

**Draft Initial Study and
Mitigated Negative Declaration
Artesia Boulevard Corridor Specific Plan**



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Section 1: Project Description

1.1 – Project Title

City of Artesia: Artesia Boulevard Corridor Specific Plan

1.2 – Lead Agency Name and Address

City of Artesia
18747 Clarkdale Avenue
Artesia, California 90701

1.3 – Contact Person and Phone Number

Okina Dor, Redevelopment/Planning Director
(562) 865-6262 ext. 227

1.4 – Project Location

The City of Artesia (City) is located in southeast Los Angeles County, 19 miles southeast of the City of Los Angeles, and 10 miles northwest of the City of Anaheim. The City is bordered by the City of Norwalk to the north, and the City of Cerritos to the south, east, and west. Regional access to the City is provided via the SR-91 (Artesia Freeway) and the I-605 (San Gabriel River Freeway). See Figure 1-1.

The proposed project affects properties totaling approximately 21 acres along Artesia Boulevard, from Gridley Road extending east approximately half a mile almost reaching Pioneer Boulevard. The project limits are indicated in Figure 1-2.

1.5 – Project Sponsor's Name and Address

None. The proposed General Plan Amendments and Specific Plan have been initiated by the City of Artesia.

1.6 – General Plan Land Use Designation

The existing General Plan Land Use designation for the areas within the project limits is Gateway Community Commercial, with the exception of two properties that are designated Low Density Residential. The proposed General Plan Land Use designation for properties within the project limits is Artesia Boulevard Corridor Specific Plan.

1.7 – Zoning District

Properties within the project limits are predominately zoned Commercial General (CG). Two properties are zoned Medium Density Residential (MDR), four are zoned Commercial Transition (CT), and one large parcel is zoned Heavy Manufacturing and Industrial (M-2). Proposed zoning for the project limits is Artesia Boulevard Corridor Specific Plan.

Figure 1-1: Regional Location and Vicinity Map

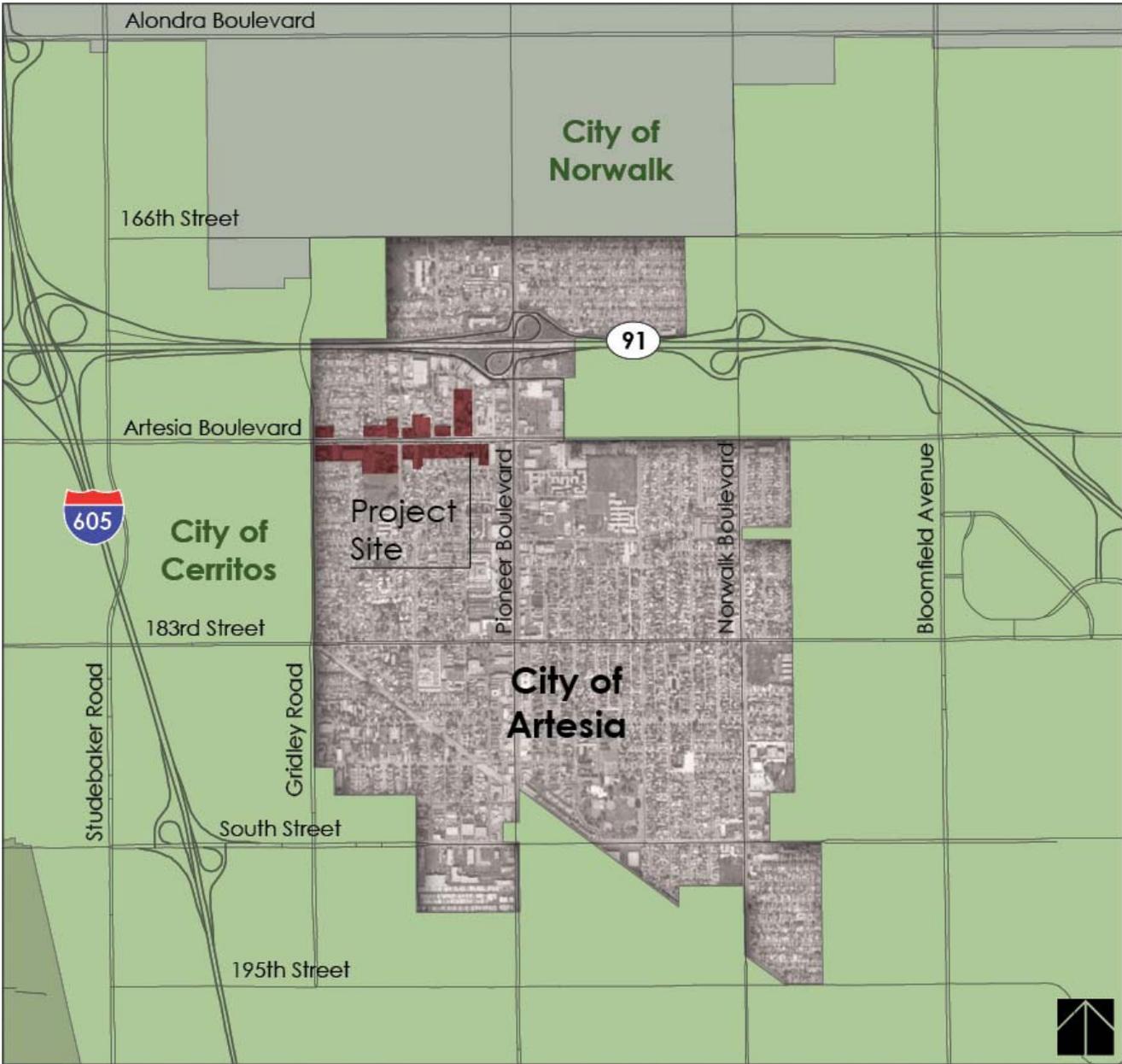


Figure 1-2: Project Limits



1.8 – Project Description

The project consists of the adoption and implementation of the Artesia Boulevard Corridor Specific Plan and related amendments to the General Plan Land Use Map and Zoning Map. The Artesia Boulevard Corridor Specific Plan is a policy-level, City-initiated Specific Plan, which does not authorize any specific development or construction projects. Future development projects will be required to receive City approval and conduct appropriate environmental review.

The Artesia Boulevard Corridor Specific Plan provides guidance for implementing development within the project limits. The Specific Plan provides required development standards and allowable uses for properties within the Specific Plan area. The Specific Plan also includes an implementation action plan that identifies near and long term actions necessary to achieve the Plan's goals and objectives. The Specific Plan furthers the objectives of the General Plan by providing a more detailed planning document for development of specific sites, mobility, and infrastructure.

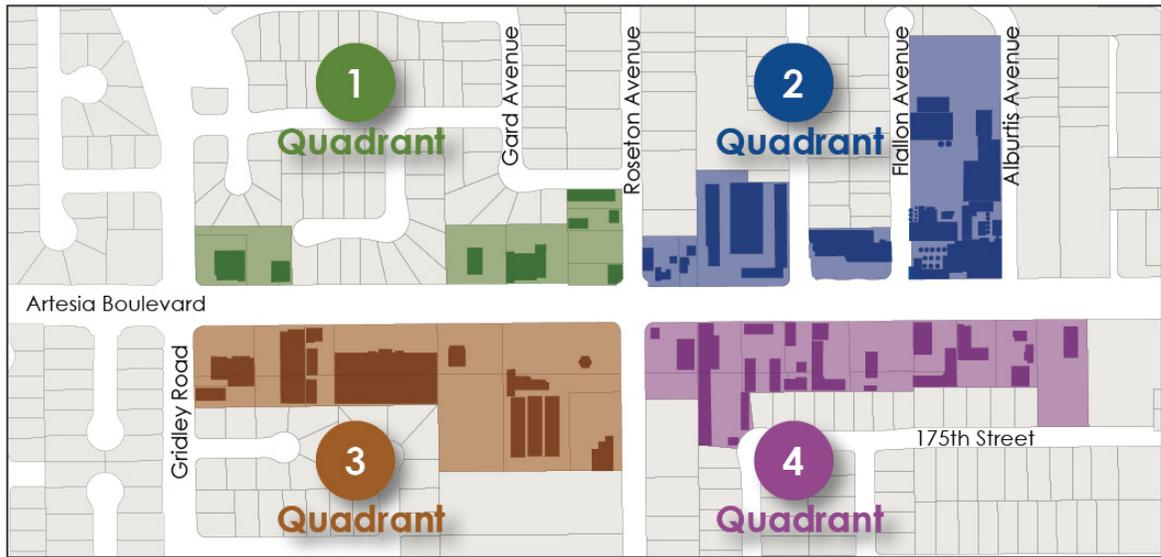
The anticipated horizon year for the Specific Plan correlates to the General Plan (2030). Growth assumptions conducted as part of the Specific Plan process indicate that the Specific Plan could result in the addition of approximately 95 new dwelling units, and approximately 238,282 square feet of nonresidential structures. The Plan, its relationship to the General Plan, and other related actions are discussed in more detail below.

Adoption and Implementation of the Artesia Boulevard Corridor Specific Plan

The Artesia Boulevard Corridor Specific Plan includes a 21-acre area along Artesia Boulevard, between Gridley Road and Pioneer Boulevard. Artesia Boulevard is a key east-west corridor in the City of Artesia. Despite recent street enhancements and some new development projects, many properties along the corridor are vacant and/or underutilized.

The proposed project divides the Specific Plan area (project limits) into four quadrants to focus redevelopment efforts by quadrant (or block) to enhance existing uses, address compatibility with surrounding uses, and establish specific development standards and design guidelines for each quadrant (see Figure 1-3).

Figure 1-3: Specific Plan Quadrants



The proposed project provides the following stated intents for each quadrant:

- **Quadrant 1 Intent:** Given Quadrant 1’s location at a highly visible intersection on the border of Artesia and Cerritos, this quadrant serves as a gateway into the City of Artesia and is intended to foster the development of commercial, retail, office, and/or residential uses. Uses can be integrated into mixed use development projects or operate independently as standalone developments. Live/Work units are encouraged in Quadrant 1 to provide neighborhood-serving uses such as markets, coffee shops, art studios, and professional offices. Live/Work units will help to reduce vehicular traffic by integrating residential and commercial uses and promote pedestrian activity.
- **Quadrant 2 Intent:** The primary intent of Quadrant 2 is to establish a retail, commercial, and industrial center. These uses are intended to be flexible while maintaining compatibility with the existing commercial and industrial uses located to the north and east of this quadrant. In support of creating a commercial, retail, and industrial center in Quadrant 2, no residential uses shall be permitted within this quadrant.
- **Quadrant 3 Intent:** Quadrant 3 is envisioned to build upon the success of the East West Ice Palace and capitalize upon the redevelopment potential of the former Armstrong Nursery site. Future development is intended to complement and enhance the existing East West Ice Palace by providing the opportunity to integrate support services including hotels/motels, training facilities, small fitness studios, entertainment facilities, sporting good stores, specialty retail, as well as the ability to expand the existing East West Ice Palace facility. By building upon the success of the East West Ice Palace and encouraging complementary uses in the creation of a “Sports Village”, Quadrant 3 will serve as a catalyst in the revitalization of the entire corridor. Mixed use development including commercial, retail, and high density residential (up to 30 dwelling units per acre) are also permitted within this quadrant. Uses can be integrated into mixed use development projects or operate independently as standalone developments.

- **Quadrant 4 Intent:** Implementation of this Specific Plan will transform this predominately auto-related quadrant into a mixed use block. Commercial, retail, and residential uses including Live/Work units shall be permitted within this quadrant whereas auto-related uses are neither the highest and best use, nor compatible with surrounding uses and should be phased out. Uses can be integrated into mixed use development projects or operate independently as standalone developments. In order to establish a healthy and diverse business corridor that is compatible with the existing surrounding uses, auto-related uses are encouraged to relocate to other areas in the City and surrounding communities which feature more intense commercial and light industrial uses. Relocation of these auto-related uses will help to create a positive synergy among compatible uses and avoid issues related to noise, traffic, and aesthetics that can arise.

Currently, the project limits are characterized by a variety of business types, some newer uses, and multiple vacant properties available for redevelopment. Figures 1-4 to 1-7 provide photographs of the existing conditions.

Figure 1-4: Quadrant 1 Existing Conditions



Image (top left): Sonora Mexican restaurant, located toward the north east corner of Artesia Boulevard and Gridley Road, is a long-standing restaurant.

Image (bottom, left): The Benjamin Moore paint store located along Artesia Boulevard is a newer establishment featuring meandering sidewalks and new landscaping.

Image (bottom, right): An approximately half acre site with a vacant building at the corner of Artesia Boulevard and Gridley Road.



Figure 1-5: Quadrant 2 Existing Conditions



Image (top left): A newly constructed multitenant retail center with a variety of restaurants and small tenant stores.

Image (top right): A scrap metal yard located at the intersection of Artesia Boulevard and Roseton Avenue.

Image (middle and bottom right): The California Dairies facility, a prominent business located in Quadrant 2.

Image (bottom left): Single-family residential uses abut public storage.



Figure 1-6: Quadrant 3 Existing Conditions

Quadrant 3 – Existing Conditions

Image (top left): The former Armstrong Nursery site, located towards the southwest corner of Artesia Boulevard and Roseton Avenue, is currently vacant.

Image (bottom left): A vacant retail site along Artesia Boulevard.

Image (right): The East West Ice Palace along Artesia Boulevard is a highly successful business that is intended to serve as a catalyst for the future redevelopment of this quadrant.



Figure 1-7: Quadrant 4 Existing Conditions



Quadrant 4 – Existing Conditions

Image (top left): Albertos Mexican restaurant, located at the southeast corner of the Specific Plan area.

Image (top right): A vacant sales lot adjacent to existing auto repair businesses also in Quadrant 4.

Image (bottom left): Jasper's Auto Service, located along Artesia Boulevard, is one of many auto related businesses within this quadrant.

The key elements of the Specific Plan are to:

- Change land use patterns by introducing residential and mixed use to the area. Allowable densities and intensities are increased, along with improved connectivity and walkability. Parking alternatives, such as shared parking arrangements, are also allowed.
- Introduce new programs and incentives for area revitalization, including a specific plan recovery fee, lot consolidation program, and open space incentives.
- Market the corridor through business attraction and retention, creation of a corridor association, and completion of a market analysis and return on investment analysis.

The Specific Plan contains seven sections:

- **Introduction:** The introductory chapter provides general information about the Specific Plan, the history and location of study area, a project summary, and discussion of consistency with State law and local governing documents.
- **Land Use Plan:** The Land Use Plan introduces unique development approaches for the Specific Plan area. The Land Use plan provides a Land Use Map and Table of Permitted Uses.
- **Design Guidelines and Standards:** The Design Guidelines and Standards chapter provides specific standards for how buildings in the Specific Plan area can be developed, including setbacks, parking requirements, as well as guidelines to enhance the architectural style of existing and future buildings. This chapter also provides guidelines for design features including: streetscapes, signage, lighting, rooflines, and other design elements that will be encouraged along the corridor. Table 1-1 provides an overview of development standards by quadrant.

Table 1-1: Design Standards Quick Reference Table

Design Standards & Guidelines	Quadrant 1	Quadrant 2	Quadrant 3	Quadrant 4
Maximum Floor Area Ratio	1.0 FAR	1.5 FAR	2.0 FAR	1.0 FAR
Maximum Height Limit	2 stories / 35 ft	3 stories / 45 ft	3 stories / 45 ft	2 stories / 35 ft
Maximum Density	10 du/ac	Not Permitted	30 du/ac	10 du/ac
Minimum Unit Sizes	Live/Work – 400 sq. ft. One Bedroom – 600 sq. ft. Two Bedrooms – 750 sq. ft. Three Bedrooms – 1,000 sq. ft.			
Street Setback	5'-0" Minimum*	5'-0" Minimum*	5'-0" Minimum*	5'-0" Minimum*
Interior property line not abutting residentially zoned property	0'0" Minimum	0'0" Minimum	0'0" Minimum	0'0" Minimum
Interior property line abutting residentially zoned property	10'-0" landscaped with trees – building setback** 8'-0" landscaped with trees – parking lot setback – See Section 3.4.5			
Open Space Requirements ¹	Minimum Usable Common Open Space - 150 sq. ft./unit Minimum Private Outdoor Space - 50 sq. ft./unit			

*Where the building fronts the street along its side and/or front property lines, the first twenty (20') feet in height of a structure shall be setback a minimum of five (5') feet from the side and/or front property line. The building shall step back a minimum of fifteen (15') feet from the adjacent side and/or front property line at a height above twenty (20') feet.

** Where a building abuts or adjoins residentially zoned property along its side and/or rear property lines, the first twenty (20') feet in height of a structure shall be set back a minimum of ten (10') feet from the side and/or rear property line. The building shall step back a minimum of twenty-two (22') feet from the adjacent side/or rear property line at a height above twenty (20') feet. The building shall step back a minimum of thirty-four (34') feet from the adjacent side/or rear property line at a height above thirty-five (35').

¹ Open space requirements pertain to Quadrants 1, 3 and 4 as residential uses are not permitted in Quadrant 2.

- **Mobility Plan:** The Mobility chapter identifies established and planned conditions for roadways within the Specific Plan area, including contextual exhibits and

conceptual street sections. This chapter will also explore options for alternative forms of transportation, including bicycles, buses, and walking.

- **Infrastructure Plan:** The Infrastructure chapter provides information about accessibility to key utilities and public services including water, sewer, energy, police, fire, and other services necessary to develop the corridor.
- **Administration and Implementation:** The Administration and Implementation chapter identifies strategies to execute the recommendations put forth in the Specific Plan. This chapter also includes the necessary steps to implement the Specific Plan document and the actions required to modify the Plan.
- **Appendices:** Three appendices accompany the Specific Plan. The first compares the goals and policies of the adopted Artesia General Plan 2030 to the goals and guidelines found in the Specific Plan. The second appendix provides definitions of terms used in the document and the third appendix provides the methodology for the Specific Plan recovery fee.

Growth Assumptions

This Initial Study is based upon several assumptions about growth and existing conditions, consistent with the General Plan Final Program EIR. The General Plan Final Program EIR assumed that development pursuant to the 2030 General Plan would total 416,017 square feet of nonresidential development and 338 housing units.

The development standards set forth in the Specific Plan (see Table 1-1 above) vary slightly from that which was analyzed in the General Plan Final Program EIR. Gateway Community Commercial was the land use designation for the vast majority of the project limits (only two parcels were designated otherwise). The maximum intensity for nonresidential development within the Gateway Community Commercial designation is 1.0 FAR. Two quadrants within the project limits (Quadrant 2 and Quadrant 3) are proposed to exceed this maximum FAR, allowing 1.5 FAR and 2.0 FAR, respectively. In addition, the Gateway Community Commercial designation did not permit residential development. Quadrants 1, 3, and 4 permit residential uses at varying densities (see Table 1-1). The two parcels in Quadrant 4 that were not designated Gateway Community Commercial were designated Low Density Residential in the General Plan; these parcels would, with the proposed project, allow commercial development at 1.0 FAR in addition to the permitted residential uses.

As part of the Specific Plan analysis, the project limits were surveyed to determine likely redevelopment sites. Conservatively, it was assumed that 75 percent of the area within the project limits would redevelop. Residential uses were assumed to occupy 30 percent of the redeveloped areas, and nonresidential uses were assumed to occupy 70 percent of the redeveloped areas. To allow for the possibility of a larger-scale residential or mixed use development, it was assumed that an additional 60 units may develop in Quadrant 3 beyond the above assumptions, given the higher allowable density for that quadrant. The resulting analysis of these cumulative assumptions concluded that estimated development within the project limits would be approximately 238,282 net square feet of new nonresidential development and approximately 95 net new housing units. As indicated in Table 1-2, although the Artesia Boulevard Corridor Specific Plan does increase allowable intensities in two quadrants and allow additional residential development in three quadrants, the assumed Specific Plan development levels would not exceed growth assumptions put forth in the General Plan Final Program EIR.

Table 1-2: General Plan 2030 and Artesia Boulevard Corridor Specific Plan Growth Assumptions

Description	General Plan Buildout	Artesia Boulevard Corridor Specific Plan	Remaining General Plan Capacity
Residential Uses (dwelling units)	338	95	243
Nonresidential Development (square feet)	416,017	238,282	177,735

General Plan Land Use Map and Zoning Map Amendments

To achieve consistency with the General Plan and Zoning Map, the Artesia Boulevard Corridor Specific Plan designation will replace existing zoning and General Plan land use designations on these respective maps.

1.9 – Background Information

The City of Artesia recently updated their General Plan (adopted September 2010). Subsequent to General Plan adoption, the City initiated the Artesia Boulevard Corridor Specific Plan. Outreach conducted for the Artesia Boulevard Corridor Specific Plan, including visioning workshops, surveys, and interviews with stakeholders, revealed a slightly different vision for this area than what was identified in the General Plan. Specifically, as part of the Artesia Boulevard Corridor Specific Plan visioning process, some areas within the project limits were identified to allow residential uses in addition to commercial and industrial uses. This is a deviation from the General Plan policy for this area, which did not allow any residential uses. Furthermore, in order to incentivize redevelopment, development intensities for nonresidential development in Quadrants 2 and 3 were increased to 1.5 FAR and 2.0 FAR, respectively. As such, the General Plan requires an amendment to achieve consistency with the new Specific Plan; the new land use designation for the project limits will be Artesia Boulevard Corridor Specific Plan.

1.10 – Project Objectives

The Artesia Boulevard Corridor Specific Plan was initiated by the City to guide growth and development along Artesia Boulevard, encourage economic revitalization, and create a lively center of activity for the City. The Artesia Boulevard Corridor Specific Plan is intended to present a coherent strategy to coordinate significant public and private investment to overcome an existing decline in character, property values, business district strength, and neighborhood vitality. The overarching objectives for the Artesia Boulevard Corridor Specific Plan are to:

- Develop strategies for the reuse of underutilized parcels, development of vacant properties and incentivize lot consolidation;
- Encourage mixed use buildings and mixed use sites for greater economic diversity and more “eyes on the street”;
- Remove barriers and impediments to pedestrians, bicyclists and transit riders to provide safe and attractive access;
- Enhance and leverage existing corridor assets;
- Promote adaptive reuse of existing sound and unique properties;

- Encourage higher densities and mixture of land uses with more specific site and building design standards to promote sustainable development and allow expanded transportation options;
- Enhance crime prevention through education, physical improvements and expanded/targeted resources;
- Create a transit-focused corridor with enhanced density supporting future transit development/expansion; and
- Develop and implement of a comprehensive corridor marketing strategy.

1.11 – Surrounding Land Uses

The properties surrounding the project limits are predominantly residential to the north and south of Artesia Boulevard and west of Roseton Avenue. Mixed in among the existing single-family homes is Burbank Elementary School. The school is located just south of the study area along Roseton Avenue with fields backing up to a vacant former retail nursery site, which is located within the project limits. To the northeast of the project limits are business park developments and light industrial uses, including a Ready-Mix cement factory located between Alburdis and Corby Avenues near Pioneer Boulevard. Along Pioneer Boulevard, the properties fronting the street are zoned for General Commercial uses. Across Pioneer Boulevard to the east of the study area is a shopping center with retail and commercial businesses, and Faye Ross Junior High School.

1.12 – Environmental Setting

The Artesia Boulevard Corridor Specific Plan is a comprehensive planning document that will be applied to the approximately 21-acre area identified in the Project Description above. These areas are highly urbanized, with limited topography changes or existing vegetation. The area is composed of existing or abandoned commercial and industrial uses and is surrounded by land currently developed as residential, commercial, public, and industrial uses.

1.13 – Required Approvals

Specific Plan adoption, as well as the related General Plan Amendment, Zoning Map Amendment, and Specific Plan Recovery Fee are subject to the approval of the City of Artesia City Council.

1.14 – Other Public Agencies Whose Approval is Required

None.

1.15 – Framework for Environmental Analysis

This Initial Study has been prepared to analyze the potential effects resulting from adoption and implementation of the Artesia Boulevard Corridor Specific Plan, which involves both a Zoning Code and a General Plan amendment. The action of adopting amendments to these regulatory and policy documents will not directly create any environmental impact, as adoption will not result directly in any construction activity. The provisions of the Specific Plan will be applied to land use and development proposals either on a ministerial or discretionary basis, as dictated by the terms of the Specific Plan. No direct physical impacts on the environment are related to instituting

the new standards within the Specific Plan. Development proposals by land owners and their authorized agents will introduce the potential for physical impacts. Thus, the Specific Plan could facilitate projects, the construction of which could produce environmental effects. Potential impacts are analyzed in this Initial Study within this framework.

Tiering upon the General Plan Program EIR

Tiering involves the incorporation by reference of generalized discussions from a previous Environmental Impact Report (EIR) into a subsequent environmental document in order to focus the discussion within the subsequent document on issues specific to the action under review. Section 15152 of the CEQA Guidelines states clearly that agencies are encouraged to tier environmental analyses to avoid repetitive discussion within subsequent environmental documents and focus on issues directly related to the topic of evaluation. Using the tiering process does not allow for avoidance of a discussion related to issues directly affected by an action, but does limit the examination of issues to those that were not addressed in a previous EIR, and should incorporate measures designed to reduce or avoid environmental impacts. Tiering is appropriate in situations where the proposed action is generally consistent with the General Plan.

This Initial Study tiers upon the certified Final Program EIR (FEIR) for the 2010 City of Artesia General Plan Update (State Clearinghouse No. 2010041003). The Specific Plan has been prepared to implement General Plan goals, policies, and implementation programs. Thus, the impacts associated with the long-term implementation of the General Plan through the Specific Plan largely have been analyzed in the prior General Plan FEIR. Where the Specific Plan deviates from the General Plan policy with regard to increased FARs and allowance for residential development for certain quadrants, those impacts will be analyzed in this Initial Study. This Initial Study also focuses on assessing any changed conditions since 2010 certification of the General Plan FEIR that may result in new environmental effects not previously identified.

Section 2: Determination

2.1 – Environmental Factors Potentially Affected

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forest Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology /Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology / Water Quality
<input type="checkbox"/>	Land Use / Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population / Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities / Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

2.2 – Determination

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Okina Dor, Redevelopment/Planning Director

Date

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Section 3: Evaluation of Environmental Impacts

3.1 – Aesthetics

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** No scenic vistas or other scenic resources have been identified within the City of Artesia.¹ The project does not propose the construction of any new structures that could block views. New development standards and regulations in the Specific Plan are intended to facilitate a safe and attractive environment and provide a distinct corridor identity. The proposed project would have no impact on scenic vistas.
- b) **No Impact.** No scenic vistas or other scenic resources have been identified within the City.² The California Department of Transportation (Caltrans) does not list any highways within the City as officially designated scenic highways.³ The project does not involve the removal or alteration of any scenic resources. Adoption and implementation of the project would have no impact on scenic resources within view of any State Scenic Highway.
- c) **Less than Significant Impact.** The proposed project would establish site and architectural design regulations for future development projects within the project limits. These new regulations are intended to enhance the attractiveness of the corridor's streetscape and create a distinct identity for the area, implementing General Plan policies

¹ City of Artesia, City of Artesia General Plan 2030 EIR. September 2010. p. 5.3-3.

² Ibid.

³ California Department of Transportation. California Scenic Highway Mapping System. (<http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm>) Consulted 6/29/2011.

regarding enhanced streetscape experiences for pedestrians, high-quality building design, and compatibility between new and existing uses and structures (Policy Action LU 1.3.1 and 1.3.2).⁴ The proposed project would not affect any text in the General Plan relative to urban design. The visual character of the City will not be degraded through implementation of the proposed project; in fact one of the goals of the project is to enhance the visual character and economic appeal of the area.

The General Plan Program EIR considered short-term construction impacts and long-term impacts that could degrade the existing visual character or quality of the city. The analysis concluded that short-term construction impacts could be mitigated with Mitigation Measure AES-1, whereby staging of construction equipment for all non-residential development projects adjacent to residentially zoned properties shall be parked within the project site and screened. The proposed project would not affect this mitigation measure; future projects pursuant to the Specific Plan would also be subject to this measure. With regard to long-term impacts, the General Plan Program EIR concluded that following compliance with the proposed General Plan Update Policies and Policy Actions, the Code standards and regulations, and City's Design Review Approval process, future developments would result in less than significant impacts to the existing visual character of the development sites and their surroundings. The Specific Plan would not revise any of these policies; impacts associated with the Specific Plan would also be less than significant. The Specific Plan furthermore includes extensive design guidelines intended to provide for graceful transitions between uses, such as setbacks and stepback requirements that are increased for properties abutting a residentially zoned property. The proposed project also includes design guidelines for parking lots and parking structures, rooflines, enhanced street intersections, streetscapes, accessory structures, and open spaces and plazas. The effect of these design guidelines would serve to enhance the visual character of properties and public space within the project limits.

With regard to shade and shadow impacts, the General Plan Program EIR indicated that through the City's Design Review Approval process, subsequent development projects would be reviewed to evaluate building design and height limitations, and ensure that the City Code standards and regulations are met.⁵ Compliance with local regulations would reduce impacts related to shade and shadow effects to less than significant.

- d) **No Impact.** The proposed project does not involve any construction project. As noted in the General Plan Program EIR, the land uses anticipated to occur in Artesia consistent with the General Plan would involve primarily infill development of similar nature and scale as existing uses. Therefore, future development is not anticipated to create substantial light and glare, which would result in an appreciable difference from existing levels.⁶ The Specific Plan implements General Plan land use policy and would not introduce new uses that would not otherwise have been allowed in the City and analyzed in the General Plan Program EIR. Furthermore, the Artesia Boulevard Corridor Specific Plan includes comprehensive development standards for lighting, including a requirement that spotlighting or glare from any site lighting from adjacent properties, and direct lighting at a specific object or target area is shielded. Any future development project undertaken will require review by designated review authorities to enforce these standards, as outlined in Section 6.3 (Administration) of the Artesia Boulevard Corridor Specific Plan. No impact would result.

⁴ City of Artesia General Plan 2030. Land Use Sub-Element (p. LU-14).

⁵ City of Artesia, City of Artesia General Plan 2030 EIR. September 2010. p. 5.3-15.

⁶ City of Artesia, City of Artesia General Plan 2030 EIR. September 2010. p. 5.3-14.

3.2 – Agriculture and Forest Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project occurs in a fully developed urban area that does not contain any agricultural, farmland, or forest uses. All properties located within or adjacent to the proposed Artesia Boulevard Corridor Specific Plan are zoned for commercial, industrial, or residential uses. No agricultural areas remain in the City of Artesia. The 16 parcels designated Agriculture-Single Family Residential (A-1) on the south side of the city, which have General Plan designations of Low Density Residential, are occupied with low density residential uses.

a-b) No Impact. There are no agricultural lands or uses in Artesia, including the project limits. The project limits are not identified as containing any farmland resources per the

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Farmland Mapping and Monitoring Program.⁷ There is no existing zoning for an agricultural use on or near the project limits. No Williamson Act contracts are active for parcels located adjacent to the project limits.⁸ No impact would occur.

- c) **No Impact.** There is no existing zoning for forest land on or near the project limits. All affected and adjacent properties are zoned for commercial, industrial, or residential uses. According to the California Department of Forestry and Fire Land Cover Mapping and Monitoring Program, no area within the project limits is designated as forest or timberland;⁹ therefore, no impact to these resources would occur.
- d) **No Impact.** There is no forest land located in or around the project limits; therefore, no impact to these resources would occur.
- e) **No Impact.** The project limits and surrounding area is fully urbanized. There are no agriculture or forest land uses in this area. Therefore, no conversion of farmland or forest land to non-agricultural or non-forest uses will occur.

⁷ California Department of Conservation. Farmland Mapping and Monitoring Program, 2008.

⁸ California Department of Conservation. Williamson Act Program, 2004.

⁹ California Department of Forestry and Fire Protection. Land Cover Mapping and Monitoring Program: Los Angeles County.2006.

3.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less than Significant Impact.** A significant impact could occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2007 Air Quality Management Plan. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2007 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented below:

The proposed project is a policy document designed to guide future development within the planning area over the long term. Development associated with implementation of the Specific Plan would result in short-term construction and long-term pollutant emissions. All future development projects would be required to comply with General Plan Goals, Policies, and Policy Actions, as well as General Plan EIR Mitigation Measure AQ-1 requiring

compliance with SCAQMD regulations and permitting requirements. The proposed Specific Plan is consistent with the recently updated General Plan. Although the proposed Specific Plan does increase allowable intensities in two quadrants and allow additional residential development in three quadrants, the assumed Specific Plan development levels would not exceed growth assumptions put forth in the General Plan Final Program EIR. The General Plan Final Program EIR concluded that the project would not conflict with an Air Quality Plan or contribute to new air quality violations, as the development levels permitted by the new General Plan were less than that permitted in the old General Plan, upon which the AQMP development projections were based. Furthermore, the proposed project provides the foundation for reducing vehicle miles traveled (VMT), which would thereby reduce overall criteria pollution due to the mixed use, pedestrian-orientation of the proposed Specific Plan. The allowance for mixed use in certain quadrants of the Specific Plan will allow the City to take advantage of the benefits afforded by a mix of residential and commercial uses to achieve a reduction in the need to travel by car for everyday trips and errands. By locating different land uses in close proximity to one another, air emissions from vehicles are minimized and sprawl is reduced. More information on sustainability and reduction of VMT is provided in Response to Checklist Item 3.7 (Greenhouse Gas Emissions). Based on the consistency analysis presented above, the proposed project will not conflict with the AQMP and impacts will be less than significant.

- b) **Less than Significant Impact.** A project may have a significant impact if project related emissions would exceed Federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or project air quality violations. The proposed Project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD). Both the state of California (State) and the Federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'). These pollutants include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), inhalable particulate matter with a diameter of 10 microns or less (PM₁₀), fine particulate matter with a diameter of 2.5 microns or less (PM_{2.5}), and lead. The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to federal or state AAQS are required to prepare plans and implement measures that will bring the region into attainment. Table 3.3-1 (South Coast Air Basin Attainment Status) summarizes the attainment status in the Basin for the criteria pollutants. Discussion of potential impacts related to short-term construction impacts and long-term area source and operational impacts are presented below.

Construction Emissions

Future development and redevelopment could result in pollutant emissions from demolition and construction activities. The most common construction related emission is particulate matter caused by grading activities. Another common emission is the ozone precursor NO_x that is generated through combustion of diesel fuel in construction equipment. Emissions of reactive organic gases, another ozone precursor, are common from painting and other coating activities.

Table 3.3-1: South Coast Air Basin Attainment Status

Pollutant	Federal	State
O ₃ (1-hr)	N/A	Nonattainment
O ₃ (8-hr)	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Nonattainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment
Pb	Attainment	Attainment

Sources: CARB 2010, USEPA 2010

The proposed project, a policy document, does not authorize any specific development activity. As such, it is not reasonable to analyze construction impacts of unknown development projects. Future individual development projects would be evaluated on a project-by-project basis to through the City's standard CEQA review process; therefore no new or more significant impacts relative to construction impacts associated with air quality standards would result from implementation of the proposed project.

Operational Emissions

Long-term operational emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile and other vehicle sources associated with daily trips to and from the project area. CalEEMod model was utilized to estimate emissions for existing land uses and future conditions, based on potential buildout of the proposed Specific Plan. Trip generation is based on the traffic analysis prepared by Kimley Horn & Associates (see Appendix B). Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed warehouses. Energy demand emissions result from use of electricity and natural gas. Emissions from area sources were estimated using CalEEMod using program default values for area and energy demand emissions. These emissions estimates are summarized in Table 3.3-2 and 3.3-3 and provided in detail in Appendix A: Air Quality Analysis.

Table 3.3-2: Existing Emissions

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
<i>Summer</i>						
Area Sources	7.02	0.05	3.35	0.01	0.43	0.43
Energy Demand	0.10	0.91	0.75	0.01	0.07	0.07
Mobile Sources	40.03	84.10	370.59	0.46	50.83	3.46
<i>Summer Total</i>	<i>47.15</i>	<i>85.06</i>	<i>374.69</i>	<i>0.48</i>	<i>51.33</i>	<i>3.96</i>
<i>Winter</i>						
Area Sources	7.02	0.05	3.35	0.01	0.43	0.43
Energy Demand	0.10	0.91	0.75	0.01	0.07	0.07
Mobile Sources	41.33	90.98	376.04	0.42	50.88	3.51
<i>Winter Total</i>	<i>48.45</i>	<i>91.94</i>	<i>380.14</i>	<i>0.44</i>	<i>51.38</i>	<i>4.01</i>

Source: Hogle-Ireland, 2011.

Table 3.3-3: Future (Net Increase)

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
<i>Summer</i>						
Area Sources	18.82	0.56	39.85	0.08	5.13	5.13
Energy Demand	0.01	0.58	0.29	0.00	0.05	0.05
Mobile Sources	20.92	51.50	142.20	0.48	50.47	2.83
<i>Summer Total</i>	<i>39.81</i>	<i>52.64</i>	<i>182.34</i>	<i>0.56</i>	<i>55.65</i>	<i>8.01</i>
<i>Winter</i>						
Area Sources	18.82	0.56	39.85	0.08	5.13	5.13
Energy Demand	0.07	0.58	0.29	0.00	0.05	0.05
Mobile Sources	20.96	51.18	150.17	0.44	50.49	2.84
<i>Winter Total</i>	<i>39.85</i>	<i>52.32</i>	<i>190.31</i>	<i>0.52</i>	<i>55.67</i>	<i>8.02</i>
<i>Thresholds</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: Hogle-Ireland, 2011.

Based on the buildout estimates, total future emissions would increase, but increases would not be significant. The model preliminarily estimated that total emissions of NO_x would increase above the level of significance. However, there are a number of features of the Specific Plan, as well as other regulatory requirements, which will reduce anticipated levels of NO_x to a less than significant level. The California Air Pollution Control Officers Association (CAPCOA) has published a guidance document to assist in the quantification of design features and mitigation measures that reduce greenhouse gas emissions.¹⁰ These mitigation measures are also applicable to the reduction of NO_x, resulting from mobile emissions. Specifically, LUT-1, LUT-3, LUT-5, and SDT-1, as outlined in Checklist response 3.7a, are in place to reduce mobile emissions of NO_x within the Plan area below the applicable threshold. Adjusting for these measures, impacts associated with all criteria pollutants would be less than significant.

- c) **Less than Significant Impact.** As identified above, cumulative short-term, construction-related emissions and long-term, operational emissions from the project would not contribute considerably to any potential cumulative air quality impact as emissions would not exceed any SCAQMD daily threshold. Furthermore, any projects occurring in the project area as well as other concurrent construction projects and operations in the region will be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements. Impacts will be less than significant.
- d) **Less than Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest land use that could be considered as a "sensitive receptor" is Burbank Elementary School and local existing and future residential uses. In general, the proposed project would not generate toxic or criteria pollutant emissions, as limited no new industrial uses are permitted, pursuant to Table 2-2 of the Specific Plan, Permitted Uses by Quadrant. As noted in the responses to Checklist item 3.2b-c, above, long-term emissions associated with project buildout would be below the daily thresholds for all criteria pollutants. The

¹⁰ California Air Pollution Control Officers Association. Quantifying Greenhouse Gas Mitigation Measures. August 2010.

proposed project, therefore, would have a less than significant impact on sensitive receptors due to criteria pollutant emissions.

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate State and Federal CO standards at intersections, even if the broader Basin is in attainment for Federal and State levels. In general, SCAQMD and the California Department of Transportation *Project-Level Carbon Monoxide Protocol* (CO Protocol) recommend analysis of CO hotspots when a project increases traffic volumes at an intersection that is operating at LOS D or worse by more than two percent.¹¹ In addition, the SCAQMD *Air Quality Handbook* provides a method for estimating carbon monoxide levels at impacts intersections in Section 5.3 of the Handbook. Based on the initial screening procedures (see Appendix A), potentially significant impacts related to carbon monoxide emissions were identified at the intersections of Artesia Boulevard at Gridley Road and Artesia Boulevard at Pioneer Boulevard; therefore, carbon monoxide emissions were modeled in accordance with the CO Protocol.

Carbon monoxide increases based on the peak evening cumulative traffic increases from ambient traffic volumes and the proposed project in the year 2030 at the intersections of Artesia Boulevard at Gridley Road and Artesia Boulevard at Pioneer Boulevard were modeled using the CALINE4 (CL4) software as recommended by the Caltrans CO Protocol. CL4 is a linear dispersion model that uses roadway geometry, worst-case meteorological parameters, anticipated traffic volumes, and sensitive receptor positions to predict carbon monoxide concentrations in addition to ambient carbon monoxide levels.¹² Peak evening traffic volumes were utilized because this represents the greatest traffic contribution from the project. The resulting concentrations levels are compared to the State and Federal one-hour carbon monoxide standards to determine if a localized violation would occur, 20 ppm and 35 ppm respectively, and the State and Federal eight-hour standard of 9 ppm (based on a persistence factor of 0.73). It must be noted that this model assumes that a northbound right-turn lane will be converted to a thru/right lane on Pioneer Boulevard as identified in the project traffic study and Mitigation Measure T-1.

CT-EMFAC2007, a modified version of EMFAC2007 developed for Caltrans projects, was utilized to estimate average hourly emissions, as recommended by the CO Protocol. Meteorological inputs include an ambient temperature of 26.2 C that includes a +5 degree evening increase pursuant to the Caltrans CO Protocol, a worst-case wind angle assessment with a standard deviation of 10 degrees, and a wind speed of 0.5 meters per second. Average ambient carbon monoxide levels are set at 5.1 ppm based on projected future year 1-hour concentrations for the South Coastal Los Angeles County Source Receptor Areas (SRA) provided by SCAQMD.

Four receptors were modeled at each corner of each intersection at 3 meters from curb to identify 'worst-case' emissions impacts. Table 3.3-4 identifies the receptor, the project intersections, carbon monoxide increase from the cumulative traffic volumes, and the total carbon monoxide concentration accounting for ambient levels. The results of the model indicate that a maximum increase of 0.5 parts per million (ppm) will occur at any intersection and that no sensitive receptor will be exposed to carbon monoxide levels that exceed the 1-hr or 8-hr State or Federal AAQS. Impacts will be less than significant.

¹¹ California Department of Transportation. *Transportation Project-Level Carbon Monoxide Protocol*. 1997

¹² California Department of Transportation. *Users' Guide for CL4*. June 1998

Table 3.3-4: Carbon Monoxide Concentrations

Intersection	Receptor	Concentration Increase (ppm)	1-hr Concentration (ppm)	8-hr Concentration (ppm)
Artesia @ Gridley	R1	0.2	5.3	3.9
	R2	0.3	5.4	3.9
	R3	0.3	5.4	3.9
	R4	0.3	5.4	3.9
Artesia @ Pioneer	R1	0.4	5.5	4.0
	R2	0.5	5.6	4.1
	R3	0.5	5.6	4.1
	R4	0.4	5.5	4.0

Source: Hogle-Ireland, 2011.

- e) **No Impact.** With regard to existing conditions, agricultural uses are identified as land use associated with odor complaints.¹³ It should be noted that there are no agricultural uses in the project limits. The California Dairy, currently located within the project limits, is an active condensing and bulk fluid plant and does not contain live animals onsite. No odor impacts associated with agricultural uses would occur.

The Artesia Boulevard Corridor Specific Plan creates new development and land use regulations for the properties within the project limits. The allowable uses generally will consist of residential, commercial, and public/institutional uses, none of which would be expected to create unusual substantial odors. All future uses and activities will be required to comply with City regulations and policies regarding odor control.

Potential operational airborne odors could be created by cooking activities associated with the residential and commercial (i.e., food service) uses within the project limits. These odors would be similar to existing residential and food service uses throughout the City and would be confined to the immediate vicinity of the new buildings. Restaurants are also typically required to provide ventilation systems that avoid substantial adverse odor impacts. The other potential source of odors would be new waste receptacles within the community. The receptacles would be stored in areas and in containers, as required by City and County Health Department regulations, and be emptied on a regular basis, before potentially substantial odors have developed.

¹³ South Coast Air Quality Management District. CEQA Air Quality Handbook. 1993

3.4 – Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a) **No Impact.** The City of Artesia, including the project limits, is highly urbanized and built out, with no forest, river, wildlife, or similar resources. Biological resources in Artesia are almost nonexistent due to the urban nature of the city and surrounding area. There are essentially no areas within the city that have been undisturbed.¹⁴ The proposed project does not propose to allow development on any area that is not already urbanized; all development will consist of infill development.

No rare or endangered plant or animal species have been identified within the city. There are no significant natural habitats in the city. Wildlife species present in the city are typical of any disturbed, highly urbanized setting and are not considered rare, endangered, or threatened.¹⁵ Therefore, the project will have no impact on endangered, threatened, or rare species or their habitats; or locally designated species.

b,c) **No Impact.** The city is highly urbanized and built out. What open space does exist is in the form of managed parks and recreational areas. The city is devoid of wetland and riparian habitat. The city’s most significant plant resources are imported trees and ornamental plants.¹⁶ No impact would occur.

d) **No Impact.** Given its built-out, urban character and the fact that Artesia is surrounded by urban communities, no wildlife dispersal or migration corridors or wildlife nursery sites pass through or exist within Artesia, including the project limits. Thus, the project will have no impacts on the migration of native or wildlife species.

e,f) **No Impact.** No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan applies to any property within the project limits.^{17, 18} The project will have no impact on preservation or conservation plans.

¹⁴ City of Artesia General Plan 2030. Open Space and Conservation Sub-Element (p. OS-2).

¹⁵ City of Artesia General Plan 2030. Open Space and Conservation Sub-Element (p. OS-8).

¹⁶ City of Artesia General Plan 2030. Open Space and Conservation Sub-Element (p. OS-8).

¹⁷ California Department of Fish and Game. Natural Community Conservation Planning. (<http://www.dfg.ca.gov/habcon/nccp/status/>) Consulted 7/26/2011.

¹⁸ U.S. Fish and Wildlife Services. Habitat Conservation Plans: Regional Summary Report. (http://ecos.fws.gov/conserv_plans/) Consulted 7/26/2011.

3.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The adoption of the Artesia Boulevard Corridor Specific Plan and amendments to General Plan and Zoning Maps will not authorize construction or physically disturb any site within the City. The Community Culture and Economy Sub-Element in the City's General Plan contains policies to enhance and protect resources that have cultural and historic significance. In addition to General Plan policies, the General Plan FEIR includes mitigation measures that would reduce potential impacts to undocumented archaeological resources and human remains to less than significant levels. The proposed project would have no impact on these policies or implementation measures.

- a) **No Impact.** The 2010 General Plan EIR reported that no historic resources have been identified within the city.¹⁹ This project would not change or have any effect upon the City's existing preservation objectives or policies. This project would not authorize any adverse impacts to a historical resource.
- b) **No Impact.** No archaeological resources have been identified within the City. In the event a material of potential archaeological significance is uncovered during construction, regulatory requirements and mitigation from the General Plan EIR are in place (Mitigation Measures CR-1 and CR-2).²⁰ The proposed project would not change or have any effect on these existing regulation or mitigation measures; no impact on archeological resources would result.
- c) **No Impact.** The city does not contain unique geologic features and is not known to contain documented paleontological resources. It is unlikely that unknown paleontological resources would exist within the City given its geology, and furthermore, properties within the City and the project limits have been subject to extensive ground disturbance and/or

¹⁹ City of Artesia General Plan 2030 Final Program EIR (p. 5.10-10).

²⁰ City of Artesia General Plan 2030 Final Program EIR (p. 5.10-10).

development. As such any paleontological resources, which may have existed within the City, have likely been disturbed.²¹ The Specific Plan does not propose to change the General Plan land use designation or the zoning for any parcel that was previously identified for preservation or open space; no impacts to paleontological resources are anticipated.

- d) **No Impact.** This project would not authorize any plans for development/construction or redevelopment; therefore, it would have no impact on human remains. Procedures to notify the County Coroner and Native American representatives are implemented in accordance with California Health and Safety Code Section 7050.5 for all development projects within the city. This requirement is furthermore reinforced through General Plan EIR Mitigation Measure CR-3.²² The proposed project would have no effect on this existing regulatory standard or General Plan EIR mitigation measures; therefore, this project would have no effect involving potential disturbance or recovery of human remains.

²¹ City of Artesia General Plan 2030 Final Program EIR (p. 5.10-10).

²² City of Artesia General Plan 2030 Final Program EIR (p. 5.10-12).

3.6 – Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less than Significant Impact.** There are no mapped surface or subsurface faults that traverse the city and the city is not listed within a State designated Alquist-Priolo Earthquake Fault Zone.²³ Therefore, surface fault rupture is unlikely to occur in the project limits. A less than significant impact is anticipated in this regard.

The proposed project consists of regulations and policies that will not directly result in any new construction. Based on the project's location within the seismically active Southern California region, existing and future structures would be susceptible to ground shaking events. Any future construction will be required to employ building standards set forth in the City's Building Code, including specific provisions for seismic design of structures. The General Plan FEIR concluded that impacts associated with seismic-related ground shaking would be reduced to less than significant due to mandatory compliance with building codes, policies contained in the Artesia General Plan, and mitigation measures GEO-1 and GEO-2. These mitigation measures require site-specific geologic investigation of seismic and geotechnical hazards potential for new development projects within the city.

The entire City of Artesia (including the project limits) is subject to liquefaction. The General Plan 2030 Program FEIR concluded that impacts associated with liquefaction would be reduced to a less-than-significant level due to mitigation measures GEO-1 and GEO-2 and Community Safety Element policies and policy actions.

The proposed project would not change or have any effect on these existing regulations or mitigation measures; no new impacts associated with ground shaking or liquefaction would occur with implementation of the Specific Plan or related General Plan and Zoning Map amendments.

The topography of the project limits is relatively flat, with no canyons or steep topographic incisions. Impacts involving landslides or mudflows would not occur.

- b) **Less than Significant Impact.** The project consists of adoption of regulatory and policy documents that will not result directly in the construction of any development. The City of Artesia and the project limits in particular are highly urbanized, with very few vacant parcels that have the potential to generate significant erosion or topsoil loss. Areas available for new development or redevelopment consist of infill sites currently covered by disturbed vegetation or impermeable surfaces. No new areas previously identified for open space or preservation are proposed to allow new development; the project limits consists solely of areas previously identified for development. The proposed project will not put any policies in place that would increase soil erosion or result in the loss of topsoil. Moreover, all future development projects would be subject to compliance with Artesia Municipal Code Title 6 Chapter 7, *Storm Water Management and Discharge Control*, which requires compliance with NPDES standards and implementation of Best Management Practices (BMP), in order to minimize short- and long-term erosion. Impacts would be less than significant in this regard.
- c) **Less than Significant Impact.** The conditions favorable for hazards associated with unstable geologic unit or soil (landslides or subsidence/collapse) are not present in Artesia.²⁴ The proposed project will not directly result in the construction of buildings within any area susceptible to liquefaction, subsidence, landslide, or soil collapse hazards. All development projects constructed pursuant to the Specific Plan will be required to

²³ City of Artesia General Plan 2030 Final Program EIR (p. 5.7-5).

²⁴ City of Artesia General Plan 2030 Final Program EIR (p. 5.7-16).

adhere to the standards contained in the City's Building Code to prevent hazardous soil conditions that could lead to building failure. The project does not involve any changes to these regulations. Impact from liquefaction, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

- d) **Less than Significant Impact.** The soils present within Artesia are sand, silt, and clay silt soils, which have a high expansion potential.²⁵ Artesia General Plan Mitigation Measure GEO-1 requires that all new development have a site-specific geology investigation of seismic and geotechnical hazards; this will ensure that impacts related to expansive soils impacts are evaluated on a project-by-project basis. Impacts involving expansive soils creating risk would be less than significant.
- e) **No Impact.** The proposed project does not involve septic tanks or other soil-based wastewater disposal systems. Future development within the project limits would connect to the existing wastewater infrastructure. As sewers are available for the disposal of wastewater, the use of septic tanks or alternative wastewater disposal systems would not be required. No impact would occur.

²⁵ City of Artesia General Plan 2030 Final Program EIR (p. 5.7-19).

3.7 – Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time.²⁶ Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth’s orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet’s surface. Greenhouse gases differ from other emissions in that they contribute to the “greenhouse effect”. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it keeps the planet approximately 60° F warmer than without it. Emissions from human activities since the beginning of the industrial revolution (approximately 150 years) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature. Greenhouse gases (GHGs) occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

GHG emissions for the project were quantified utilizing the California Emissions Estimator Model (CalEEMod) version 2011.1.1 to determine if the project could have a cumulatively considerable impact related to greenhouse gas emissions (see Appendix A, Air Quality Modeling Data). A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not officially been adopted by the South Coast Air Quality Management District (SCAQMD). AB 32 (the California Global Warming

²⁶ United States Environmental Protection Agency. Frequently Asked Questions About Global Warming and Climate Change. Back to Basics. April 2009.

Solutions Act of 2006) requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28.5 percent reduction in “business as usual” GHG emissions for the entire State. The General Plan EIR utilized this reduction as a threshold of significance; should the project reduce its GHG emissions by 28.5 percent or greater, impacts would be less than significant. To maintain consistency with the General Plan EIR analysis, the analysis summarized below for the proposed project utilizes the same threshold.

Table 3.7-1 (Greenhouse Gas Emissions Inventory: Existing Emissions) summarizes annual greenhouse gas emissions based on existing conditions and uses within the plan area. Table 3.7-2 (Greenhouse Gas Emissions Inventory: Future Emissions – Net Increase, Business as Usual) summarizes annual greenhouse gas emissions based on future build-out estimates for the Specific Plan area. Table 3.7-2 assumes that development will occur under the “business as usual” scenario, without accounting for sustainability measures inherent in the Specific Plan that would actually reduce emissions.

Table 3.7-1: Greenhouse Gas Emissions Inventory: Existing Emissions

Source	Emissions (MT/year) *			
	CO2	CH4	N2O	CO2E
Areas sources	5.95	0.00	0.00	6.04
Energy Sources	944.51	0.04	0.02	950.39
Mobile Sources	6,750.54	0.42	0.00	6,759.32
Waste Sources	896.83	53.00	0.00	2,009.86
Water Usage	1,528.55	12.11	0.32	1,883.66
TOTAL	10,126.38	65.57	0.34	11,609.27

*Please note that slight addition errors may occur due to rounding

Source: Hogle-Ireland, 2011.

Table 3.7-2: Greenhouse Gas Emissions Inventory: Future Emissions – Net Increase, Business as Usual

Source	Emissions (MT/year) *			
	CO2	CH4	N2O	CO2E
Areas sources	71.53	0.03	0.00	72.67
Energy Sources	1,273.81	0.05	0.02	1,281.77
Mobile Sources	7,585.64	0.22	0.00	7,590.34
Waste Sources	59.77	3.53	0.00	133.95
Water Usage	138.59	0.74	0.02	160.40
TOTAL	9,129.34	4.57	0.04	9,239.13

*Please note that slight addition errors may occur due to rounding

Source: Hogle-Ireland, 2011.

However, there are a number of features of the Specific Plan, as well as other regulatory requirements, which will reduce anticipated GHG emissions associated with the proposed project. The California Air Pollution Control Officers Association (CAPCOA) has published a guidance document to assist in the quantification of design features and mitigation measures that reduce greenhouse gas emissions.²⁷ Specifically, the proposed project would further sustainability and reduce greenhouse gas emissions in the following ways (note titles of each paragraph correlate to mitigation measures identified in the CAPCOA document):

²⁷ California Air Pollution Control Officers Association. Quantifying Greenhouse Gas Mitigation Measures. August 2010.

Increase Density (LUT-1)

The proposed Specific Plan will result in an increase in jobs within the Plan area. Increased density reduces the distance people travel and provides greater options for their mode of travel. With a net increase of approximately 353 new jobs, an increase of 27.76 jobs per acre would occur. This is a 7.6 jobs per acre increase when compared to typical development, as identified in the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures*.

Increase Diversity (LUT-3)

The proposed Specific Plan supports higher-density, vertical (up to 3-stories), mixed-used development in an area currently characterized by single- or two-story, separated lands uses. Having different types of land uses near one another can decrease vehicle miles traveled (VMT) since trips between lands use types are shorter and may be accommodated by non-auto modes of transport. The increase in diversity is supported first by the Specific Plan Vision (see Page 34) that supports an eclectic and interesting mix of land uses with flexible development standards while ensuring compatibility and connectivity to adjacent land uses. Specifically, the Land Use Plan envisions Quadrants 1, 3, and 4 as mixed-use areas and permits live/work land uses (Section 2.5.1). Mixed-use development is guided by the Plan's design standards (Section 3.2.9) to include integrated, vertical structures tied together with pedestrian linkages.

Increase Transit Accessibility (LUT-5)

The proposed Specific Plan and associated increase in population and employment densities will result in an increase in the number of people with access to bus facilities. The use of transit reduces VMT. Norwalk Transit provides transit service within the Specific Plan area (Route 8). Route 8 begins at the Whittier Historic Depot and travels south to the Norwalk/Santa Fe Metrolink Station, then proceeds south and west through the project area, ending at the Cerritos Mall. Headways at each stop are approximately one hour throughout the day (with no weekend service). In addition, the Metropolitan Transit Authority (Metro) provides bus service within the vicinity of the Specific Plan area. A bus stop for Route 62 is located at the corner of Pioneer Boulevard at Artesia Avenue which is located on the eastern boundary of the Plan area. This route has approximately 15 minute headways from approximately 6:00 A.M. to 11:00 P.M. during the weekday between Downtown Los Angeles and Hawaiian Gardens. Norwalk Route 2 also travels along Pioneer Boulevard along the project area boundary, with bus stops on either side of Artesia Boulevard.

Improve Pedestrian Network (SDT-1)

The proposed Specific Plan supports pedestrian mobility both within the project area and as it connects to the greater vicinity. Providing an integrated pedestrian network within the Plan area supports walking instead of driving and thereby reducing VMT. This is supported in the Enhanced Intersections standards of the Specific Plan (Section 3.2.7) that are designed to provide ease of access and safety to pedestrians at the three major intersections within the Plan area. Improving safety and access at the Plan's outer intersections would promote walkability for both persons entering and leaving the Plan area on foot. The Streetscape standards (Section 3.2.13) of the Specific Plan are designed to provide shaded pedestrian pathways and meandering sidewalks and landscape protection to pedestrians.

Install Low-Flow Water Fixtures (WUW-1)

The proposed Specific Plan supports use of green construction methods and technologies in future development (Section 3.2.23.A). This is consistent with the recent California Building Code (CBC) CALGREEN sustainability requirements that went into effect in

January 2011. Based on the requirements of CBC and the standards of the Specific Plan, all future development is assumed to include low-flow bathroom faucets, kitchen faucets, toilets, and showers. Use of low-flow fixtures directly reduces water demand and indirectly reduces the energy required to transport water to the Plan area.

Use Water Efficient Landscape Systems (WUW-4)

The proposed Specific plan supports installation of drought tolerant and native landscaping within the Plan area (Section 3.2.23.B). This type of landscaping is assumed to include water-efficient irrigation systems, consistent with the *State Water Conservation in Landscaping Act*. Use of water-efficient irrigation systems directly reduces water demand and indirectly reduces the energy required to transport water to the Plan area.

Institute Recycling Services (SW-1)

Pursuant to the *State Integrated Waste Management Act* (AB939) and the upcoming mandatory commercial recycling requirement of AB32 (effective January 2012), all uses within the Specific Plan area are assumed to recycle a minimum of 50 percent of old waste. Recycling helps reduce GHG emissions by reducing solid waste transportation demand and decomposition of solid waste in landfills.

Table 3.7-3 (Greenhouse Gas Emissions Inventory: Future Emissions – Net Increase, with ‘Mitigation’) summarizes annual greenhouse gas emissions based on future build-out estimates for the Specific Plan area, and considering the above inherent design features of the Specific Plan that serve as mitigation.

Table 3.7-3: Greenhouse Gas Emissions Inventory: Future - Net Increase, with ‘Mitigation’

Source	Emissions (MT/year) *			
	CO2	CH4	N2O	CO2E
Areas sources	71.53	0.03	0.00	72.67
Energy Sources	1,273.81	0.05	0.02	1,281.77
Mobile Sources	4,985.84	0.16	0.00	4,989.12
Waste Sources	29.88	1.77	0.00	66.97
Water Usage	117.50	0.59	0.02	134.99
TOTAL	6,478.56	2.60	0.04	6,545.52

*Please note that slight addition errors may occur due to rounding

Source: Hogle-Ireland, 2011.

Table 3.7-4 (Greenhouse Gas Emissions Significance Threshold Summary) compares greenhouse gas emissions under the business as usual scenario to those emissions under the ‘Mitigation’ scenario that considers the Specific Plan’s sustainability features.

Table 3.7-4: Greenhouse Gas Emissions Significance Threshold Summary

Source	Emissions (MT/year) *			
	CO2	CH4	N2O	CO2E
BAU	9,129.34	4.57	0.04	9,239.13
‘Mitigated’	6,478.56	2.60	0.04	6,545.52
Total Reduction	2,650.78	1.97	0.00	2,693.61
Percentage (%)	29.04	43.11	0.00	29.15

*Please note that slight addition errors may occur due to rounding

Source: Hogle-Ireland, 2011.

The proposed project would not change or conflict with any General Plan policies that would reduce greenhouse gas emissions; the project would, in fact, implement these

policies. Allowing for mixed-use development within the project limits will facilitate an integrated planning approach designed to connect residential uses and everyday goods and service needs in central locations, thereby reducing the vehicle trips associated with shopping, entertainment, and dining; reducing air quality impacts and greenhouse gas emissions; promoting healthier lifestyles; and lessening the impact on the surrounding circulation system.

The proposed project does not include any regulations or other policies that would encourage inefficient building practices. The proposed project would result in development levels generally consistent with those analyzed in the General Plan EIR. The proposed project does not authorize any specific development project; thus, adoption would not directly generate any greenhouse gas emissions. Review of future projects will continue to be carried out to ensure that the projects are consistent with all General Plan goals, policies, and policy actions including those that help the City contribute to air quality and regional greenhouse gas reduction efforts. Adherence to such policies and guidelines and considering the inherent Specific Plan design factors itemized above in relation to the CAPCOA greenhouse gas mitigation guidance would reduce potential impacts to a less-than-significant level.

- b) **Less Than Significant Impact.** Standards and regulations passed by the California legislature either directly or indirectly affect greenhouse gas emissions and climate change. Of those regulations, Assembly Bill 32, the California Climate Solutions Act of 2006 (AB 32), is considered the most important legislation designed to decrease greenhouse gas emissions. AB 32 requires that statewide greenhouse gas emissions be reduced to 2000 levels by the year 2010, 1990 levels by the year 2020, and to 80 percent less than 1990 levels by year 2050. These reductions will be accomplished through an enforceable statewide cap on greenhouse gas emissions that will be phased in starting in 2012. In 2008, Senate Bill 375 (SB 375) was adopted in part to implement AB 32 goals for reduction of transportation-based greenhouse gas emissions through the direct linkage between regional transportation and land use/housing planning.

As discussed in the response to Section 3.7a above, the proposed project will implement General Plan policy and will introduce mixed uses along the Artesia Boulevard Corridor. Due to the mix of uses allowed and encouraged by the Specific Plan, the project will help achieve the goals of reducing vehicular trips and thereby help reduce total vehicular-based greenhouse gas emissions. The project is consistent with the City's General Plan and does not conflict with AB 32, SB 375, or any plans or programs that have been adopted to achieve those legislative mandates. In addition, the City is participating with SCAG in the development of the regionwide Sustainable Communities Strategy to implement SB 375 by reducing vehicular-based greenhouse gas emissions. Impact would be less than significant.

3.8 – Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Section 3: Evaluation of Environmental Impacts

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** The proposed project consists of regulatory and policy documents that will not directly result in any new construction. The proposed changes generally implement General Plan policies and programs. The new development standards in the Specific Plan establish requirements for future projects regarding the appearance, location, and allowable uses within the four quadrants that comprise the Specific Plan area. Adoption and implementation of the new standards will not provide exceptions to existing laws governing the use and disposal of any hazardous materials. As noted in the General Plan Program EIR, compliance with measures established by Federal, State, and local regulatory agencies is considered adequate to offset the negative effects related to the use, storage, and transport of hazardous materials in the City.²⁸ In addition, policies and policy actions in the General Plan address hazardous materials and safety. The project would not conflict with any of these policies, and would not exempt any future development from the City’s programs to control and safely dispose of hazardous materials and wastes. With implementation of standard City practices and Federal, State, and local policies regarding hazardous waste and hazardous materials, no impact from the use, transport, or disposal of hazardous wastes or materials is anticipated.
- b) **Less than Significant Impact.** The proposed project does not involve any development activity. The General Plan Final Program EIR concluded that compliance with measures established by Federal, State, and local regulatory agencies is considered adequate to offset the negative effects related to the reasonably foreseeable upset and accident conditions involving the release of hazardous materials in the City. Additional General Plan goals, policies, and implementation measures, as well as mitigation measures contained in the General Plan Final Program EIR (HAZ-1 through HAZ-4), further reduce accidental release of hazardous materials impacts to a less-than-significant level.²⁹ The proposed project does not revise any of these policies and does not allow uses generally associated with hazardous materials, beyond general hazards associated with residential and commercial development. Individual development projects will be required to comply with City, Federal, and State requirements and any other applicable City regulations relating to hazardous materials. Impact would be less than significant.
- c) **Less than Significant Impact.** Schools are located near and adjacent to the project limits, including Luther Burbank Elementary School located just south of the project limits on Roseton Avenue. Although residential development would be allowed in areas where it was previously not allowed, the proposed Specific Plan would not authorize any new kinds

²⁸ City of Artesia General Plan 2030 Final Program EIR (p. 5.9-19 to 5.9-21).

²⁹ City of Artesia General Plan 2030 Final Program EIR (p. 5.9-21 to 5.9-27).

of land uses in the City or any new or more dangerous processes that involve use, transport, storage, generation or disposal of hazardous substances or wastes. All land uses that would be permitted as a result of the proposed Specific Plan were anticipated citywide by the General Plan and the General Plan Program EIR. Impacts to existing or proposed schools would be less than significant.

- d) **No Impact.** The Geographic Environmental Information Management System (GEIMS) is a data warehouse that tracks regulatory data about underground fuel tanks, fuel pipelines, and public drinking water supplies using GeoTracker. As of July 26, 2011, the GeoTracker search results indicate two sites within the project limits, both of which are listed as “closed” cases, indicating that cleanup has been completed.³⁰ The California Department of Toxic Substances Control’s EnviroStor database provides access to detailed information on hazardous waste permitted and corrective action facilities, as well as existing site cleanup information. As of July 26, 2011, the EnviroStor search results indicate there are no sites within the City of Artesia or the project limits in particular.³¹ Since the proposed project involves no physical ground-disturbing activities or hazardous activities, and no known hazardous sites exist in the project limits, no impact on a site listed on the Cortese database will occur. Any future development project that occurs pursuant to Specific Plan regulations would be evaluated on a project-by-project basis to determine if such development is occurring on a site listed on a current regulatory hazardous materials site list. No impact will result from the proposed project.
- e, f) **No Impact.** There are no public airports or public use airports located within 2.0 miles of the City of Artesia. Additionally, there are no private airstrips within the vicinity of the city.³² The two closest air facilities to the City are the Los Alamitos Armed Air Forces Reserve Center located approximately nine miles to the south, and the Fullerton Municipal Airport located approximately nine miles to the east. Therefore, there would be no safety hazards associated with airports or airstrips for people residing or working in the project limits. No impact would occur in this regard.
- g) **No Impact.** The Artesia Emergency Operations Plan outlines emergency response actions in the event of a large-scale disaster, such as a hazardous materials emergency. The proposed project will not directly result in any new construction. All future development in the City would be subject to compliance with the General Plan Policies and Policy Actions. The General Plan Program EIR requires traffic control plans for new development to ensure that construction would not interfere with emergency response/evacuation plans (Mitigation Measure HAZ-5). No change or interference with these emergency response plans or related policies will occur as associated with the project. The Specific Plan does not propose any changes to the primary circulation system that could affect evacuation plans. No impact would occur in this regard.
- h) **Less than Significant Impact.** The areas within the project limits are fully urbanized with little natural open space and vegetation. Surrounding areas within Artesia and surrounding cities of Cerritos and Norwalk are entirely urbanized as well; therefore, wildland fire hazards within the project limits are minimal. The Specific Plan does not propose to allow any new development in areas formerly identified for open space or preservation. Impact from wildland fire would be less than significant.

³⁰ GeoTracker. <https://geotracker.waterboards.ca.gov/> Accessed July 26, 2011.

³¹ EnviroStor. <http://www.envirostor.dtsc.ca.gov/public/> Accessed July 26, 2011.

³² City of Artesia General Plan 2030 Final Program EIR (p. 5.9-19).

3.9 – Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The proposed project does not involve any development activity and thus will not involve any discharges to water bodies. Development projects will be required to comply with the City's local procedures (Artesia Municipal Code Title 6 Chapter 7, Storm Water Management and Discharge Control), as well as requirements of the National Pollutant Discharge Elimination System (NPDES) permit program of the Federal Clean Water Act to control storm water runoff and prevent violations of regional water quality standards. No impact on water quality standards or waste discharges would occur. Compliance with these standards and the General Plan Policy Action CFI 3.1.4, which requires continued participation in the NPDES program, would minimize potential construction-related water quality impacts to a less than significant level.
- b) **Less than Significant Impact.** The City of Artesia receives its potable water service from the Golden State Water Company (GSWC), which owns and operates the Artesia System. The Artesia System serves most residents in the Cities of Artesia and Hawaiian Gardens, and portions of the Cities of Lakewood and Long Beach.³³ According to the 2010 Urban Water Management Plan, GSWC currently obtains its water supply for the Artesia System from three primary sources: imported water, recycled water, and GSWC operated groundwater wells. The majority of the water supply for the Artesia System, in 2010, came from groundwater (92 percent). GSWC's water supply is projected to increase by about 27 percent from 2010 to 2035 to meet projected water demands which will be met by groundwater (use of which is projected to decrease between 2010 and 2015 from 5,166 ac-ft/yr to 5,000 ac-ft/yr and then remain constant between 2015 and 2035), the expected implementation of conjunctive use groundwater storage programs, and by increases in imported water. GSWC has adjudicated allowed groundwater pumping allocations in the Central Basin as well as the ability to lease groundwater rights when they are available. The Artesia System also has a connection with GSWC's own Orange County System, which also relies on both local groundwater and imported water obtained from Metropolitan.³⁴

The Artesia System is supplied by five active wells in the Central Basin of the Coastal Plain of Los Angeles County Groundwater Basin. These wells have a current total active normal year capacity of 4,880 gpm (7,872 ac-ft/yr). Historically, the total groundwater pumping

³³ City of Artesia General Plan 2030 Final Program EIR (p. 5.8-5).

³⁴ Golden State Water Company. Draft Report 2010 Urban Water Management Plan: Artesia. September 2011. p. 4-2.

for the Artesia System has ranged from 3,712 ac-ft/yr to 5,434 ac-ft/yr between 2005 and 2010. As noted above, the project groundwater pumping amounts in the Artesia System between 2010 and 2035 are anticipated to remain constant at 5,000 ac-ft/yr, which is significantly less than the well capacity. However, it is important to note that GSWC's groundwater rights and future leases within the Central Basin are shared among all GSWC systems in the basin. Therefore, the actual pumping amounts for wells in each of their systems could vary based on GSWC's overall system management. Their access to local groundwater and imported water affords GSWC flexibility to meet demands in all of its systems.³⁵

As noted in more detail in Checklist Response 3.13, although the Artesia Boulevard Corridor Specific Plan does increase allowable intensities in two quadrants and allow additional residential development in three quadrants, which was not considered in the General Plan Program EIR, the assumed Specific Plan development levels would not exceed growth assumptions put forth in the General Plan Final Program EIR, even including an increase in existing population, housing, and employment conditions over that which was previously analyzed. As such, water demand is not anticipated to exceed levels previously analyzed in the General Plan Program EIR. Furthermore, the 2010 UWMP concludes that water demands would increase only incrementally over 2005 baseline conditions, and that increases in water needs will be met with imported water, decreases in water losses, and water savings associated with SBX7-7 compliance. Given the existing capacity for groundwater in the Artesia System, impacts on groundwater supplies would be less than significant.

The project would not substantially increase impermeable surfaces to affect groundwater recharge. The adjudicated Central Basin Watermaster Service Area overlies about 227 square miles of the Central Basin in the southeastern part of the Los Angeles Coastal Plain in Los Angeles County. The Central Basin is subdivided into four areas: The Los Angeles Forebay, the Montebello Forebay, the Whittier area, and the Central Basin Pressure Area. Recharge occurs from percolation of precipitation, stream flow, and return flow of applied waters (e.g. irrigation), from artificial recharge activities at spreading grounds, and from injection of imported water into the Alamitos Barrier Project (a seawater intrusion barrier located in the southeastern part of the Basin).³⁶

Implementation of the proposed project would not appreciably increase the net area of permeable surfaces within the project limits because most of the parcels are currently covered by concrete paving for parking areas or existing structures. The proposed Specific Plan also calls for enhanced landscape areas that would allow for some groundwater percolation. Furthermore, the Specific Plan calls for use of water efficient technologies and drought-tolerant plants and trees. The project is not located in a spreading grounds area. Therefore, the proposed project would not substantially interfere with groundwater recharge and impacts would be less than significant.

- c-e) **Less than Significant Impact.** The project limits are generally urbanized and have existing stormwater infrastructure. New development would not be permitted to occur in any manner that could significantly alter the drainage pattern of an area nor create any new sources of runoff. As indicated in the General Plan Final Program EIR, all future development would be required to incorporate adequate drainage that would transport

³⁵ Golden State Water Company. Draft Report 2010 Urban Water Management Plan: Artesia. September 2011. p. 4-7.

³⁶ Golden State Water Company. Draft Report 2010 Urban Water Management Plan: Artesia. September 2011. p. 4-4.

runoff to local catch basins and nearby storm channels. The EIR also notes that facilities providing drainage in the community are adequate and no new systems or alterations to the existing system are planned. Additionally, the proposed project would not create runoff water, which would exceed the capacity of the City's existing stormwater drainage system. The General Plan Community Facilities and Infrastructure Element and Community Safety Element policies and policy actions further protect community members from drainage and flooding harm.³⁷ The project consists of regulatory and policy documents and will not result directly in the construction of any development. As the proposed project does not affect any of these policies, impacts on drainage patterns and runoff levels are anticipated to be less than significant.

The proposed project would change the land use designations and zoning classifications on certain properties within the City. Although some of these include changes from residential to commercial uses and mixed use, given the already built-out nature of the project limits, new development will consist of infill and the redevelopment of previously developed sites. Any new development activity will be required to comply with NPDES requirements regarding the quality of storm water runoff. Impact would be less than significant.

- f) **Less than Significant Impact.** The proposed project consists of regulatory and policy documents that will not directly result in any new construction. No new sources of runoff, waste discharges, or hazardous material sites would arise from adoption and implementation of the Specific Plan, General Plan Amendment, or Zoning Map changes. Any development project pursuant to these regulations will be required to comply with City, County, and State regulations that protect water quality. Project impacts on water quality would be less than significant.
- g, h) **Less than Significant Impact.** The project limits and surrounding areas of the City of Artesia are not located within a 100-year flood hazard area.³⁸ Therefore, implementation of the proposed Specific Plan would not place structures or housing within a 100-year flood hazard area and a less than significant impact would occur in this regard.
- i) **Less than Significant Impact.** The City, including the project limits, is subject to inundation of the Whittier Narrows Dam were to fail. However, as indicated in the General Plan Final Program EIR, inundation hazards are less than significant due to policies in the General Plan and the City's Emergency Operations Plan.³⁹ The proposed project does not authorize any development that would increase the risk of exposure of people or structures to dam inundation hazards beyond those identified in the General Plan Final Program EIR, as the properties within the project limits are already developed and previously zoned for habitable structures and uses. Impact would be less than significant.
- j) **No Impact.** The project limits are not located near any body of water or water storage facility that would be considered susceptible to seiche.⁴⁰ Artesia is located inland from the Pacific Ocean and as such, is not subject to tsunami hazards. The project limits are relatively flat and fully urbanized and therefore not susceptible to mudflows. No impact would result.

³⁷ City of Artesia General Plan 2030 Final Program EIR (p. 5.8-17).

³⁸ City of Artesia General Plan 2030 Final Program EIR (p. 5.8-18).

³⁹ City of Artesia General Plan 2030 Final Program EIR (p. 5.8-22).

⁴⁰ City of Artesia General Plan 2030 Final Program EIR (p. 5.8-18).

3.10 – Land Use and Planning

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The proposed project is the adoption and implementation of a new Specific Plan, and associated Zoning Map and General Plan Amendments. The Specific Plan encourages compatible uses and would not divide an established community. The corridor through the Specific Plan is envisioned to encourage infill development including a mix of commercial and retail uses, blended with residential and office units where appropriate. The flexibility presented in the Specific Plan allows Artesia Boulevard to grow into a pedestrian- and auto-friendly corridor, as it is designated in the General Plan. The Specific Plan also takes into consideration the surrounding properties, including existing neighborhoods and other sensitive uses, and is intended to create buffers and transitional areas when necessary. Furthermore, any future proposed projects would be required to evaluate, at a project specific level, the potential to disrupt or physically divide an established community including low-income or minority communities.⁴¹ Therefore, no impact would result.
- b) **No Impact.** The proposed project will not conflict with any applicable land use plan. With regard to consistency with Federal and State plans and policies, the General Plan contains policies and implementing actions such as the referral of plans to appropriate Federal and State agencies to ensure consistency between City and other agency regulations and requirements. Policies in the General Plan provide for implementation of and participation in area-wide planning efforts. As indicated in the General Plan Program EIR, the General Plan is consistent with Federal and State plans.⁴² The proposed project would not affect any of these General Plan policies or implementing actions, and would therefore have no impact on the conclusions of the General Plan Program EIR. No impact would result.

⁴¹ City of Artesia General Plan 2030 Final Program EIR (p. 5.1-13).

⁴² City of Artesia General Plan 2030 Final Program EIR (p. 5.1-14).

With regard to consistency with relevant local plans and policies, the project includes a General Plan amendment to replace the existing land use designations for the project limits to the new Artesia Boulevard Corridor Specific Plan land use designation on the General Plan Land Use Map. The proposed project also includes a Zoning Map Amendment for the project limits to Artesia Boulevard Corridor Specific Plan, resulting in consistency between these two regulating maps. Furthermore, the Artesia Boulevard Corridor Specific Plan comprehensively analyzed consistency with the General Plan (Appendix A: General Plan Consistency) and found that the Specific Plan is consistent with and implements relevant goals and policies of the General Plan. No impact would result.

- c) **No Impact.** As discussed in Checklist Response 3.4e-f, above, the proposed project limits and surrounding areas are not part of any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. As such, no impact would occur.

3.11 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) No Impact. The project limits, located within the fully urbanized City of Artesia, contain existing commercial and light industrial uses. No mineral resource areas exist in the immediate vicinity. Development pursuant to the proposed project will not result in the loss of a known mineral resource. No impact would result.

3.12 – Noise

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less than Significant Impact.** The project will not result directly in any construction activity and thus will not result in the exposure of any persons to short-term construction noise or any long-term excessive noise conditions. However, development allowed pursuant to the Specific Plan could result in the exposure of future developments and residents to noise levels along Artesia Boulevard and associated with existing stationary uses that could exceed the City's Noise Standards (Municipal Code Title 5, Chapter 2). The General Plan Program EIR concluded that with adherence to the City's Noise Ordinance,

implementation of the Policies and Policy Actions in the General Plan and Mitigation Measures NOI-1, NOI-2, and NOI-3, impacts would be reduced to a less than significant level.⁴³ Future development pursuant to the proposed project would also be subject to these mitigation measures, and the proposed project would not change any General Plan policies associated with reduction of noise impacts. Impact would be less than significant.

- b) **Less than Significant Impact.** The project will not result directly in any construction activity and thus will not result in the exposure of any persons to groundborne noise or vibration. Consistent with the General Plan, development under the Specific Plan would primarily involve commercial and residential uses, thus significant impacts are not anticipated for groundborne vibration. Impact would be less than significant.
- c) **Less than Significant Impact.** The proposed project does not authorize any development activity, nor does the project allow for any new noise-intensive land uses in the project limits that would lead to the establishment of a noise environment different than that existing in the area today and the noise environment analyzed in the General Plan Program EIR. Permitted uses are generally commercial or residential in nature; new industrial land uses are not permitted within the project area. All land use activities will be required to comply with the noise regulations contained in Municipal Code Title 5, Chapter 2. Future development pursuant to the proposed project would also be subject to General Plan Policies, Policy Actions, and Mitigation Measures NOI-2 and NOI-3. While the proposed project does allow for residential development in areas previously reserved for commercial development, and also allows an incremental increase in commercial FAR within portions of the project limits, the proposed project would not substantially change or conflict with land use policies or any noise element policies. Impact would be less than significant.
- d) **Less than Significant Impact.** The proposed project will not directly result in any new construction. The proposed changes implement policies and programs approved in the City of Artesia 2010 General Plan. Where land use changes are proposed as associated with the Specific Plan (allowing for more intense commercial uses and residential uses in areas the previously had been designated for commercial or industrial uses), the noise environment is anticipated to remain relatively consistent with existing conditions. Currently the area is typified by small- to large-scale commercial uses as well as some industrial uses such as the California Dairy. The project limits are also located immediately adjacent to a Ready-Mix cement factor. Development pursuant to the Specific Plan would not appreciably affect the noise environment beyond that analyzed in the General Plan Program EIR. The General Plan Program EIR concluded that compliance and/or adherence to the City's Noise Ordinance, policies and policy actions in the General Plan, and adherence to FEIR mitigation measure NOI-1 would reduce short-term construction noise impacts to less than significant levels.⁴⁴ The proposed project would not affect any of these policies and future development projects would be required to abide by them. Impact would be less than significant.
- e, f) **No Impact.** The City of Artesia is not located within an airport land use plan and no public airports are located within two miles of the City. The nearest public airport to the project limits is the Long Beach Airport, located approximately 4.25 miles southwest of the City. The nearest airfield, the Los Alamitos Army Airfield, is located approximately 4.4 miles south of the City. The project limits are not within the 65 dBA CNEL noise contour of either the Long Beach Airport or the Los Alamitos Army Airfield. The General Plan Program EIR concluded that the project would not expose people residing or working in the City to

⁴³ City of Artesia General Plan 2030 Final Program EIR (p. 5.6-16).

⁴⁴ City of Artesia General Plan 2030 Final Program EIR (p. 5.6-14).

excessive noise levels from a public airport or private airstrip.⁴⁵ The proposed project would not introduce any new public airports or private airstrips within the City; no impact would result.

⁴⁵ City of Artesia General Plan 2030 Final Program EIR (p. 5.6-13).

3.13 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant Impact.** The Specific Plan consists of four quadrants that together would provide the potential for an estimated 95 new residential units and approximately 238,282 square feet of new commercial space. Implementation of the proposed project could result in a shift of uses within the project limits, as new housing and mixed-use developments would be allowed, and entertainment and local-serving commercial uses are encouraged.

A project could induce population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). The proposed project is located in an urbanized area currently served by existing roads and infrastructure. Indirect growth from extension of infrastructure would not be anticipated, as the proposed project would not add any new roadways and would be served by existing infrastructure with minor proposed upgrades to streetscapes proposed as part of the project. As a result, the proposed project would not be expected to result in any indirect infrastructural-related population impacts. The proposed project would, however, provide opportunities to redevelop existing uses and vacant properties with new homes and businesses, which would induce direct growth in the City’s population.

If the estimated potential new housing units and commercial space allowed by the proposed project were to be built and occupied, this would yield an increase in residential

population of approximately 352 persons⁴⁶ and an additional employment base of approximately 562 persons.⁴⁷

The General Plan Program EIR analyzed the impacts associated with assumed General Plan buildout against existing conditions. Existing population and housing unit conditions rely on estimates compiled by local, regional, and the federal governments. As the most recent comprehensive existing conditions data available is the 2010 United States Census data, which has a higher degree of accuracy than data estimates used in the General Plan Program EIR, the 2010 Census data is used here to assess the level of impact.

Table 3.13-1: Specific Plan and 2030 General Plan Housing Capacity

Description	Population	HH Size	Housing Units
General Plan Capacity	17,882	3.708	4,994
General Plan - Existing Conditions	17,094	3.708	4,610
Existing Conditions - 2010 Census	16,522	3.51	4,697
Specific Plan Additional Capacity	333	3.51	95
Total	16,855	3.51	4,792
Remaining General Plan Capacity	1,027	n/a	202

Table 3.13-2: Specific Plan and 2030 General Plan Employment Capacity

Description	Employment Factor	Square Feet	Employment
General Plan Capacity	Various	2,926,709	6,079
General Plan - Existing Conditions	Various	2,510,693	5,011
Existing Conditions	Various	2,510,693	5,011
Specific Plan Additional Capacity	424	238,282	562
Total	n/a	2,748,975	5,573
Remaining General Plan Capacity	n/a	177,734	506

As indicated in Table 3.13-1 and 3.13-2, although the Artesia Boulevard Corridor Specific Plan does increase allowable intensities in two quadrants and allow additional residential development in three quadrants that was not considered in the General Plan Program EIR, the assumed Specific Plan development levels would not exceed growth assumptions put forth in the General Plan Final Program EIR, even including an increase in existing population and housing conditions over that which was previously analyzed.

Furthermore, the General Plan accounts for increased growth and includes policies to reduce potential growth related impacts, such as Community Policy LU 1.1, LU 2.1, and SUS 3.3.⁴⁸ The proposed project would not revise any of these policies. Impact would be less than significant.

- b) **Less than Significant Impact.** The proposed Specific Plan does not propose any policies that are intended to or that would indirectly result in displacement or demolition of any permanent or temporary residential structures. The proposed Specific Plan provides opportunities for existing properties to initiate redevelopment of existing uses with new housing and/or commercial development within the project limits. The proposed Specific

⁴⁶ Assumes a household size of 3.708, consistent with General Plan EIR analysis and Department of Finance 2010 estimates.

⁴⁷ Assumes an employment estimate of 424 square feet per employee for commercial general space, also consistent with General Plan EIR analysis (p. 5.2-7) and the Natelson Company's Employment Density Study completed for SCAG (2001).

⁴⁸ City of Artesia General Plan 2030 Final Program EIR (p. 5.2-9).

Plan could eventually result in development within the project limits resulting in an estimated 95 new residential units and approximately 238,282 square feet of new commercial space. Although future development constructed pursuant to the proposed project could result in demolition of existing structures, the proposed Specific Plan would replace them with new multi-family residential and new commercial and retail uses. Overall, the proposed project would provide a net increase in both housing and employment within the project area. Furthermore, existing structures might be removed due to deterioration or replaced by a more efficient and valuable land use; this could occur whether the proposed Specific Plan is adopted or not; therefore, the proposed plan would have no effect involving displacement of housing or businesses.

- c) **Less than Significant Impact.** The proposed project would not displace people, as it does not authorize construction of any project or involve the demolition of any housing. Future development projects completed pursuant to Specific Plan regulations would be required to be consistent with the requirements of the California Relocation Assistance Act of 1970 (Govt. Code § 7260 *et seq.*), the State Relocation Guidelines (25 Cal. Code Regs § 6000, *et seq.*), and the California Redevelopment Law (Health & Safety Code § 33410 *et seq.*), as applicable. Impact with regard to housing displacement or displacement of persons would be less than significant.

3.14 – Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant Impact.** Implementation of the proposed project could result in an increase in residential and employment population within the project limits. There are no fire facilities fees in effect for the City. The Fire Department is funded by property tax and special tax revenue generated in the City. These revenues would continue to fund Fire Department services for future developments in the City. In the event additional resources are needed, the property tax growth within the City would provide funding to meet the increased demands.⁴⁹

Assuming that the increase in call generation for fire protection services would be generally equivalent to the increase in population, the proposed project call volume from within the project area would incrementally increase. The addition to the existing call volume related to the proposed project (associated with an estimated 95 potential new housing units and 238,282 square feet of new commercial space) would be within the buildout capacity assumed for the General Plan. The General Plan Program EIR concluded that the existing fire protection staffing levels appear sufficient to meet service demands associated with the projected population growth permitted pursuant to the General Plan.⁵⁰ Since the levels of anticipated development associated with the Specific Plan are less than that analyzed in the General Plan EIR, existing fire services would be able to accommodate the increased demand for fire protection services associated with the Specific Plan. Future individual development projects would be reviewed by the Los Angeles County Fire Department to determine the specific fire requirements applicable to that development and to ensure compliance with these requirements, consistent with General Plan Policy Action

⁴⁹ City of Artesia General Plan 2030 Final Program EIR (p. 5.11-5).

⁵⁰ City of Artesia General Plan 2030 Final Program EIR (p. 5.11-5).

6.2.2.⁵¹ The proposed project would not affect this current practice or General Plan Policy Action 6.2.2. Implementation of the proposed project would not result in significant impacts related to fire protection and no mitigation measures would be required.

- b) **Less than Significant Impact.** Police protection services to the City of Artesia are provided under contract with the County of Los Angeles Sheriff's Department. The General Plan Program EIR concluded that the existing police protection staffing levels were sufficient to meet service demands associated with the projected population growth permitted pursuant to the General Plan, and buildout according to the proposed General Plan Update would not require new or physically altered police protection facilities.⁵² Since the levels of anticipated development associated with the Specific Plan are less than that analyzed in the General Plan EIR, existing police services would be able to accommodate the increased demand for fire protection services associated with the Specific Plan. Future individual development projects would be reviewed by the Los Angeles County Sheriff's Department for potential impacts to the provision of emergency services and to ensure that police protection facilities, services, and resources are adequate to support the increased demands. Future development would furthermore be subject to General Plan policies and policy actions ensuring safety in the community; the proposed project would not affect any of those policies. Impact would be less than significant.
- c) **Less than Significant Impact.** The ABC Unified School District (ABCUSD) provides public education services for the residents of Artesia. ABCUSD has experienced declining enrollment in all area schools over the past decade and shows no indication of reversal,⁵³ reducing the urgency for any new school construction projects and alleviating capacity constraints on all area schools. The General Plan Program EIR concluded that development allowed pursuant to the General Plan is not anticipated to require new or physically altered school facilities.⁵⁴

Furthermore, the proposed project does not involve any construction activity. Whenever new development projects are proposed and approved pursuant to the Specific Plan, payment of fees to the applicable school district is considered full mitigation for project impacts according to Senate Bill (SB) 50, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, individual project applicants would be required to pay the statutory fees so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students, reducing impacts to a less than significant level.

- d) **Less than Significant Impact.** The City of Artesia is largely built out with little available vacant land for parkland dedication and conversion. The project limits do not contain any areas currently or previously dedicated for parkland purposes; therefore the proposed project would not propose to allow development on any parcel previously designated for open space or preservation. The proposed project does not substantially revise cumulative development capacities which could increase demand for parkland beyond that which was analyzed in the General Plan Program EIR; estimated development associated with the Specific Plan is less than that associated with the General Plan. Private open space will be

⁵¹ City of Artesia General Plan 2030 Final Program EIR (p. 5.11-5).

⁵² City of Artesia General Plan 2030 Final Program EIR (p. 5.11-10).

⁵³ City of Artesia General Plan 2030 Final Program EIR (p. 5.11-13).

⁵⁴ City of Artesia General Plan 2030 Final Program EIR (p. 5.11-15).

required as part of new residential construction, pursuant to Specific Plan policies, in the form of both common and private outdoor space.

The General Plan Program EIR includes a mitigation measure to for new development to dedicate parkland or pay in-lieu fees consistent with the Quimby Act prior to approval of any final parcel or tract map. This mitigation measure would ensure that recreational facilities are adequate to support increased demands.⁵⁵ The proposed project would not affect this mitigation measure; new development and redevelopment projects within the project limits would be required to dedicate parkland or pay in-lieu fees, resulting in an less than significant impact regarding parks and recreational facilities.

- e) **Less than Significant Impact.** See responses a-d.

⁵⁵ City of Artesia General Plan 2030 Final Program EIR (p. 5.11-26).

3.15 – Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less than Significant Impact.** The proposed project does not involve any development activity. The project implements General Plan policies and programs, and does not affect General Plan Program EIR Mitigation Measure PR-1, which requires dedication of parkland and/or payment of in-lieu fees prior to approval of final parcel or tract maps for residential projects. While the potential exists for population growth associated with the Specific Plan to increase the use of parks and recreational facilities, compliance with this mitigation would ensure that all future development is self-serving in terms of recreational uses.⁵⁶ Furthermore, provisions in the Specific Plan require private and common open space as part of new residential development projects in part to relieve impacts on public recreation facilities. Impacts would be less than significant.
- b) **No Impact.** The proposed project does not involve the development of any recreational facilities. No impact would result.

⁵⁶ City of Artesia General Plan 2030 Final Program EIR (p. 5.11-27).

3.16 – Transportation and Traffic

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A Mobility and Circulation Report was completed by Kimley-Horn and Associates for the Artesia Boulevard Corridor Specific Plan, dated September 2011.⁵⁷ The report evaluated existing and future operating conditions, based on presumed future buildout of the proposed project.

- a) **Less than Significant Impact with Mitigation Incorporation.** In 2007, a 24-hour roadway traffic count was completed by the City on Artesia Boulevard between Gridley Road and Pioneer Boulevard. At the time of the count, this segment of roadway carried 17,743 trips per day. Morning traffic peaked at 7:15 a.m. with 714 vehicles in the eastbound direction, and 854 vehicles in the westbound direction. In the afternoon, traffic peaked at 4:45 p.m. with 885 trips in the eastbound direction, and 817 trips in the westbound direction. Based on a daily roadway capacity of 30,000 ADT for Primary Highway (Major), Artesia Boulevard is operating at a Level of Service (LOS) A.

Peak hour turning movement counts at the three signalized study intersections in the vicinity of the Specific Plan (Gridley Road, Roseton Avenue, and Pioneer Boulevard) were collected in February 2011. In addition, peak hour truck classification turning movement counts were collected in September 2011 at the intersection of Artesia Boulevard and Pioneer Boulevard to evaluate the effects of truck traffic from the industrial uses on Artesia Boulevard, specifically from California Dairies and the Cement Plant. Existing peak hour operating conditions at the study intersections are summarized in Table 3.16-1: Existing Traffic Conditions in terms of intersection capacity utilization (ICU), which indicates how much reserve capacity is available at the intersection, and LOS.

Table 3.16-1: Existing Traffic Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Artesia Boulevard at Gridley Road	0.595	A	0.589	A
Artesia Boulevard at Roseton Avenue	0.468	A	0.395	A
Artesia Boulevard at Pioneer Boulevard	0.665	B	0.799	C

Note: **Bold** values indicate intersections operating at LOS E or LOS F.
 Source: Kimley-Horn & Associates, September 2011.

Future traffic conditions with and without the project were analyzed to assess the impacts of implementation of the Artesia Boulevard Corridor Specific Plan. A conservative traffic growth rate of one percent per year was applied to the existing peak hour traffic volumes at each of the study intersections to account for general background growth outside the Specific Plan area. Then, trip generation estimates were developed for each of the four quadrants of the Specific Plan. For the analysis of future traffic conditions, each parcel of interest in the project area was identified in terms of its existing land use and its potential future land use, including the land use type and the existing and future development potential of those lands. The total net new trips that would be generated by the Specific Plan development is estimated to be 10,292 daily trips, with 279 trips in the morning peak hour and 630 trips in the evening peak hour. The project-related traffic would cause an increase in the volume to capacity ratio of 0.035.

Table 3.16-2 provides a summary of intersection operation under future conditions, but without considering the proposed project. Table 3.16-3 summarizes future conditions and considers the impact of the proposed project as well. Under future conditions, the intersection of Artesia Boulevard at Pioneer Boulevard would operate at LOS E with or without the project. The project would contribute 0.03 to the ICU. As such, the traffic

⁵⁷ Kimley-Horn & Associates. Artesia Boulevard Corridor Specific Plan - Mobility and Circulation in the City of Artesia. September 2011.

study recommends feasible mitigation such as constructing a northbound right-turn lane to the intersection of Artesia Boulevard at Pioneer Boulevard, which would bring the LOS for P.M. peak hour to LOS D and ICU to 0.852. Sufficient width exists on the northbound exit leg of the intersection (the north leg) to receive a third lane of through traffic. This improvement can be accomplished with signing and striping modifications on Pioneer Boulevard. No acquisition of right-of-way or construction would be necessary. This recommended improvement could be implemented if the intersection of Artesia Boulevard at Pioneer Boulevard is operating at a level of service (LOS) E or worse. The intersection will be monitored for performance through implementation of Mitigation Measure T-1.

Table 3.16-2: Future Without Project Traffic Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Artesia Boulevard at Gridley Road	0.672	B	0.665	B
Artesia Boulevard at Roseton Avenue	0.527	A	0.444	A
Artesia Boulevard at Pioneer Boulevard	0.753	C	0.905	E

Note: **Bold** values indicate intersections operating at LOS E or LOS F.

Source: Kimley-Horn & Associates, September 2011.

Table 3.16-3: Future With Project Traffic Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Artesia Boulevard at Gridley Road	0.685	B	0.7436	C
Artesia Boulevard at Roseton Avenue	0.573	A	0.587	A
Artesia Boulevard at Pioneer Boulevard	0.792	C	0.935	E
Artesia Boulevard at Pioneer Boulevard – with mitigation: Convert northbound right-turn lane to a through/right lane	0.792	C	0.852	D

Note: **Bold** values indicate intersections operating at LOS E or LOS F.

Source: Kimley-Horn & Associates, September 2011.

Mitigation Measure

T-1 No building permits shall be issued within the Specific Plan area if the intersection of Artesia Boulevard at Pioneer Boulevard is operating at a level of service (LOS) E or worse, as verified through periodic intersection performance monitoring, until such time that intersection performance is improved to LOS D or better. Adequate intersection performance shall be reviewed and approved by the City Engineer.

- b) **Less than Significant Impact.** Pursuant to the Los Angeles County Metropolitan Transportation Authority Congestion Management Plan (CMP), traffic impacts of individual development projects of potential regional significance must be analyzed. The CMP system is made up of a system of arterial roadways, freeways, and monitoring intersections in Los Angeles County. Any project that adds 150 or more vehicle trips to freeway segments or 50 or more vehicle trips to roadway segments/monitoring intersections during peak hours must be analyzed. The nearest CMP freeway segment is the San Gabriel River Freeway (I-605), and the Artesia Freeway (SR-91).⁵⁸ Based on the results of the traffic study, this project would generate less than 150 total trips per peak hour on the I-605 or SR-91.

⁵⁸ Metropolitan Transportation Authority. 2010 Congestion Management Program.

Section 3: Evaluation of Environmental Impacts

There are no CMP monitoring intersections in the City of Artesia. The closest CMP monitoring intersections in adjacent cities are:

- South Street and Lakewood Boulevard, in the City of Lakewood (3 miles west of the Specific Plan area)
- Artesia Boulevard and Lakewood Boulevard, in the City of Bellflower (3½ miles southwest of the Specific Plan area)

The Specific Plan would not add 50 peak hour trips to these intersections;⁵⁹ impacts would be less than significant.

- c) **No Impact.** The two closest air facilities to the City are the Los Alamitos Armed Air Forces Reserve Center located approximately nine miles to the south, and the Fullerton Municipal Airport located approximately nine miles to the east. The City is also served by regional airports such as the Los Angeles World Airport (LAX). Development levels permitted by the project are within the development capacity analyzed in the General Plan EIR, and no use is anticipated to draw appreciable amounts of regional air traffic or increase air travel demand. Furthermore, the proposed maximum building height (35-45 feet, depending on quadrant) would not affect airport approach or departure spaces or any air traffic patterns.
- d) **Less than Significant Impact.** There are multiple driveways providing access to individual parcels on both sides of Artesia Boulevard within the Specific Plan area. Under existing conditions, there are 11 curb cuts on the north side of the street and 23 on the south side. Through the City's development review process, future developments would be evaluated to determine the appropriate land use permit for authorizing the use and conditions for establishment and operation. Site plan review includes the requirement to provide clear vision triangles at intersections to enhance pedestrian and vehicular safety.

The proposed project does not involve changes to the alignment of Artesia Boulevard or any other street in the project area. It does, however, require the conversion of an existing northbound right-turn lane on Pioneer Boulevard to a through/right-turn lane. Sufficient width exists on the northbound exit leg of the intersection (the north leg) to receive a third lane of through traffic. This improvement can be accomplished with signing and striping modifications on Pioneer Boulevard, and will therefore not result in a new traffic safety hazard due to any design feature.

- e) **Less than Significant Impact.** The proposed project, a policy document, does not involve any building activity. New developments would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Individual projects would be reviewed by the Los Angeles County Fire Department to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments provide adequate emergency access to and from the site. No impact would result.
- f) **No Impact.** As noted in Checklist Response 3.7a, multiple transit routes are located within or adjacent to the Specific Plan area. The proposed project has no direct affect on any local or regional policies involving support of alternative transportation. The policy document implements General Plan policies that support mixed-use development and use of alternative transportation modes. The new allowance of mixed-use development in specific quadrants of the Specific Plan has the potential to positively influence alternative

⁵⁹ Kimley-Horn & Associates. Artesia Boulevard Corridor Specific Plan - Mobility and Circulation in the City of Artesia. September 2011.

transportation use by allowing a mix of uses near local and regional transportation facilities such as existing bus lines. No negative impacts on alternative transportation policies would occur.

3.17 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b,

e) **Less than Significant Impact.** The proposed project does not involve any development activity. The project implements General Plan policies and programs. The project would

not facilitate any substantial new development activity beyond that analyzed in the General Plan FEIR. The General Plan Program EIR calculated the wastewater flow at buildout for the General Plan update and concluded that the additional housing units and non-residential development square footage would yield an increase of approximately 12 percent over 2010 existing conditions.⁶⁰ The General Plan Program EIR indicated that this growth could be accommodated within the existing wastewater treatment infrastructure, which was operating at a maximum 74 percent capacity.⁶¹ Furthermore, the General Plan Program EIR stated that no deficiencies exist in the conveyance facilities that serve the City.⁶² However, incremental increases in wastewater generation as a result of new development may require expansions of existing facilities on an as-needed basis. The General Plan Program EIR included a mitigation measure (USS-2), which requires all new development to undertake a site-specific sewer evaluation prior to issuance of grading permits or otherwise determined as necessary by the City. The sewer evaluation on a site-specific basis assesses the adequacy of the conveyance system capacities, including trunk and local sewers. The proposed project would not affect this mitigation measure, and future development projects within the project limits would be required to comply with this mitigation measure. Development estimates associated with the proposed project do not exceed development assumptions associated with the General Plan; as such it can be concluded that the City's wastewater conveyance system and treatment facilities have adequate capacity to accommodate development associated with implementation of the Artesia Boulevard Corridor Specific Plan. Furthermore, the project would not change or interfere with Regional Water Quality Control Board wastewater treatment requirements. New development under implementation of the Specific Plan would continue to comply with all provisions of the NPDES program, as enforced by the RWQCB, consistent with the conclusions of the General Plan Program EIR.⁶³ Impacts on any wastewater treatment capabilities and public services would be less than significant.

- c) **Less than Significant Impact.** The proposed project does not involve any development activity. The project implements General Plan policies and programs. The project will not facilitate any substantial new development activity beyond that analyzed in the General Plan EIR. The project 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 General Plan buildout, including the proposed project. New development projects are required to ensure project-specific and citywide drainage systems have adequate capacity to accommodate new development. Impact would be less than significant.
- d) **Less than Significant Impact.** The City of Artesia's potable water needs are served by the Golden State Water Company. The Urban Water Management Plan (UWMP) discussed the reliability of supply for the Artesia System, of which the majority of Artesia is a part (along with the City of Hawaiian Gardens). The UWMP indicated that the Golden State Water Company water supply is anticipated to be 100 percent reliable through 2035, based on adjudicated groundwater rights in the Central Basin; availability of leased groundwater; benefits of conjunctive use storage programs to be developed in accordance with court judgments that are anticipated at some time in the near future; water supplies available from the City of Cerritos and their supplemental suppliers, CBMWD and

⁶⁰ City of Artesia General Plan 2030 Final Program EIR (p. 5.12-23).

⁶¹ City of Artesia General Plan 2030 Final Program EIR (p. 5.12-25).

⁶² City of Artesia General Plan 2030 Final Program EIR (p. 5.12-23).

⁶³ City of Artesia General Plan 2030 Final Program EIR (p. 5.12-33).

Metropolitan, projected to be 100 percent reliable; conservation derived supply; and the availability of recycled water from CBMWD.⁶⁴

As discussed in response to Checklist Item 3.9b, Golden State Water Company supply in the Artesia system is in excess of anticipated demand. Demand projections in the UWMP anticipate moderate increases in demand, tempered by increases in water conservation measures. Increases in water needs will be met with imported water, decreases in water losses, and water savings associated with SBX7-7 compliance. The UWMP anticipates reliable water supply under these assumptions.

The proposed project does not involve any development activity. The project implements General Plan policies and programs at a development level that does not exceed that which was analyzed in the General Plan EIR on infill sites. Although the Artesia Boulevard Corridor Specific Plan does increase allowable intensities in two quadrants and allow residential development in three quadrants, which was not considered in the General Plan Program EIR, the assumed Specific Plan development levels would not exceed growth assumptions put forth in the General Plan Final Program EIR, even including an increase in existing population, housing, and employment conditions over that which was previously analyzed. Review of future projects will continue to be carried out to ensure that the projects are consistent with all General Plan Policies and Policy Actions. Impacts on water supplies or water supply infrastructure would be less than significant.

- f, g) **Less than Significant Impact.** As indicated in the General Plan EIR, The increased solid waste due to implementation of the General Plan could be accommodated within the existing landfill capacity.⁶⁵ The project will not facilitate any substantial new development activity beyond that analyzed in the General Plan EIR, and thus will not lead to any significant solid waste production beyond that previously indicated. Furthermore, compliance with the City's Source Reduction and Recycling Element (SRRE) program, whereby all future development projects must divert solid waste to meet state diversion goals associated with AB 939, as well as State and County waste reduction programs and policies, would reduce the volume of solid waste entering landfills. Review of future projects will continue be carried out to ensure that the projects are consistent with all General Plan Policies and Policy Actions and the SRRE program. Adherence to such requirements would reduce potential impacts associated with solid waste to a less than significant impact level.

⁶⁴ Golden State Water Company. Draft Report 2010 Urban Water Management Plan: Artesia. September 2011. p. 6-14.

⁶⁵ City of Artesia General Plan 2030 Final Program EIR (p. 5.12-33).

3.18 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant Impact.** The results of the preceding analyses and discussions of responses to the entire Initial Study Checklist have determined that the proposed project would have no effect upon sensitive biological resources, and would not result in significant impacts to historical, archaeological or paleontological resources. The City of Artesia and the project limits for the Artesia Boulevard Corridor Specific Plan area are fully urbanized and do not contain any forest, river, wildlife, or similar resources, which would preclude impacts to unique, rare, endangered, or threatened species. There are no historic resources identified within the project limits. The proposed project will not affect regulations protecting historical or cultural resources. The proposed Specific Plan does not authorize any plan for a development or redevelopment on any property within the City of Artesia. The Specific Plan is intended to provide a framework for future projects within the project limits to follow in order to achieve the goals and policies of the General Plan. The proposed project would not result in any effects that would degrade the quality of the environment.
- b) **Less than Significant Impact.** Cumulative effects resulting from implementation of the City's goals and policies were evaluated in the General Plan Program EIR. The proposed project provides consistency between stated General Plan goals and policies aimed at minimizing negative environmental impacts over the long term, included in Appendix A of the Specific Plan. No General Plan policies would be changed or modified through adoption

of the proposed project. Adoption and implementation of the proposed project would not create any significant impacts beyond those previously identified in the General Plan Program EIR. No development projects are associated with the proposed project, and thus the project would not contribute to short-term or long-term cumulative impacts.

- c) **Less than Significant Impact.** The proposed project does not involve any development activity. Rather, the project implements adopted General Plan policies and policy actions. The Specific Plan introduces mixed-use as a possible development approach in the project limits, which is designed to implement planning approaches that integrate complementary uses and work to reduce travel in personal vehicles and commuting to work. By achieving the associated reduction in vehicle travel, a corresponding reduction in air quality emissions, traffic impacts, urban sprawl, and outdoor water use can be realized. The new development and design standards will assist in promoting a good quality of life in Artesia. The project would not result in substantial adverse effects on human beings.

Section 4: References

4.1 – List of Preparers

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4.2 – Document References

California Air Resources Board. Air Quality Attainment Status. 2010

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Section 5: Summary of Mitigation Measures

- T-1 No building permits shall be issued within the Specific Plan area if the intersection of Artesia Boulevard at Pioneer Boulevard is operating at a level of service (LOS) E or worse, as verified through periodic intersection performance monitoring, until such time that intersection performance is improved to LOS D or better. Adequate intersection performance shall be reviewed and approved by the City Engineer.

Appendix Materials

Appendix A: Air Quality Analysis

Prepared by Hogle-Ireland, Inc. September 2011

Appendix B: Mobility and Circulation Report

Prepared by Kimley-Horn and Associates, Inc. September 2011

