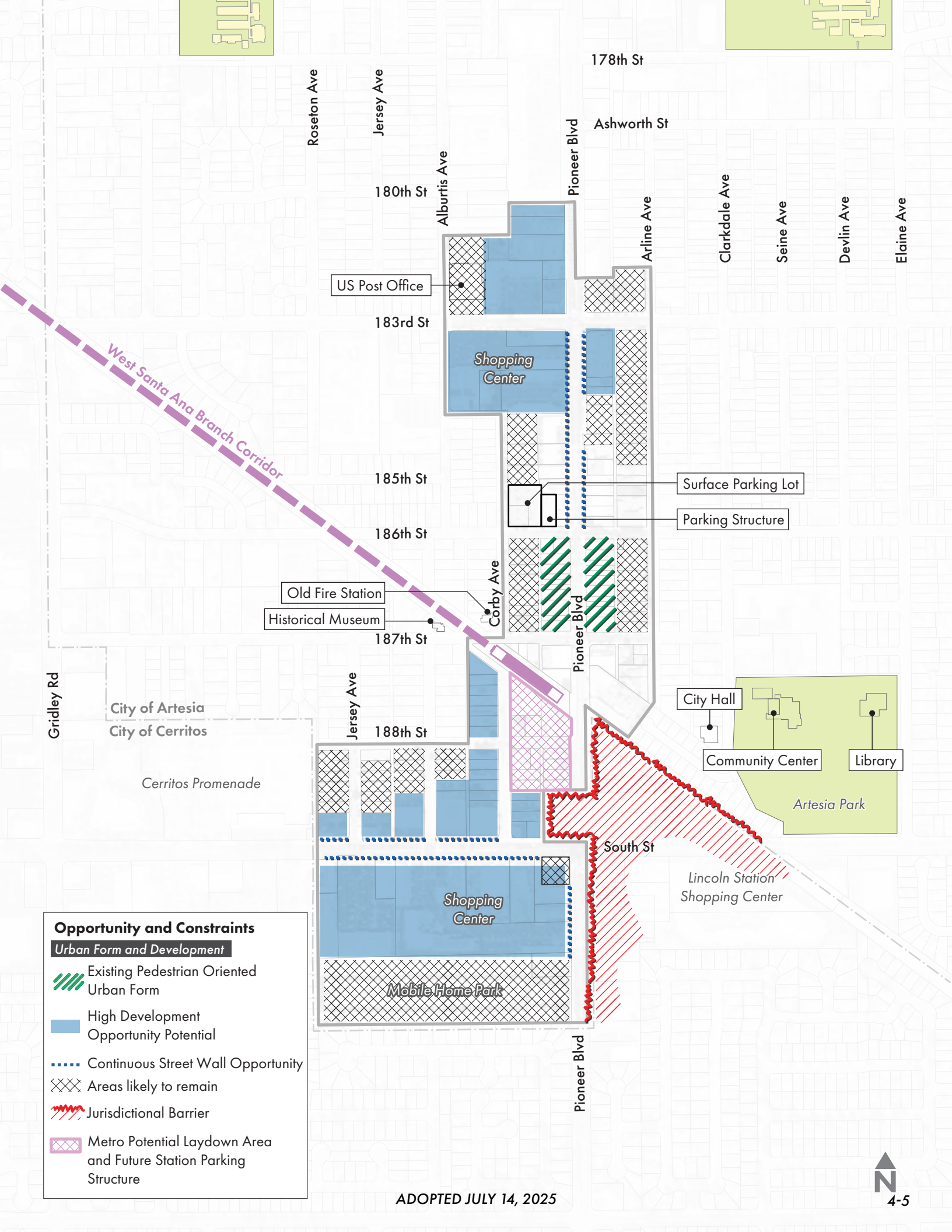
OPPORTUNITY AND CONSTRAINTS

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. Additionally, the future Metro Parking structure will provide opportunity for ground floor retail directly across from the station. 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.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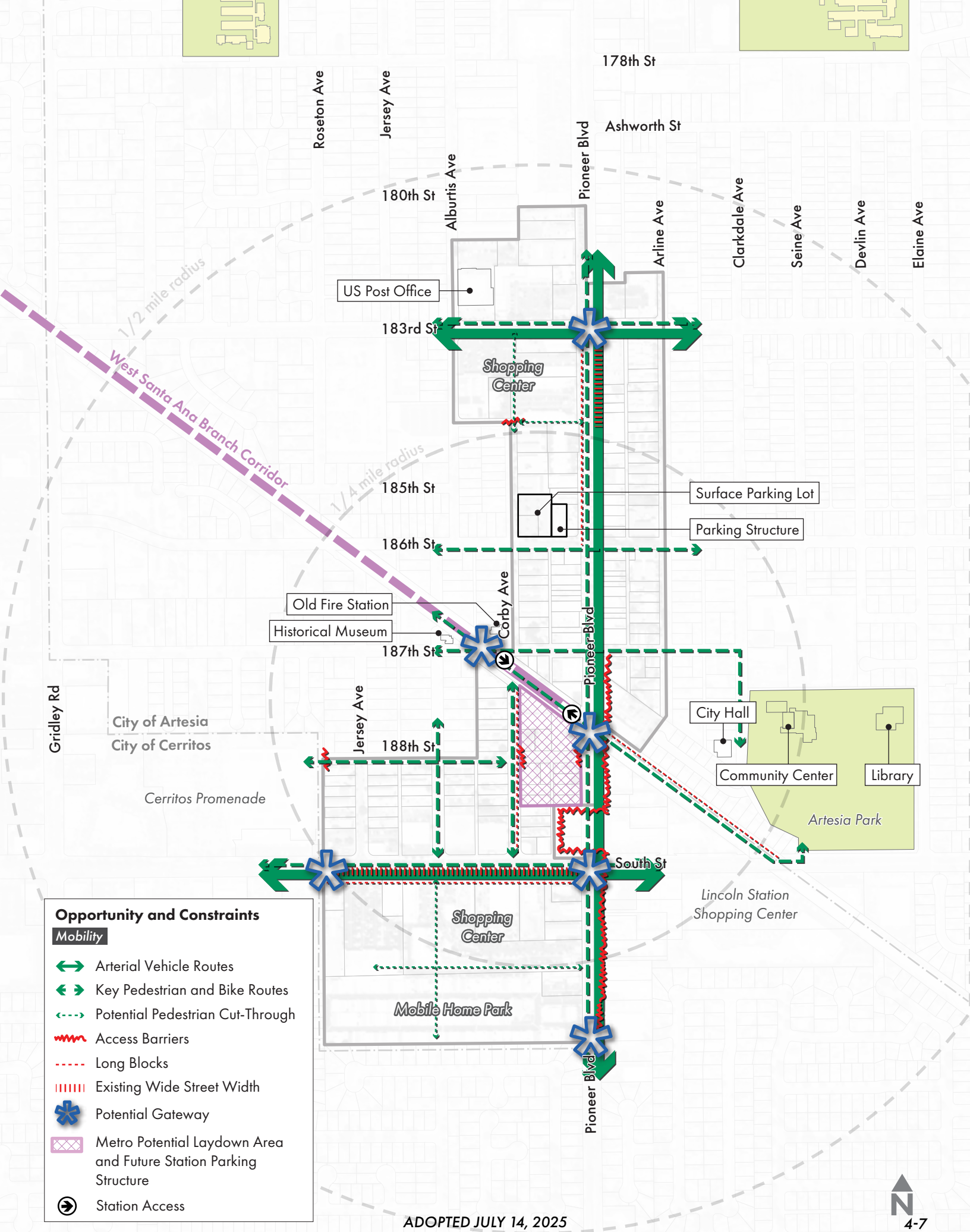
Seine Ave
Devlin Ave
Elaine Ave
US Post Office
183rd St
Shopping Center
West Santa Ana Branch Corridor
185th St
Surface Parking Lot
Parking Structure
186th St
Old Fire Station
Historical Museum
Corby Ave
187th St
Pioneer Blvd
Gridley Rd
City of Artesia
City of Cerritos
Jersey Ave
188th St
City Hall
Community Center
Library
Artesia Park
Cerritos Promenade
South St
Lincoln Station Shopping Center
Shopping Center
Mobile Home Park
Pioneer Blvd
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
N

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.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Shopping Center
Mobile Home Park
Pioneer Blvd
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
N