

Artesia Place Project (Artesia Boulevard Corridor Specific Plan Amendment Case No. 2022-13)

Public Review Draft Environmental Impact Report
(SCH No. 2022080202)

March 2023



Prepared by

Kimley»Horn
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Public Review Draft Environmental Impact Report

Artesia Place Project (Artesia Boulevard Corridor Specific Plan Amendment Case No. 2022-13)

SCH # 2022080202



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Executive Summary



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ES Executive Summary

ES.1 INTRODUCTION

This document is an Environmental Impact Report (EIR) prepared for the City of Artesia (City) in compliance with CEQA. This EIR evaluates the potential environmental impacts associated with planning, constructing, and operating the proposed Artesia Place Project (Artesia Boulevard Corridor Specific Plan [ABCSP] Amendment) (the Project or proposed Project). The Project proposes to develop 80 dwelling units (DU) and approximately 11,257 gross square feet (GSF) of non-residential (commercial and office) land uses on the Project site. To allow the proposed development, the Applicant proposes to amend the ABCSP. The proposed Zoning Code Text Amendment (Specific Plan Amendment) would amend the ABCSP to permit residential uses on the Project site, establish a maximum allowable development within the Project site, and amend the ABCSP's Design Standards and Guidelines (among other chapters). In addition to the Zoning Code Text Amendment, the Project seeks approval of the following entitlements: General Plan Amendment; Design Review; Development Agreement; Vesting Tentative Tract Map No. 83834; and CEQA EIR certification.

ES.2 PROJECT LOCATION AND SETTING

The Project site is in the City of Artesia (City), which encompasses approximately 1.6 square miles in the southeast portion of the County of Los Angeles (County). The City is approximately 14 miles southeast of downtown Los Angeles. The Project site consists of one approximately 3.3-acre parcel (Assessor Parcel Number [APN] 7035-016-064) located at 11709 Artesia Boulevard. The Project site is generally bound by roadways, with Artesia Boulevard on the south, Alburdis Avenue on the east, and Fallon Avenue on the west.

Two major freeways provide regional access to the Project site: Artesia Freeway (State Route 91 [SR-91]) to the north; and Interstate 605 (I-605) to the west. From SR-91, access to the Project site is provided via Pioneer Boulevard, which is east of the Project site. From I-605, local access to the Project site is provided via Artesia Boulevard, which bisects the area. Artesia Boulevard is a four-lane divided arterial roadway oriented east-west through the ABCSP area. Local access is also provided via Pioneer Boulevard, which is a four-lane arterial oriented north-south to the west of the Project site.

The City is a suburban jurisdiction with a mix of residential densities, although low-density residential uses predominate. The City also contains a mix of retail commercial, office, and industrial uses. The Project site is located at the northeast portion of a 21-acre area (i.e., the ABCSP), which extends along Artesia Boulevard, generally between Corby Avenue on the east and Gridley Road on the west.

As noted above, the Project site is within the ABCSP area, and specifically within the eastern portion of Quadrant 2, which is comprised of five parcels with four unique landowners. Quadrant 2 supports a variety of commercial, retail, and industrial uses.

ES.3 PROJECT CHARACTERISTICS SUMMARY

The Project proposes the construction and operation of a mixed-use development comprised of 80 DU and approximately 11,257 GSF of non-residential (commercial and office) land uses. The Project would construct a mixed-use development generally comprised of two portions – a commercial portion and a residential portion – connected by pedestrian walkways. The following proposed land uses would be developed at a density of 23.2 dwelling units per acre (DU/AC) and floor area ratio (FAR) of 1.21:

- Townhomes: 10 buildings with 59 three-story townhome units.
- Mixed-Use Carriage Townhomes: One mixed-use building with approximately 3,450 GSF of commercial uses on the ground level and 4 carriage-type townhome units above;
- Shopkeeper Units: Two buildings with 8 commercial condominiums totaling approximately 2,664 GSF on the ground level and 8 townhome units above;
- Commercial: One building with approximately 2,700 GSF of commercial uses; and
- Live/Work Townhomes: Two buildings with approximately 2,443 GSF of office uses and 9 townhome units.

The Project is designed to be a mixed-use, pedestrian-oriented placemaking development with various commercial opportunities. The buildings are linked by a central pedestrian walkway through a series of landscaped courtyards. The Project site is divided into two portions: the northern portion is bisected by the central pedestrian walkway, pool, and pool building and consists of traditional paseo rowtown-inspired residential clustering around a recreation area; and the southern portion fronting Artesia Boulevard consists of the urban commercial mixed-use buildings.

The Project proposes 216 vehicle parking spaces, as follows: for the residential uses, two spaces per garage for a total of 160 spaces and 20 guest spaces; and 36 parking spaces for the commercial uses (i.e., the live/work and shopkeeper units and retail uses). The Project would also provide 20 offsite onstreet parallel parking spaces along Fallon Avenue and Alburdis Avenue. These onstreet parking spaces are not proposed to meet the Project's parking demand (as described), but are instead proposed by the Applicant as a community benefit. An approximately 0.21-acre surface parking lot is immediately east of the Project site, at 17212 Alburdis Avenue. This existing parking lot, which is fully improved with 34 parking spaces, historically served as overflow parking for the former dairy manufacturing plant. This existing parking lot would be made available to one of the eight proposed shopkeeper units for vehicle storage purposes. It is noted, the Project does not propose to improve or modify this existing lot. Further, this parking lot would retain its existing Heavy Manufacturing and Industrial (M-2) zoning – the Project does not propose a zone change. Therefore, future uses on this parking lot would be subject to M-2 Zone regulations.

The Project construction is anticipated to occur as three phases, but would be continuous with no pauses. Phased occupancy of the proposed Project would be permitted. A Temporary Certificate of Occupancy may be issued pending clearance of certain final Project conditions of approval, subject to City approval. Grading for the Project would require cut and fill, which would be balanced onsite. The Project site would be graded to mimic the existing grading and drainage

patterns. The overall site grading and drainage pattern would be southerly to confluence with street flows to the Artesia Boulevard at Flallon Avenue intersection. Project construction is anticipated to occur over approximately 24 months, beginning September 2023 and ending August 2025.

ES.4 PROJECT OBJECTIVES

Pursuant to State CEQA Guidelines §15124(b), the EIR project description must include “[a] statement of objectives sought by the proposed project...The statement of objectives should include the underlying purpose of the Project.”

The underlying purpose of the Project is to further implementation of the ABCSP and help address the City's Regional Housing Needs Assessment (RHNA) housing obligations by developing vacant and underutilized Specific Plan land with new infill mixed-use and residential uses.

The Project objectives are:

- Redevelop a large underutilized industrial site within the Artesia Boulevard Corridor Specific Plan into a new high quality walkable mixed-use community with various compatible uses including residential, neighborhood-serving ground floor commercial (restaurant and retail), live/work units with office uses, and on-site amenities.
- Create a mixed-use development that encourages walkability and convenience by providing onsite residential uses, neighborhood-serving restaurant and retail uses, and office/commercial uses.
- Address the City's RHNA housing goals by building new residential dwelling units on the site in a manner that minimizes the potential for displacement of existing uses.
- Physically and functionally integrate the proposed development with the surrounding Artesia Boulevard Corridor Specific Plan community by extending the neighborhood urban pattern and surrounding street grid into the site through a series of pedestrian open spaces, including a north to south, full site depth, pedestrian access way.
- Create complementary designs and uses that are compatible with the surrounding neighborhoods by continuing active ground floor retail/restaurant uses along Artesia Boulevard site frontage, adding to the area's mix of uses and businesses.
- Provide a high quality, varied, and modern architectural and landscape design that is compatible with its diverse surrounding context, and utilizes the site's unique characteristics.
- Provide viable public and private open space for project residents and surrounding community members by creating a green, welcoming, walkable environment that will encourage use of the outdoors and community interaction.
- Include sufficient off-street parking for the proposed residential, commercial, and office uses.
- Provide an infill development that promotes sustainability by providing electric (non-gas) appliances and connections for the residential component.

ES.5 UNAVOIDABLE SIGNIFICANT IMPACTS

Based on the analysis contained in **Section 4.0: Environmental Impact Analysis** of this Draft EIR, the Project would not result in any significant and unavoidable impacts and would not result in any cumulatively considerable impacts.

ES.6 ALTERNATIVES TO THE PROJECT

CEQA states that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” [14 Cal. Code of Reg. 15126.6(a)]. As described in **Section 6.0: Alternatives to the Proposed Project** of this DEIR, three project alternatives were identified and analyzed for relative impacts as compared to the Project:

- “No Project/No Construction” Alternative;
- “No Project/Existing Land Use Designation” Alternative; and
- “All-Commercial” Alternative

“NO PROJECT/NO CONSTRUCTION” ALTERNATIVE

The No Project/No Construction Alternative would retain the Project site in its current vacant conditions. None of the proposed Project improvements would be implemented. Further, the Project’s requested entitlement (i.e., ABCSP Zoning Code Text Amendment, General Plan Amendment, Design Review, Development Agreement, and Vesting Tentative Tract Map No. 83834) would not be granted.

“NO PROJECT/EXISTING LAND USE” ALTERNATIVE

In this instance, the “no project” alternative is the circumstance under which the Project would not proceed, but the existing environmental conditions would not be preserved. The Project site is wholly within the City. The General Plan designates the Project site as Gateway Community Commercial, and the City’s Zoning Map classifies the Project site as ABCSP. The Project site is zoned Heavy Manufacturing and Industrial (M-2) by the ABCSP. The maximum allowable Floor-Area-Ratio (FAR) for the Project site is 1.5. The Project site is 3.3 acres (143,748 SF), thus, the maximum allowable development on the Project site is 215,622 GSF of manufacturing and industrial uses. The site is currently vacant and could be redeveloped consistent with the underlying zoning; therefore, this Alternative would construct a warehouse containing manufacturing and industrial uses.

Thus, the “No Project/Existing Land Use Designation” Alternative assumes development of the Project site consistent with the General Plan allowed density and intensity. This Alternative assumes that the vacant site would be developed with a new manufacturing and industrial use up the maximum allowable development capacity. This Alternative would construct a warehouse up to 215,622 GSF on the vacant Project site. It is assumed that the remainder of the Project site would be developed with associated surface parking.

“ALL-COMMERCIAL” ALTERNATIVE

The “All-Commercial” Alternative assumes development of the Project site with all commercial uses compared to the Project on the same Project site. Per the ABCSP, the maximum allowable FAR for the Project site is 1.5, and the Project site is 3.3 acres (143,748 SF). Thus, the maximum allowable development on the Project site is 215,622 GSF of commercial uses. The All-Commercial Alternative would result in 215,622 SF of non-residential land uses, including 71,874 GSF each of office, restaurant, and retail uses. This Alternative would construct multiple commercial buildings on the vacant Project site.

ES.7 AREAS OF CONTROVERSY

This Draft EIR discusses environmental impacts that would occur as a result of implementing the proposed Project. This Draft EIR also includes proposed mitigation measures that have been identified to reduce or avoid significant effects that would result from the construction and operation of the proposed on-site uses. CEQA Guidelines §15123(b)(2) requires that areas of controversy known to the Lead Agency (City of Artesia) be stated in the EIR summary. The following discussion identifies issues raised by other agencies and the public during the 31-day public comment period of the NOP.

The following issues were raised during the commenting period of the NOP. These issues will be examined in the cited sections of this Draft EIR.

- Project-related traffic causing congestion on local roads and near the National Ready Mixed Concrete facility; see **Section 4.10: Transportation**;
- Project residents' proximity to concrete facility; see **Section 4.1: Air Quality** and **Section 4.7: Noise**;
- Project estimated greenhouse gas (GHG) emissions from construction and operation; see **Section 4.5: Greenhouse Gas Emissions**;
- Project water demand and wastewater service availability; see **Section 4.12: Utilities and Service Systems**;
- Potential discovery of cultural (archaeological, paleontological, human remains, etc.) resources by grading and development of the site; see **Section 4.2: Cultural Resources**, **Section 4.4: Geology and Soils (Paleontological Resources)**, and **Section 4.11, Tribal Cultural Resources**.

ES.8 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The following table is a summary of significant impacts and proposed mitigation measures associated with the Project as identified in this Draft EIR. Refer to Sections 4.1 through 4.12, for a detailed description of the environmental impacts and mitigation measures for the Project. All Project impacts would be less than significant or mitigated to less than significant.

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TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Section 4.1, Air Quality			
<p>Impact 4.1-1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.1-2 Would the Project 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?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.1-3 Would the Project expose sensitive receptors to substantial pollutant concentrations?</p>	Potentially Significant	<p>MM AQ-1 Construction Health Risk. Prior to issuance of grading permits, the Applicant shall prepare and submit documentation to the City of Artesia that demonstrate the following:</p> <ul style="list-style-type: none"> All off-road diesel-powered construction equipment greater than 50 horsepower meets CARB Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or South Coast AQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment. 	Less Than Significant With Mitigation Incorporated

TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> Construction equipment shall be properly maintained according to manufacturer specifications. All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour. On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators. 	
Section 4.2, Cultural Resources			
<p>Impact 4.2-1 Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?</p>	Potentially Significant	<p>MM CUL-1 Inadvertent Discovery of an Archeological Resource. Prior to the initiation of ground-disturbing activities, the Applicant shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards for Archaeology, to oversee an archaeological monitor who shall be present during ground-disturbing activities. The qualified archaeologist shall attend a pre-grade/construction meeting to conduct an archaeological and cultural resources sensitivity training for construction personnel. The training session shall be carried out by the qualified archaeologist and shall focus on how to identify buried cultural materials that may be encountered during earthmoving activities and the procedures to be followed in such an event. If field personnel encounter buried cultural materials, work in the immediate vicinity of the find shall cease and a qualified archaeologist shall be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation as necessary</p>	Less Than Significant With Mitigation Incorporated

TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>pursuant to PRC §5024.1 and California Code of Regulations Title 14, State CEQA Guidelines §15064.5. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register, plans for the treatment, evaluation, and mitigation of impacts to the find shall be developed. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:</p> <ul style="list-style-type: none"> • Historic artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects • Historic structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements • Prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates • Groundstone artifacts, including mortars, pestles, and grinding slabs • Dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks <p>Upon discovery, the Project proponent/their designee shall notify the City of Artesia (City). At the direction of the Project proponent/their designee and in consultation with the City, the Qualified Archaeologist shall prepare plans for feasible mitigation of impacts to the find, pursuant to State CEQA Guidelines §15064.5.</p>	

TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Section 4.3, Energy			
Impact 4.3-1 Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 4.3-2 Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Section 4.4, Geology and Soils (Paleontological Resources)			
Impact 4.4-1 Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant	MM GEO-1 Inadvertent Discovery of a Paleontological Resource. Prior to the initiation of ground-disturbing activities, the Applicant shall retain a qualified paleontologist, defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology (2010). The qualified paleontologist shall attend a pre-grade/construction meeting to conduct construction worker paleontological resources sensitivity training for construction personnel. The training session shall be carried out by the qualified paleontologist and shall focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event. If field personnel encounter buried paleontological materials, work in the immediate vicinity of the find shall cease, and the qualified paleontologist shall assess the significance of the find. The qualified paleontologist shall have the authority to stop or divert construction excavation within a 50-foot radius of a discovery until the fossil can	Less Than Significant With Mitigation Incorporated

TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>either be removed off site or the City is notified of the need to further assess the discovery. If the find is large enough to warrant further evaluation and/or extraction, then the following fossil “discovery” protocol shall be followed:</p> <ul style="list-style-type: none"> • The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist’s survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. • The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study, or report. • Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations. • Prior to the issuance of any building permit, the Applicant shall submit a letter to the City for the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered. 	
Section 4.5, Greenhouse Gas Emissions			
<p>Impact 4.5-1 Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant

TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>Impact 4.5-2 Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
Section 4.6, Land Use and Planning			
<p>Impact 4.6-1 Would the Project cause a significant environmental impact due to a conflict with any Artesia General Plan 2030 land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.6-2 Would the Project cause a significant environmental impact due to a conflict with any Artesia Municipal Code land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.6-3 Would the Project cause a significant environmental impact due to a conflict with any Artesia Boulevard Corridor Specific Plan land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.6-4 Would the Project cause a significant environmental impact due to a conflict with any Connect SoCal: 2020–2045 Regional Transportation Plan/ Sustainable Communities Strategy land use plan, policy, or regulation adopted</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant

TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
for the purpose of avoiding or mitigating an environmental effect?			
Section 4.7, Noise			
<p>Impact 4.7-1 Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	Potentially Significant	<p>MM NOI-1 Noise Insulation. Noise Insulation. To comply with California Code of Regulations Title 24, Part 2, Section 1206.4 (Allowable Interior Noise Levels), the Project applicant shall install exterior building materials with sufficient Sound Transmission Class (STC) ratings to reduce interior noise levels at residential units to 45 CNEL or lower. To reduce potential noise impacts to future Project residents, habitable rooms of residential units located within 30 feet of Albutis Avenue shall incorporate design measures for windows, walls, and doors that achieve a composite STC rating of at least 27 and all exterior doors and windows shall be installed such that there are no air gaps or perforations. Both aforementioned STC rating standard requirements shall be incorporated into the building plans and submitted to the City of Artesia Building Department for review and approval prior to issuance of building permits. An acoustical analysis shall be performed prior to the issuance of an occupancy permit to demonstrate that noise levels in the interior livable spaces do not exceed the interior noise standard of 45 CNEL in any habitable room as set forth by the City and California Code of Regulations, Title 24, Section 1206.4.</p>	Less Than Significant With Mitigation Incorporated
<p>Impact 4.7-2 Would the Project generate excessive groundborne vibration or groundborne noise levels</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant

TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Section 4.8, Population and Housing			
<p>Impact 4.8-1 Would the Project induce substantial unplanned 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)?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
Section 4.9, Public Services and Recreation			
<p>Impact 4.9-1 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: i. Fire protection?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.9-2 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</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant

TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
performance objectives for any of the public services: ii. Police protection?			
Impact 4.9-3 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: iii. Schools?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 4.9-4 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: iv. Parks? Would the Project include recreational facilities or require the construction or expansion of recreational facilities	Potentially Significant	See MM AQ-1: Construction Health Risk, MM CUL-1: Inadvertent Discovery of an Archaeological Resource, MM GEO-1: Inadvertent Discovery of a Paleontological Resource, and MM NOI-1: Noise Insulation.	Less Than Significant With Mitigation Incorporated

TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
which might have an adverse physical effect on the environment?			
<p>Impact 4.9-5 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: v. Other public facilities?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.9-6 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?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
Section 4.10, Transportation			
<p>Impact 4.10-1 Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.10-2 Would the Project conflict or be inconsistent with State CEQA Guidelines §15064.3(b)?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant

TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>Impact 4.10-3 Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
Section 4.11, Tribal Cultural Resources			
<p>Impact 4.11-1 Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC §5020.1(k), or</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.11-2 Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural</p>	Potentially Significant	See MM CUL-1: Inadvertent Discovery of an Archaeological Resource.	Less Than Significant With Mitigation Incorporated

TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>value to a California Native American tribe, and that is:</p> <p>ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC §5024.1. In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>			
Section 4.12, Utilities and Service Systems			
<p>Impact 4.12-1 Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</p>	Potentially Significant	See MM AQ-1: Construction Health Risk, MM CUL-1: Inadvertent Discovery of an Archaeological Resource, MM GEO-1: Inadvertent Discovery of a Paleontological Resource, and MM NOI-1: Noise Insulation.	Less Than Significant With Mitigation Incorporated
<p>Impact 4.12-2 Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.12-3 Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant

TABLE ES-1: SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES			
Resource Impact	Level of Significance Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
project's projected demand in addition to the provider's existing commitments?			
Impact 4.12-4 Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 4.12-5 Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less Than Significant	No mitigation measures are required.	Less Than Significant

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Introduction And Purpose



Prepared by
Kimley»Horn
Expect More. Experience Better.



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1.0 Introduction and Purpose

The California Environmental Quality Act (CEQA) Statute is codified in Public Resources Code (PRC) §§21000 et seq. CEQA specifies that before a public agency decides to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment. The State CEQA Guidelines are found within California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §§15000-15387.

This document is an Environmental Impact Report (EIR) prepared for the City of Artesia ("City") in compliance with CEQA. This EIR evaluates the potential environmental impacts associated with planning, constructing, and operating the proposed Artesia Place Project (Artesia Boulevard Corridor Specific Plan [ABCSP] Amendment) (the "Project" or "proposed Project"). The Project proposes to develop 80 dwelling units (DUs) and approximately 11,257 gross square feet (GSF) of non-residential uses (commercial and office uses). To allow the proposed development, the Applicant proposes to amend the ABCSP. The proposed Zoning Code Text Amendment would amend the Specific Plan to permit residential uses on the Project site, establish a maximum allowable development within the Project site, and amend the ABCSP's Design Standards and Guidelines (among other chapters). In addition to the Zoning Code Text Amendment, the Project seeks approval of the following entitlements: General Plan Amendment; Design Review; Development Agreement; Vesting Tentative Tract Map No. 83834; and CEQA EIR certification.

This EIR evaluates the potentially significant, adverse, and beneficial environmental impacts resulting from Project implementation. **Section 2.0: Project Description** details the Project's location, environmental setting, background and history, characteristics, discretionary actions, goals/objectives, construction schedule/phasing, agreements, and required permits and approvals. **Section 4.0: Environmental Impact Analysis**, discusses the Project's affected environment, regulatory framework, potential environmental impacts, and mitigation measures. Following public review of the Draft EIR, a Final EIR will be prepared, in which the City will respond to public comments on the Draft EIR.

1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

According to State CEQA Guidelines § 15121, an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a proposed project. This EIR's purpose is to inform decision-makers and the public of the proposed Project's environmental effects, provide environmental information sufficient to evaluate the proposed Project and its potential to cause significant environmental effects, examine methods of reducing adverse environmental impacts, and consider alternatives to the proposed Project, which would eliminate or reduce the significant effects. The potential impacts include both temporary construction-related effects and long-term operational effects. This EIR addresses the Project's potential environmental impacts using available plans, technical studies, and related information available. This EIR will be used by the City as the lead agency, other responsible and trustee agencies, interested parties, and the general public to evaluate the Project's potential

environmental impacts; see **Section 2.8: Agreements, Permits, and Approvals**, for a list of anticipated agreements and required responsible agency permits and approvals.

1.2 COMPLIANCE WITH CEQA

According to the State CEQA Guidelines § 15064(f)(1), preparation of an EIR is required whenever a project may result in one or more significant effects on the environment. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project. CEQA requires that State and local government agencies consider the environmental effects of projects over which they have discretionary authority before taking action on those projects.

This EIR analyzes the Project's environmental effects to the degree of specificity appropriate to the current proposed actions, as required by State CEQA Guidelines § 15146. The analysis considers the Project activities to determine the short-term and long-term effects associated with their implementation. This EIR discusses both direct and indirect Project impacts, as well as cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

Based on significance criteria, the Project's effects have been categorized as either "no impact," "less than significant impact," "less than significant with mitigation incorporated," or "significant unavoidable impact"; see **Section 4.0: Environmental Impact Analysis**. Mitigation measures are recommended to avoid or lessen potentially significant impacts. If the Project would result in significant unavoidable impacts, despite implementation of feasible mitigation, the decision-makers may approve the Project based on a "Statement of Overriding Considerations." This determination would require the decision-makers to balance the Project's benefits to determine if they outweigh the identified significant unavoidable impacts. State CEQA Guidelines § 15093 provides in part the following:

- That the decision-makers balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not avoided or substantially lessened, the agency must state in writing the reason to support its action based on the Final EIR and/or other information on the record. This statement may be necessary if the agency also makes the finding under State CEQA Guidelines § 15091(a)(3).
- If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

1.3 SCOPE OF THE ENVIRONMENTAL IMPACT REPORT

1.3.1 Notice of Preparation

In compliance with the State CEQA Guidelines, the City has provided opportunities for responsible agencies, interested parties, and the general public to participate in the environmental review process. During Draft EIR preparation, efforts were made to contact various federal, State, regional, and local government agencies and other interested parties to solicit comments on the scope of review in this document. This included the distribution of the Notice of Preparation (NOP) to various responsible and trustee agencies and interested parties. Pursuant to State CEQA Guidelines §15082, the City distributed the NOP directly to public agencies, special districts, and the public who had requested such notice. The NOP was filed with the Governor's Office of Planning and Research (OPR) State Clearinghouse and the County of Los Angeles Clerk of the Board of Supervisors. The NOP was distributed on August 10, 2022, with a 31-day public review period ending on September 9, 2022. **Table 1-1: Summary of Comments on Notice of Preparation** summarizes the comments received from agencies/persons during the NOP process and provides a reference, as applicable, to the section(s) of this EIR where the issues are addressed. The NOP and NOP comment letters are provided in **Appendix 1.0-1: Initial Study, Notice of Preparation, and Comment Letters**.

TABLE 1-1: SUMMARY OF COMMENTS ON NOTICE OF PREPARATION	
Commenter	Summary of Comment and Where Addressed
Written Comments Received on the NOP	
Robert C. Verhoeven Letter (dated August 12, 2022, received August 12, 2022)	<ul style="list-style-type: none"> Concerned about traffic patterns in the immediate area due to the Project's residential, retail, and parking spaces. Concerned about future residents' proximity to concrete facility <p>See Section 4.1: Air Quality, Section 4.7: Noise, and Section 4.10: Transportation.</p>
Mitchell M. Tsai Letter (dated August 16, 2022, received August 16, 2022)	<ul style="list-style-type: none"> Recommend local hire provisions to reduce environmental impacts (air quality, greenhouse gas, and transportation) and improve the positive economic impact of the Project. Recommend consideration of CEQA mitigation measures to mitigate public health risks related to COVID-19 from the Project's construction activities. <p>See Section 4.1: Air Quality, Section 4.5: Greenhouse Gas Emissions, and Section 4.10: Transportation.</p>
Mitchell M. Tsai Letter (dated August 17, 2022, received August 17,	<ul style="list-style-type: none"> Request that the City provide notice for any and all notices referring or related to the Project. No other comments provided related to the scope of the EIR.

<p>Los Angeles County Sanitation Districts Letter (dated September 6, 2022, received September 6, 2022)</p>	<ul style="list-style-type: none"> • Wastewater will be discharged to a local sewer line, which is not maintained by the Districts, for conveyance to the District's trunk sewer in Pioneer Boulevard at Ashworth Street. • Wastewater will be treated at the Joint Water Pollution Control Plant in the City of Carson. • Connection fees will be charged. • Wastewater treatment facilities' capacity is based on regional growth forecasts adopted by the Southern California Association of Governments (SCAG). <p>See Section 4.12: Utilities and Service Systems.</p>
<p>Native American Heritage Commission Letter (dated August 24, 2022, received September 15, 2022)</p>	<ul style="list-style-type: none"> • The Project needs to comply with Assembly Bill (AB) 52 and Senate Bill (SB) 18 related to consultation with California Native American tribes. <p>See Section 4.11: Tribal Cultural Resources.</p>
<p>Verbal Comments Received at the August 16, 2022 Public Scoping Meeting</p>	
<p>Margaret Saito</p>	<ul style="list-style-type: none"> • What are the number of stories proposed for the Project? • Will elevations be available? • Street parking on Artesia Boulevard is insufficient. • Concerned about accidents at the Project's intersections. • Concerned about truck interactions from the existing concrete plant. • Too much traffic already. • Not enough parking is provided in the Project. <p>See Section 2.0: Project Description and Section 4.10: Transportation.</p>
<p>Monica Manalo</p>	<ul style="list-style-type: none"> • Concern about Project's water usage due to current drought conditions. <p>See Section 4.12: Utilities and Service Systems.</p>
<p>Marcia Alfaro</p>	<ul style="list-style-type: none"> • Incorrect school district listed in the Initial Study. • Will school impacts be considered? • Concern about student population increases. • Concern about increased demands placed on public services (e.g., police and fire protection). <p>See Section 4.9: Public Services and Recreation and Section 7.0: Effects Found Not to be Significant.</p>

<p>Robert Verhoeven</p>	<ul style="list-style-type: none"> • Concerned about Project's housing in proximity to existing cement plant operations. • Will Project affect the continuing plant operations in the future? <p>See Section 4.1: Air Quality and Section 4.7: Noise.</p>
<p>Steve Lode</p>	<ul style="list-style-type: none"> • National Concrete Company operates 24 hours; therefore, much of the operations occur during non-typical business hours. Expect that residents may complain about the impacts from the concrete plant. • Truck engines will face and be near the Project. How will the EIR mitigate in advance of potential impacts. • Any consideration given to alternative site? <p>See Section 4.1: Air Quality, Section 4.7: Noise, Section 4.10: Transportation, and Section 6.0: Alternatives to the Proposed Project.</p>

1.3.2 Scoping Meeting

Pursuant to CEQA Statute §21083.9, the lead agency shall call at least one scoping meeting for project of statewide, regional, or areawide significance. A scoping meeting is for jurisdictional agencies and interested persons or groups to provide comments regarding, but not limited to, the range of actions, alternatives, and environmental effects to be analyzed. The City held a public scoping meeting at the Council Chambers of Artesia City Hall on August 16, 2022 at 5:30-6:30 PM. Five public comments were provided during the scoping meeting and are detailed above in **Table 1-1**.

This Draft EIR addresses the potential environmental effects of the Project and was prepared following input from the public and the responsible and affected agencies, through the EIR scoping process, as discussed previously. The contents of this Draft EIR were established based on NOP findings and public and agency input. Based on the NOP findings, a determination was made that an EIR was required to address potentially significant environmental effects concerning the following resource areas:

- Air Quality
- Cultural Resources
- Energy
- Geology and Soils (Paleontological Resources)
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

The NOP also noted that cumulative and growth-inducing impacts would be analyzed and that alternatives would be considered.

The NOP/Initial Study determined that the Project would have a “less than significant impact” or “no impact” on the environmental resource areas listed below; therefore, these environmental resource areas are not addressed in detail in the EIR. Substantiation for the “less than significant impact” or “no impact” finding is provided in **Section 7.0: Effects Found Not to be Significant**.

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Wildfire

Additionally, certain threshold questions concerning aesthetics, cultural resources, geology and soils, land use and planning, noise, population and housing, and transportation are also included in **Section 7.0** based on the NOP/Initial Study findings.

1.4 PUBLIC REVIEW – COMPLIANCE WITH CEQA

1.4.1 Public Review of Draft EIR

Notice of the availability of the Draft EIR has been provided to agencies, organizations, and interested groups and persons for comment during a 45-day public review period in accordance with State CEQA Guidelines §15087 and §15105. The Notice of Completion for the Draft EIR has also been distributed as required by CEQA. The Draft EIR and the ABCSP Amendment is available to the public for review at the City of Artesia website:

- <https://www.cityofartesia.us/336/Community-Development>

The Draft EIR is also available for public review at the following locations:

- Artesia City Hall, Planning Department, 18747 Clarkdale Avenue, Artesia, CA 90701
- Artesia Public Library, 18801 Elaine Avenue, CA 90701
- Artesia Public Park, 18750 Clarkdale Avenue, Artesia, CA 90701

Responsible agencies, interested parties, and the public are invited to comment in writing on the information contained in the Draft EIR. All comments should be submitted in writing to:

City of Artesia, Planning Department
Okina Dor, Community Development Director
18747 Clarkdale Avenue
Artesia, CA 90701
Email: Planning@cityofartesia.us
Phone: (562) 865-6262

1.4.2 Final EIR

Pursuant to State CEQA Guidelines §15088 and upon completion of the 45-day Draft EIR public review period, the City will evaluate all written comments and prepare written responses to comments received during the public review period concerning significant environmental issues. As set forth in State CEQA Guidelines §15132, the Final EIR will be prepared and will include:

- The Draft EIR or a revision of the draft;
- Comments and recommendations received on the Draft EIR either verbatim or in summary;
- A list of persons, organizations, and public agencies commenting on the Draft EIR; and
- The Lead Agency's responses to significant environmental points raised in the review and consultation process.

Additionally, pursuant to State CEQA Guidelines §15088, after the Final EIR is completed, the City will provide a written proposed response to each public agencies on comments made by that public agency at least ten days prior to certifying the EIR.

1.4.3 Certification of the Final EIR

The Final EIR will be considered by the City of Artesia Planning Commission and City Council (the decision-making bodies for the Project) for certification, consistent with State CEQA Guidelines §15090, which states:

Prior to approving a project, the lead agency shall certify that:

- The Final EIR has been completed in compliance with CEQA;
- The Final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the project; and
- The Final EIR reflects the lead agency's independent judgment and analysis.

Regarding the EIR's adequacy, according to State CEQA Guidelines §15151, "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

1.4.4 Project Consideration

After Final EIR certification, the City may consider approval of the Project. A decision to approve the Project would be accompanied by specific, written findings, in accordance with State CEQA Guidelines §15091 and, if necessary, a specific, written Statement of Overriding Considerations, in accordance with State CEQA Guidelines §15093.

1.5 FORMAT OF THE EIR

This EIR's purpose is to enable the City and other responsible and trustee agencies and interested parties to evaluate the Project's environmental impacts.

This EIR is organized into the following sections:

Section ES: Executive Summary, provides a Project summary and summary of environmental impacts, and the proposed mitigation measures and alternatives.

Section 1.0: Introduction and Purpose, provides CEQA compliance information.

Section 2.0: Project Description, details the Project's location, environmental setting, background and history, characteristics, discretionary actions, goals/objectives, construction schedule/ phasing, agreements, and required permits and approvals.

Section 3.0: Basis for Cumulative Analysis, describes the cumulative analysis' proposed approach and methodology.

Section 4.0: Environmental Impact Analysis, discusses the existing conditions for each environmental issue area. This analysis also describes methodologies for significance determinations, identifies the Project's short-term and long-term environmental impacts, recommends mitigation measures to avoid or reduce the significance of environmental impacts, and identifies any areas of potentially significant unavoidable impacts. This section also discusses cumulative impacts that could arise as a result of Project implementation of the proposed Project.

Section 5.0: Other CEQA Considerations, summarizes unavoidable significant impacts, and discusses significant irreversible environmental changes, and growth-inducing impacts.

Section 6.0: Alternatives to the Proposed Project, describes potential Project alternatives, including alternatives considered but rejected from further consideration, the No Project Alternative, various Project Alternatives, and identifies the Environmentally Superior Alternative.

Section 7.0: Effects Found Not to Be Significant, describes potential impacts that have been determined through the CEQA process not to be significant.

Section 8.0: List of Preparers identifies the Lead Agency and EIR preparation team, as well as summarizes the EIR consultation process.

Section 9.0: Appendices, contains the NOP, notification documents, and technical studies (available on thumb drive).

1.6 RESPONSIBLE AND TRUSTEE AGENCIES

1.6.1 Lead Agency

The City of Artesia is the Lead Agency under CEQA. This EIR has been prepared in accordance with PRC §21000 et seq. and the State CEQA Guidelines. CEQA requires lead agencies to consider potential environmental effects that may occur with implementation of a project and to avoid or substantially lessen significant effects to the environment when feasible. When a project may have a significant effect on the environment, the agency with primary responsibility for carrying out or approving the project (the lead agency) is required to prepare an EIR.

1.6.2 Responsible And Cooperating Agencies

Other federal, State, and local agencies may be involved in the Project's review and approval, including trustee and responsible agencies under CEQA. Under CEQA, a trustee agency is a State agency that has jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. A responsible agency is an agency other than the lead agency that has responsibility for carrying out or approving a project. Responsible and trustee agencies are consulted by the CEQA lead agency to ensure the opportunity for input and also review and comment on the Draft EIR. Responsible agencies also use the CEQA document in their decision-making. Several agencies other than the City may require permits, approvals, and/or consultation in order to implement various Project elements; see **Section 2.8: Agreements, Permits, and Approvals**.

1.7 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with State CEQA Guidelines §15148 or have been incorporated by reference in accordance with State CEQA Guidelines §15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR and are available for review on the City's website and at the City. Information contained within these documents has been used for various sections of this EIR.

City of Artesia General Plan. The City adopted the comprehensive Artesia General Plan (General Plan) in 2010 with a horizon year of 2030. The General Plan provides goals and policies which will assist the City in achieving its economic and community development objectives. Through its Goals, Objectives, Policies, and Programs, the General Plan serves as a decision-making tool to guide future growth and development decisions.

The General Plan consists of the following elements and was used throughout this EIR as a source of baseline data and goals and policies:

- **Community Development and Design Element:** Land Use, Housing, Circulation and Mobility, Community Facilities and Infrastructure
- **Community Resources and Wellness Element:** Air Quality and Climate Change, Open Space and Conservation, Community Safety, Noise
- **Community Culture and Economy Element:** Cultural and Historic Resources, Economic Development
- **Sustainability Element**

City of Artesia General Plan 2030 Public Review Draft Program Environmental Impact Report (July 2010) (SCH #2010041003). The General Plan Program Environmental Impact Report (PEIR) analyzed the potential environmental impacts that would result from General Plan implementation. At the time of the preparation of the General Plan FEIR, the City was mostly developed and there was approximately 6.64 acres of vacant land. Buildout was estimated to occur over 20 years through 2030. The GGP FEIR concluded significant and unavoidable impacts concerning Air Quality (General Plan FEIR, page 6-1).

Artesia Boulevard Corridor Specific Plan. The City adopted the ABCSP on December 13, 2011. The ABCSP guides growth and development along Artesia Boulevard, encourages economic revitalization, and creates a lively center of activity for the City. The ABCSP establishes a new vision for a 21-acre area along Artesia Boulevard, between Gridley Road and Pioneer Boulevard. The ABCSP presents 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 ABCSP was amended for the Brandywine Homes, Inc. project. Brandywine Homes, Inc. completed an addendum to the ABCSP under Resolution No. 2022-08P, which was approved on June 23, 2022. The three approvals within the resolution included: Tentative Tract Map No. 83622, building step back requirements, and Mitigated Negative Declaration adoption under CEQA Case No. 2021-27.

As discussed above, the Applicant proposes to amend the ABCSP to allow the proposed development. The proposed Zoning Code Text Amendment would amend the Specific Plan to permit residential uses on the Project site, establish a maximum allowable development within the Project site, and amend the ABCSP's Design Standards and Guidelines (among other chapters); see **Section 2.0: Project Description**.

Artesia Boulevard Corridor Specific Plan Initial Study and Mitigated Negative Declaration (November 2011). The Certified Initial Study and Mitigated Negative Declaration analyzed the potential environmental impacts that would result from ABCSP implementation for the approximately 21-acre area.

Artesia Municipal Code. The Artesia Municipal Code (AMC) regulates municipal affairs within the City's jurisdiction including, without limitation, zoning regulations (codified in AMC Title 9). AMC Title 9 is the, and primary tool for implementing the General Plan's Goals, Objectives, and Policies. The AMC is referenced throughout this EIR to establish the Project's baseline requirements according to the City's regulatory framework.

2.0

Project Description



Prepared by
Kimley»Horn
Expect More. Experience Better.



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2.0 Project Description

2.1 PROJECT LOCATION AND SETTING

The Project site is in the City of Artesia (City), which encompasses approximately 1.6 square miles in the southeast portion of the County of Los Angeles (County). The City is approximately 14 miles southeast of downtown Los Angeles; see **Exhibit 2-1: Regional Vicinity Map**. The Project site consists of one approximately 3.3-acre parcel (Assessor Parcel Number [APN] 7035-016-064) located at 11709 Artesia Boulevard; see **Exhibit 2-2: Local Vicinity Map**. The Project site is generally bound by roadways, with Artesia Boulevard on the south, Albutis Avenue on the east, and Fallon Avenue on the west.

Two major freeways provide regional access to the Project site: Artesia Freeway (State Route 91 [SR-91]) to the north; and Interstate 605 (I-605) to the west. From SR-91, access to the Project site is provided via Pioneer Boulevard, which is east of the Project site. From I-605, local access to the Project site is provided via Artesia Boulevard, which bisects the area. Artesia Boulevard is a four-lane divided arterial roadway oriented east-west through the Artesia Boulevard Corridor Specific Plan (ABCSP) area. Local access is also provided via Pioneer Boulevard, which is a four-lane arterial oriented north-south to the west of the Project site.

The City is a suburban jurisdiction with a mix of residential densities, although low-density residential uses predominate. The City also contains a mix of retail commercial, office, and industrial uses. The Project site is located at the northeast portion of a 21-acre area (i.e., the ABCSP), which extends along Artesia Boulevard, generally between Corby Avenue on the east and Gridley Road on the west; see **Section 2.3: Land Use Designations and Zoning**.

As noted above, the Project site is within the ABCSP area, and specifically within the eastern portion of Quadrant 2, which is comprised of five parcels with four unique landowners. Quadrant 2 supports a variety of commercial, retail, and industrial uses. Existing Quadrant 2 land uses include a Public Storage complex, a small industrial building, and a retail center that was redeveloped in 2004.

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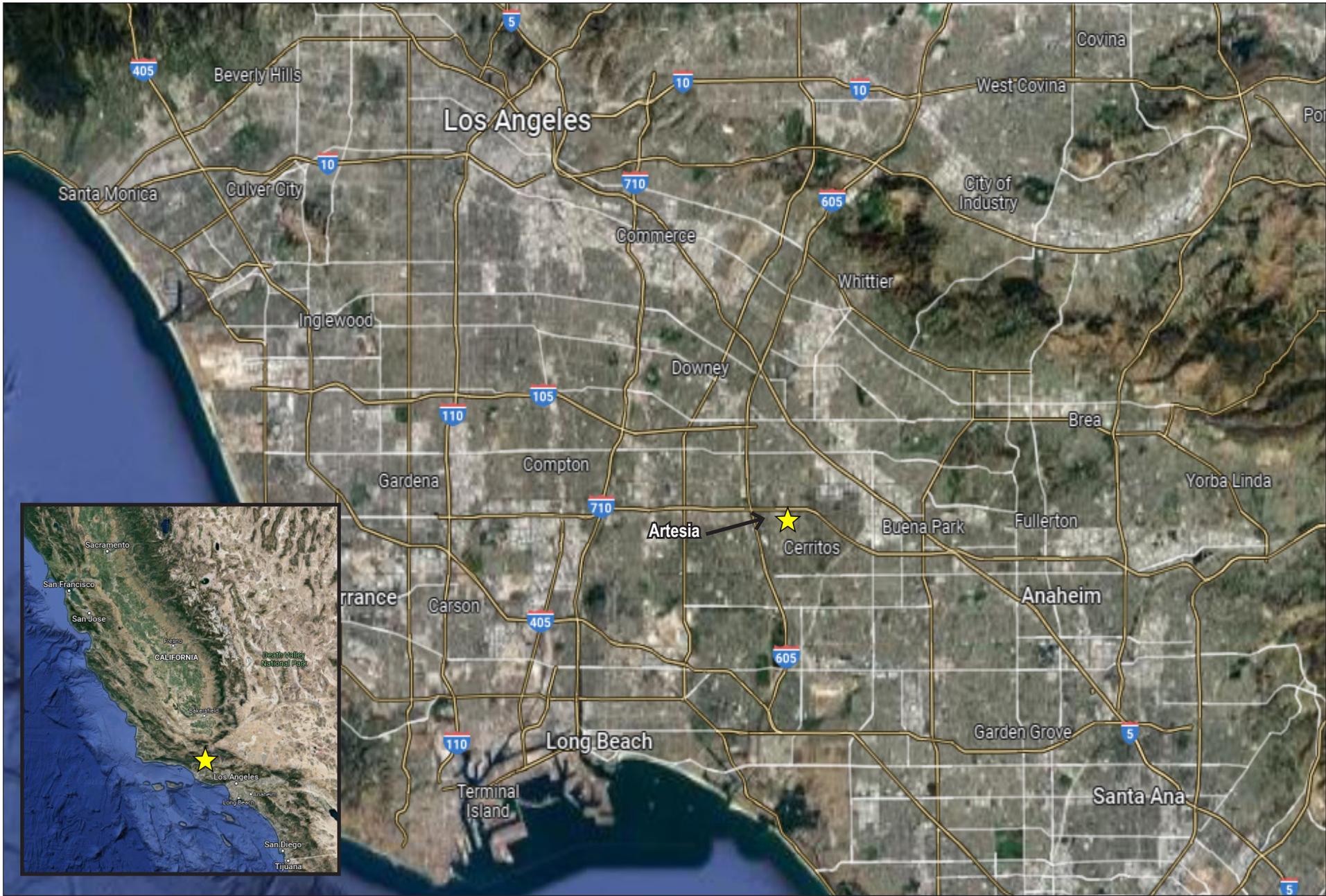


EXHIBIT 2-1: REGIONAL VICINITY MAP

Artesia Place Project (Artesia Boulevard Corridor Specific Plan Amendment)

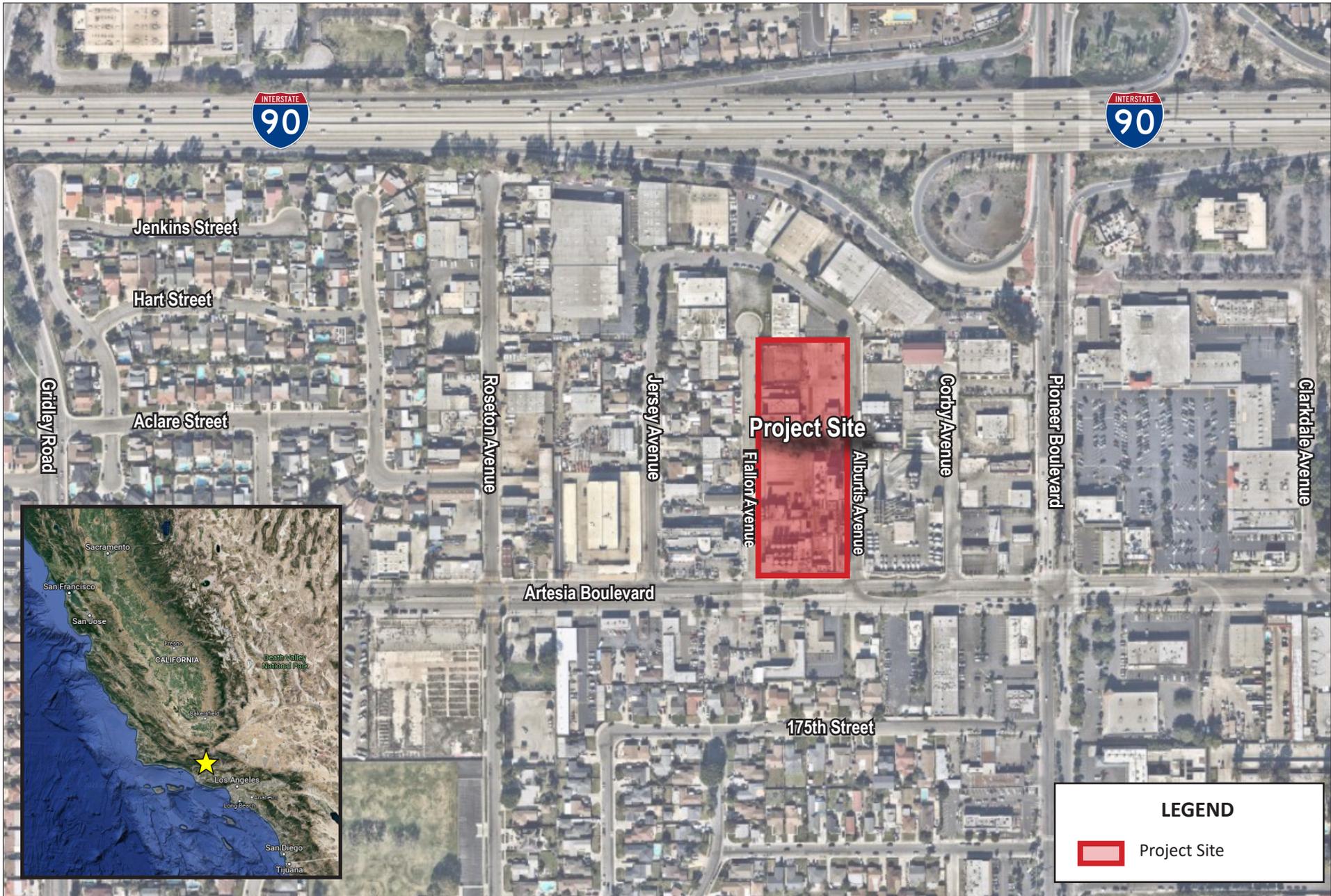


EXHIBIT 2-2: LOCAL VICINITY MAP

Artesia Place Project (Artesia Boulevard Corridor Specific Plan Amendment)

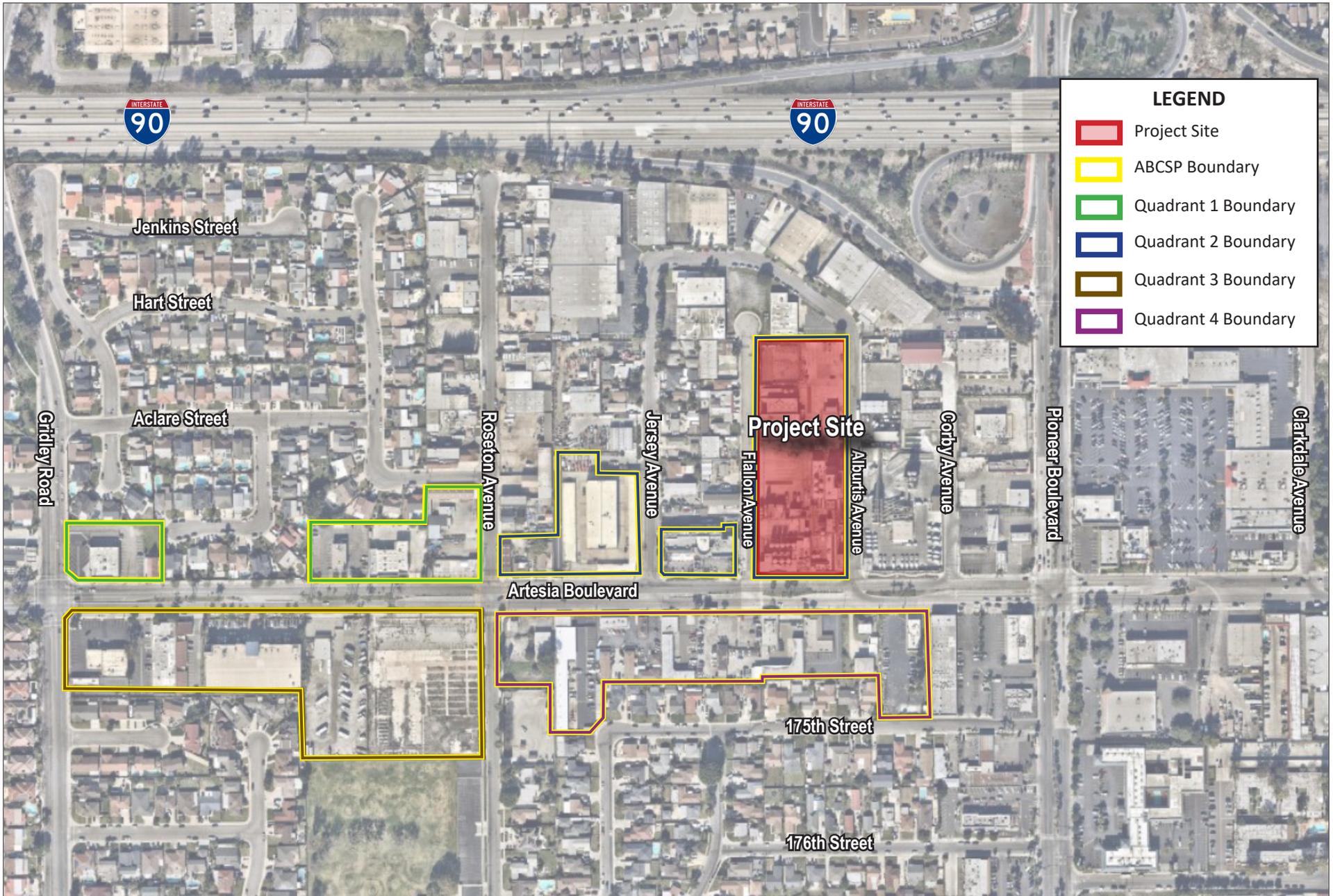


EXHIBIT 2-3: PROJECT SITE BOUNDARY WITHIN ABCSP

Artesia Place Project (Artesia Boulevard Corridor Specific Plan Amendment)

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2.2 SURROUNDING LAND USES

The Project site is an infill site surrounded by suburban uses. **Table 2-1: Onsite and Surrounding Land Uses and Zoning**, summarizes the surrounding land uses and corresponding zoning districts.

TABLE 2-1: ONSITE AND SURROUNDING LAND USES AND ZONING		
Description	Existing Land Use	Zoning ¹
Project Site	Vacant	Artesia Boulevard Corridor Specific Plan (ABCSP)
North	Industrial	Light Manufacturing and Industrial (M-1)
South	Residential and Commercial	ABCSP, Single-Family Residential (R-1), and Multiple Residential Zone (M-R)
East	Offsite ancillary parking lot, Residential, Commercial, and Industrial	Heavy Manufacturing and Industrial (M-2) and ABCSP
West	Industrial	M-1 and ABCSP
Notes:		
<ol style="list-style-type: none"> 1. City of Artesia. (2019). <i>Zoning Map</i>. https://www.cityofartesia.us/DocumentCenter/View/1877/Zoning-Map-January-7-2019?bidId=. 2. California Dairies, Inc. (2020). <i>California Dairies, Inc Announces Closure of its Artesia Manufacturing Facility</i>. https://www.californiadairies.com/news/california-dairies-inc-announces-closure-its-artesia-manufacturing-facility. 		

2.3 LAND USE DESIGNATIONS AND ZONING

The Project site is designated Gateway Community Commercial, as is all of the ABCSP area except two parcels southeast of the Roseton Avenue and Artesia Boulevard intersection (within ABCSP’s Quadrant 4), which are designated Low Density Residential.¹ The Gateway Community Commercial designation provides for a complimentary mix of job-creating industrial and manufacturing uses, and local/regional-serving commercial retail and office uses.²

The City’s Zoning Map classifies the Project site as Artesia Boulevard Corridor Specific Plan (ABCSP).³ The ABCSP establishes the City’s vision for a 21-acre area along Artesia Boulevard, between Gridley Road and Pioneer Boulevard. As shown on **Exhibit 2-3: Project Site Boundary Within ABCSP**, the Project site is at the eastern extent of ABCSP’s Quadrant 2, which is comprised of approximately 6.0 acres located north of Artesia Boulevard between Alburto Avenue on the east and Roseton Avenue on the west. For Quadrant 2, the City’s primary goal is to establish a retail, commercial, and industrial center.

2.4 EXISTING SITE CONDITIONS

The Project site is currently vacant. California Dairies, Inc., a dairy manufacturing plant totaling approximately 27,290 gross square feet (GSF), occupied the Project site until it was demolished in 2022. All existing onsite utility connections remain capped and abandoned onsite.

¹ City of Artesia. (2011). *City of Artesia Boulevard Corridor Specific Plan*. Exhibit 1-4: General Plan Designations. <http://www.cityofartesia.us/DocumentCenter/View/586/Artesia-Blvd-Corridor-Specific-Plan?bidId=>.

² City of Artesia. (2010). *City of Artesia General Plan 2030*. Land Use Sub-Element. Page LU-10. <http://www.cityofartesia.us/DocumentCenter/View/226/Artesia-General-Plan?bidId=>.

³ City of Artesia. (2019). *Zoning Map*. <https://www.cityofartesia.us/DocumentCenter/View/1877/Zoning-Map-January-7-2019?bidId=>.

2.5 BACKGROUND AND HISTORY

The Project site was formerly developed with a circa 1958 dairy manufacturing plant (California Dairies, Inc.) totaling approximately 27,290 GSF and associated surface parking lot. The plant, which has been closed since approximately June 2020, was demolished in 2022.

As discussed above, the Project site comprises the eastern portion of ABCSP's Quadrant 2. As stated in the ABCSP, the City's primary goal for Quadrant 2 is to establish a retail, commercial, and industrial center. This mix of business uses is intended to allow for flexibility while maintaining compatibility with the existing commercial and industrial uses located to the north and east. To facilitate the incorporation of commercial, retail, and industrial businesses in Quadrant 2, no residential uses shall be permitted within Quadrant 2.⁴

On June 15, 2022, the Project Applicant submitted their Design Review and Vesting Tentative Tract Map Application to the City's Community Development Department Planning Division for a mixed-use development comprised of 80 dwelling units (DU) and approximately 11,257 GSF of non-residential (commercial and office) land uses on the Project site. The City deemed the application complete on June 21, 2022. Upon initial Project review, the City confirmed the proposed development's residential component was not permitted in Quadrant 2. The ABCSP specifies the following concerning permitted land uses in Quadrant 2: "For Quadrant 2 the City's primary goal is to establish a retail, commercial, and industrial center...no residential uses shall be permitted within this quadrant."⁵ The ABCSP specifies that land use changes constitute a Major Modification, thus, require an amendment to the ABCSP. That ABCSP Amendment and the proposed development, among other elements, are collectively referred to as the "Project" subject of this EIR.

2.6 PROJECT CHARACTERISTICS

The Project proposes the construction and operation of a mixed-use development comprised of 80 DU and approximately 11,257 GSF of non-residential (commercial and office) land uses, as described below. To allow the proposed development, the Applicant proposes to amend the ABCSP. The proposed Zoning Code Text Amendment (Specific Plan Amendment) would amend the ABCSP to permit residential uses on the Project site, establish a maximum allowable development within the Project site, and amend the ABCSP's Design Standards and Guidelines (among other chapters). In addition to the Zoning Code Text Amendment, the Project seeks approval of the following entitlements: General Plan Amendment; Design Review; Development Agreement; Vesting Tentative Tract Map No. 83834; and CEQA EIR certification; see **Section 2.6.5: Other Proposed Entitlements** and **Section 2.8: Agreements, Permits, and Approvals** below. The requested approvals are collectively referred to as the "Project."

2.6.1 Conceptual Site Plan

The Project would construct a mixed-use development generally comprised of two portions – a commercial portion and a residential portion – connected by pedestrian walkways. **Exhibit 2-4:**

⁴ City of Artesia. (2011). *Artesia Boulevard Corridor Specific Plan*. Page 42.

⁵ *Ibid.*

Conceptual Site Plan, depicts the proposed land plan. In total, the Project proposes 80 DU and approximately 11,257 GSF of non-residential (commercial and office) land uses, including the components summarized in **Table 2-2: Project Development Summary**, and described below.

Land Use	Residential (DU)	Non-Residential (GSF)			
		Office	Restaurant	Retail	Total
Townhomes	59				
Mixed-Use Carriage Townhomes (Commercial Ground Floor)	4		1,725	1,725	3,450
Shopkeeper Units (Commercial Condominiums with Townhomes above)	8		1,332	1,332	2,664
Commercial			1,350	1,350	2,700
Live/Work Townhomes	9	2,443			2,443
Total	80	2,443	4,407	4,407	11,257

DU = dwelling unit; GSF = gross square feet

The following proposed land uses would be developed at a density of 23.2 dwelling units per acre (DU/AC) and floor area ratio (FAR) of 1.21:

- Townhomes: 10 buildings with 59 three-story townhome units.
- Mixed-Use Carriage Townhomes: One mixed-use building with approximately 3,450 GSF of commercial uses on the ground level and 4 carriage-type townhome units above;
- Shopkeeper Units: Two buildings with 8 commercial condominiums totaling approximately 2,664 GSF on the ground level and 8 townhome units above;
- Commercial: One building with approximately 2,700 GSF of commercial uses; and
- Live/Work Townhomes: Two buildings with approximately 2,443 GSF of office uses and 9 townhome units.

The Project is designed to be a mixed-use, pedestrian-oriented placemaking development with various commercial opportunities. The buildings are linked by a central pedestrian walkway through a series of landscaped courtyards. The Project site is divided into two portions: the northern portion is bisected by the central pedestrian walkway, pool, and pool building and consists of traditional paseo rowtown-inspired residential clustering around a recreation area; and the southern portion fronting Artesia Boulevard consists of the urban commercial mixed-use buildings.

The Project proposes a 462-SF pool building and approximately 39,803 SF of open spaces and amenities; see **Table 2-3: Open Spaces and Amenities**. See **Exhibit 2-5a** and **2-5b: Conceptual Landscape Plan**.

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PARKING:

REQUIRED:
RESIDENTIAL + LIVEWORK:
 76 UNITS (3-4 BED) X 2 SPACES = 152.0 SPACES
 4 UNITS (2 BED) X 1.5 SPACES = 6.0 SPACES
 GUEST=80 UNITS X .33= 26.4 SPACES
SHOP-KEEPER RETAIL AREA:
 = (250'6"X500'2")
 = 2,500 SF X 1/300 8.3 SPACES
RETAIL:
 6,150 SF X 1/300 = 20.5 SPACES
TOTAL REQUIRED: 213.2 SPACES

PROVIDED:
 80 UNITS X 2 IN GARAGE = 160 SPACES
 21 OPEN PARKING-RESIDENTIAL = 20 SPACES
 36 OPEN PARKING-COMMERCIAL = 36 SPACES
 216 SPACES (2 EXTRA)
OFF SITE STREET PARKING = 20 SPACES

OPEN SPACE:

REQUIRED:
 COMMON: 80 UNITS X 100 SF = 8,000 SF
 PRIVATE: 80 UNITS X 50 SF = 4,000 SF

PROVIDED:
 COMMON RESIDENTIAL: 6,679 SF (COMMON GREEN)
 12,428 SF (PASEOS)
 PRIVATE RESIDENTIAL: 5,160 SF (DECKS avg 60 sf)
 LIVEWORK MALL TERRACE: 4,288 SF
 RETAIL PLAZA & COURTS: 11,248 SF
TOTAL: 40,265 SF

AMENITY BUILDING

1 POOL BUILDING - 342 SF

PRODUCTS:

PRODUCT 1- TOWNHOUSES - 59 UNITS:

1 PLAN 6 - 1,389 SF, 2 BED, 2.5 BA, DEN, .5 BA
 2 PLAN 7 - 1,400 SF, 3 BED, 2.5 BA, DEN, .5 BA
 13 PLAN 9a - 1,383 SF, 3 BED, 3.0 BA
 10 PLAN 9b - 1,328 SF, 2 BED, 2.5 BA
 23 PLAN 10 - 1,556 SF, 3 BED, 3.5 BA
 10 PLAN 11 - 1,852 SF, 4 BED, 3.5 BA
 59

PRODUCT 2- LIVEWORK / SHOPKEEPERS - 17 UNITS

2 PLAN 1 - 1,618 SF, 2 BED + 262 SF SHOP, 2.5 BA, RESTRM
 4 PLAN 2 - 1,748 SF, 3 BED + 275 SF SHOP, 2.5 BA, RESTRM
 4 PLAN 3 - 1,618 SF, 3 BED + 267 SF OFFICE, 3.5 BA
 5 PLAN 4 - 1,765 SF, 3 BED + 275 SF OFFICE, 3.5 BA
 2 PLAN 8 - 1,385 SF, 2 BED, + 520 SF SHOP, 2.5 BA, RESTRM
 17

PRODUCT 3 - CARRIAGE TOWNS - 4 UNITS

4 PLAN 5 - 1,508 SF - 2 BED, 2.5 BA

COMMERCIAL

1 BUILDING C1= 2,700 SF
 1 BUILDING C2= 3,450 SF

TOTAL COMMERCIAL FLOOR AREA:
 COMMERCIAL BUILDINGS: 6,150 SF
 SHOP-KEEPER SHOPS: 2,500 SF
 SHOP-KEEPER SHOPS: 8,650 SF

Source: G3 Urban, Conceptual Site Plan, dated July 18, 2022

EXHIBIT 2-4: CONCEPTUAL SITE PLAN

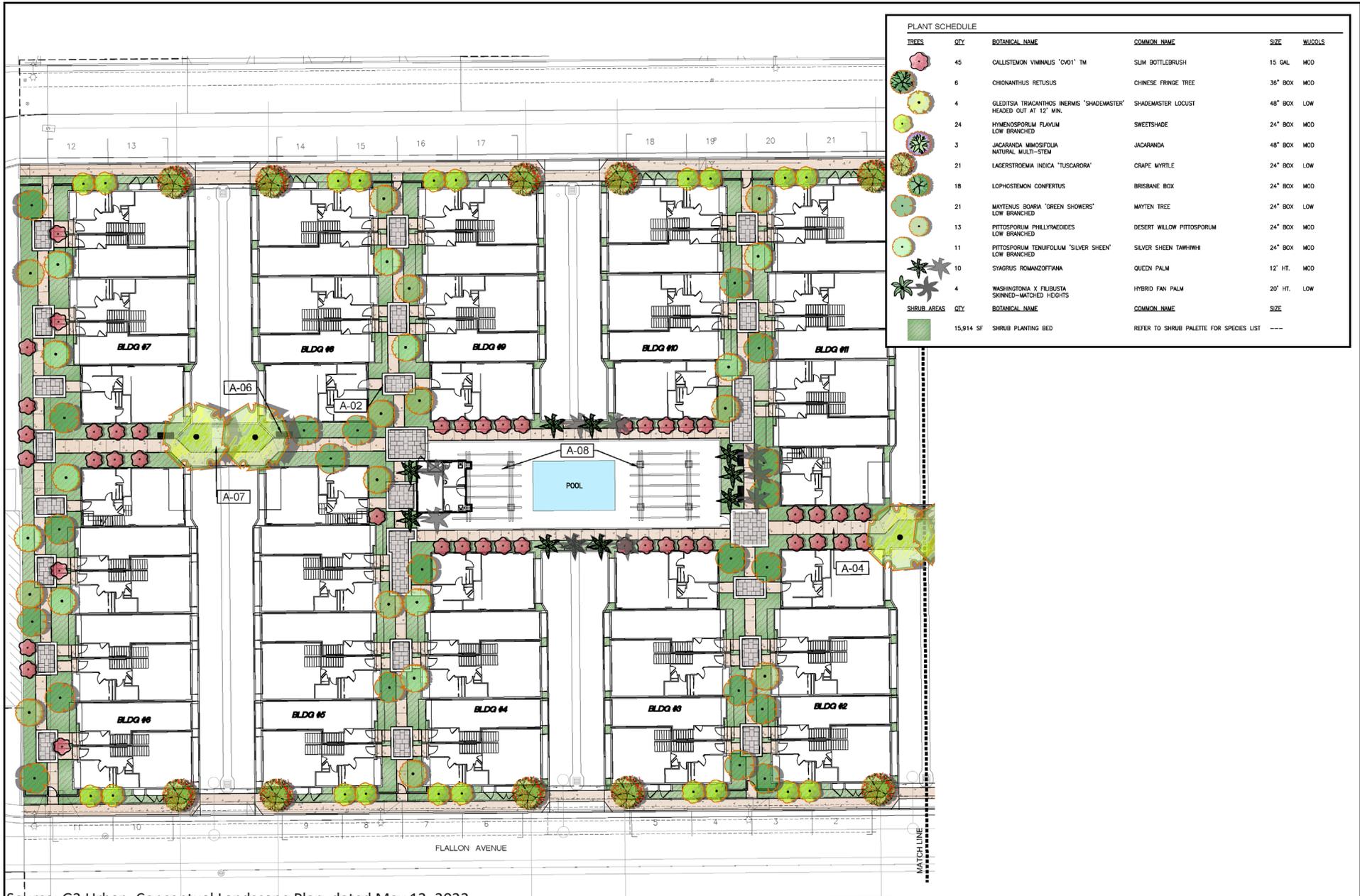
Artesia Place Project (Artesia Boulevard Corridor Specific Plan Amendment)



Source: G3 Urban, Conceptual Landscape Plan, dated May 12, 2022

EXHIBIT 2-5a: CONCEPTUAL LANDSCAPE PLAN

Artesia Place Project (Artesia Boulevard Corridor Specific Plan Amendment)



Source: G3 Urban, Conceptual Landscape Plan, dated May 12, 2022

EXHIBIT 2-5b: CONCEPTUAL LANDSCAPE PLAN
 Artesia Place Project (Artesia Boulevard Corridor Specific Plan Amendment)

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TABLE 2-3: OPEN SPACES AND AMENITIES	
Open Space	Amount (SF)
Common Residential: Common Green	6,679
Common Residential: Paseos	12,428
Private Residential: Decks	5,160
Live/work Mall Terrace	4,288
Retail Plaza and Courts	11,248
Total	39,803

2.6.2 Architecture

As noted above, the Project site is divided into the traditional paseo rowtown-inspired residential clustering around a recreation area at the site’s northern portion and the urban commercial mixed-use buildings at the site’s southern portion fronting onto Artesia Boulevard. The Project is designed for a gradual transition of building types. The single-story “Main Street” style sidewalk retail shops are backed by a California-style courtyard with storefronts and newsstand kiosks. The shopkeeper units gradually transition to smaller shops.

The architecture contains a blend of modern styles. Midcentury detailing is consistent with shades of neutral colors and enriched material selections, including linear “wood” sidings, stone veneers, light color plaster, and dark window frames. The commercial, shopkeeper, and live/work units would have a “weathered” antique white brick veneer to differentiate from the residential units’ modern elements. The white brick, dark window frames, and accent-colored front doors mimic modernized, repurposed, and renovated historic buildings.

2.6.3 Parking, Access, Circulation

PARKING

Onsite Parking. Pursuant to Artesia Municipal Code (AMC) §9-2.1103: Parking Spaces Required, the Project would require 214 vehicle parking spaces to meet the parking demand generated by the proposed land uses. The Project proposes 216 vehicle parking spaces, as follows: for the residential uses, two spaces per garage for a total of 160 spaces and 20 guest spaces; and 36 parking spaces for the commercial uses (i.e., the live/work and shopkeeper units and retail uses).

Offsite (Onstreet) Parking. The Project would also provide 20 offsite onstreet parallel parking spaces along Fallon Avenue and Alburdis Avenue. These onstreet parking spaces are not proposed to meet the Project’s parking demand (as described), but are instead proposed by the Applicant as a community benefit.

Offsite (Vehicle Storage). An approximately 0.21-acre surface parking lot is immediately east of the Project site, at 17212 Alburdis Avenue. This existing parking lot, which is fully improved with 34 parking spaces, historically served as overflow parking for the former dairy manufacturing plant. This existing parking lot would be made available to one of the eight proposed shopkeeper units for vehicle storage purposes. It is noted, the Project does not propose to improve or modify this existing lot. Further, this parking lot would retain its existing Heavy Manufacturing and Industrial (M-

2) zoning – the Project does not propose a zone change. Therefore, future uses on this parking lot would be subject to M-2 Zone regulations.

Rideshare Parking. An approximately three-space rideshare pickup/drop-off (e.g., Lyft or Uber) location is proposed at the Project site's southern portion, along Artesia Boulevard.

ACCESS

The Project site would be accessed via a left-turn pocket on eastbound Artesia Boulevard onto Alburdis Avenue. The Project Site would also be accessed via westbound Artesia Boulevard onto Alburdis Avenue and Fallon Avenue. Vehicular access would be provided at 9 locations: 4 full-access driveways and 1 full-access private street along Fallon Avenue, and 3 full-access driveways and 1 full-access private street along Alburdis Avenue. No access to the site is proposed along Artesia Boulevard. The private streets would be 20 feet wide. All nine access locations would be stop-controlled at outbound approach only. Parking for the residential units would be accessed directly via the four private alley driveways along Fallon Avenue and three private alley driveways along Alburdis Avenue. Parking for the commercial uses would be accessed via the two private streets along Fallon Avenue and Alburdis Avenue. Striped bulb-outs would be added to the driveways on Alburdis Avenue to facilitate line of sight for vehicles leaving the Project site.

The Project would provide pedestrian-oriented accessible walkways to all of its uses. A central pedestrian walkway is provided between the uses and also down the center of the Project site. The walkway leads through landscaped courtyards towards a recreational area and the pool. This pedestrian walkway, which terminates at the private alleys, restricts traffic from “cutting-through” the Project site via the private alleys. The two private streets are separated by a drivable mountable raised “plaza.” This feature is intended to enhance pedestrian safety, provide “traffic calming” and deter “cut-through” traffic. Sufficient space is provided on-site for vehicles to maneuver into and out of parking stalls and for the proposed internal circulation. Sidewalks would be provided on all Project site frontages and boundaries. The residential units that front the adjacent streets would include lockable gate access to the walkways that connect with the surrounding streets.

CIRCULATION

The Project would provide pedestrian-oriented accessible walkways to all of its components. A central pedestrian walkway is provided between the uses and also down the center of the Project site. The walkway leads through landscaped courtyards towards a recreational area and the pool. Sidewalks would be provided on all Project site frontages and boundaries. The residential units that front the adjacent streets would include lockable gate access to the walkways that connect with the surrounding streets.

2.6.4 Specific Plan Amendment

The ABCSP includes six chapters to provide information and guidelines for development and implementation of land uses within the ABCSP area's boundaries. The Project proposes a Zoning Code Text Amendment to amend the ABCSP to permit residential uses, establish a maximum allowable development within the Project site, and update the ABCSP's Design Standards and

Guidelines (among other chapters) concerning Quadrant 2b (i.e., the Project site). Additionally, the Project proposes to update, as needed, the ABCSP text and exhibits to reflect current conditions and account for the Project's proposed Quadrant 2b changes.

INTRODUCTION

ABCSP Section 1: Introduction provides the concept for the ABCSP area and defines the corridor goals, objectives, vision, history, project setting, regulations, and existing conditions. The Project's proposed Specific Plan Amendment will update the ABCSP Section 1 description of uses permitted within Quadrant 2b, as well as the summary of the Specific Plan's Entitlement History to document the amendment to the ABCSP. It will define the amendment changes and highlight document revisions.

LAND USE PLAN

ABCSP Section 2: Land Use Plan introduces the proposed development approach for the ABCSP area, provides a vision for the ABCSP area quadrants, and incorporates an updated Land Use Map and Table of Permitted Uses. Key elements include Quadrant 2a and 2b vision, conceptual development scenario, and proposed and permitted land uses. The Project's proposed Specific Plan Amendment would amend the ABCSP Land Use Plan to include Quadrant 2a (the western portion of former Quadrant 2) as Multiple Business Use and proposed Quadrant 2b (the Project site and eastern portion of former Quadrant 2) as Mixed-Use to permit residential and other uses.

URBAN DESIGN STANDARDS AND GUIDELINES

ABCSP Section 3: Urban Design Standards and Guidelines provides specific standards for how buildings in the ABCSP area can be developed (e.g., setbacks, parking requirements, etc., and provides guidelines to enhance the architectural style of buildings. This section also provides guidelines for design features (e.g., streetscapes, signage, lighting, rooflines, building materials) and other design elements. The Project's proposed Specific Plan Amendment would amend the design guidelines and standards to include amended Quadrants 2a and 2b and related design standards and guidelines specific to those quadrants.

MOBILITY PLAN

ABCSP Section 4: Mobility Plan identifies established and planned roadway conditions within the ABCSP, including through contextual exhibits and conceptual street sections. This section also addresses options for alternative transportation modes within the corridor (e.g., bicycles, buses, and walking). The Project's proposed Specific Plan Amendment would amend the ABCSP Mobility Plan to include updated access points for ingress/egress at the Project site, address onsite and offsite parking, and update trip generation estimates applicable to Quadrants 2a and 2b.

INFRASTRUCTURE PLAN

ABCSP Section 5: Infrastructure Plan addresses key utilities and public services including water, sewer, energy, police, fire, and other services necessary for the ABCSP area's development. The Project's proposed utilities and infrastructure are potable and reclaimed water, sewer, stormwater drainage and water treatment, electricity, natural gas, and telecommunications. The ABCSP area

already includes the distribution, location, extent of major components of public and private utilities and infrastructure, and other essential facilities needed to support the proposed Project. The Project's proposed Specific Plan Amendment would not amend the ABCSP Infrastructure Plan.

ADMINISTRATION AND IMPLEMENTATION

ABCSP Section 6: Administration and Implementation identifies strategies to execute the ABCSP's recommendations, and specifies the steps needed to implement and modify the ABCSP. The Project's proposed Specific Plan Amendment would not amend the ABCSP Administration and Implementation Section.

GENERAL PLAN CONSISTENCY

ABCSP Appendix A: The General Plan Consistency ties the ABCSP to the Citywide General Plan. The Project's proposed Specific Plan Amendment will omit the former site operations and update the text to include pertinent information on the amended Quadrant 2 (i.e., dividing into Quadrants 2a and 2b).

2.6.5 Other Proposed Entitlements

In addition to the ABCSP amendments described above, the Project proposes the entitlements described below.

General Plan Amendment. A General Plan Amendment to amend the text of the Land Use Sub-Element of the Community Development and Design Element, and specifically the Gateway Community Commercial land use designation description to permit integrated, mixed-use commercial and residential development to be considered and regulated with the adoption of specific plans.

Design Review. A Design Review of the proposed development Project's physical plan to ensure that it is compatible with neighboring developments, appropriate for the site, and achieves the highest level of design that is feasible, pursuant to AMC §9-2.2001.

Vesting Tentative Tract Map. The Project proposes Vesting Tentative Tract Map No. 83834 to subdivide the property into 9 smaller lots and accommodate 80 Units for condominium purposes.

Development Agreement. The Applicant and City will enter into an agreement that specifies the standards and conditions that will govern development of the property in accordance with the General Plan, ABCSP, and Vesting Tentative Tract Map No. 83834 and detail the obligations of the Applicant and City relative to such development.

2.6.6 Construction and Phasing

The Project construction is anticipated to occur as three phases, but would be continuous with no pauses; see **Exhibit 2-6: Construction Phasing Plan**.

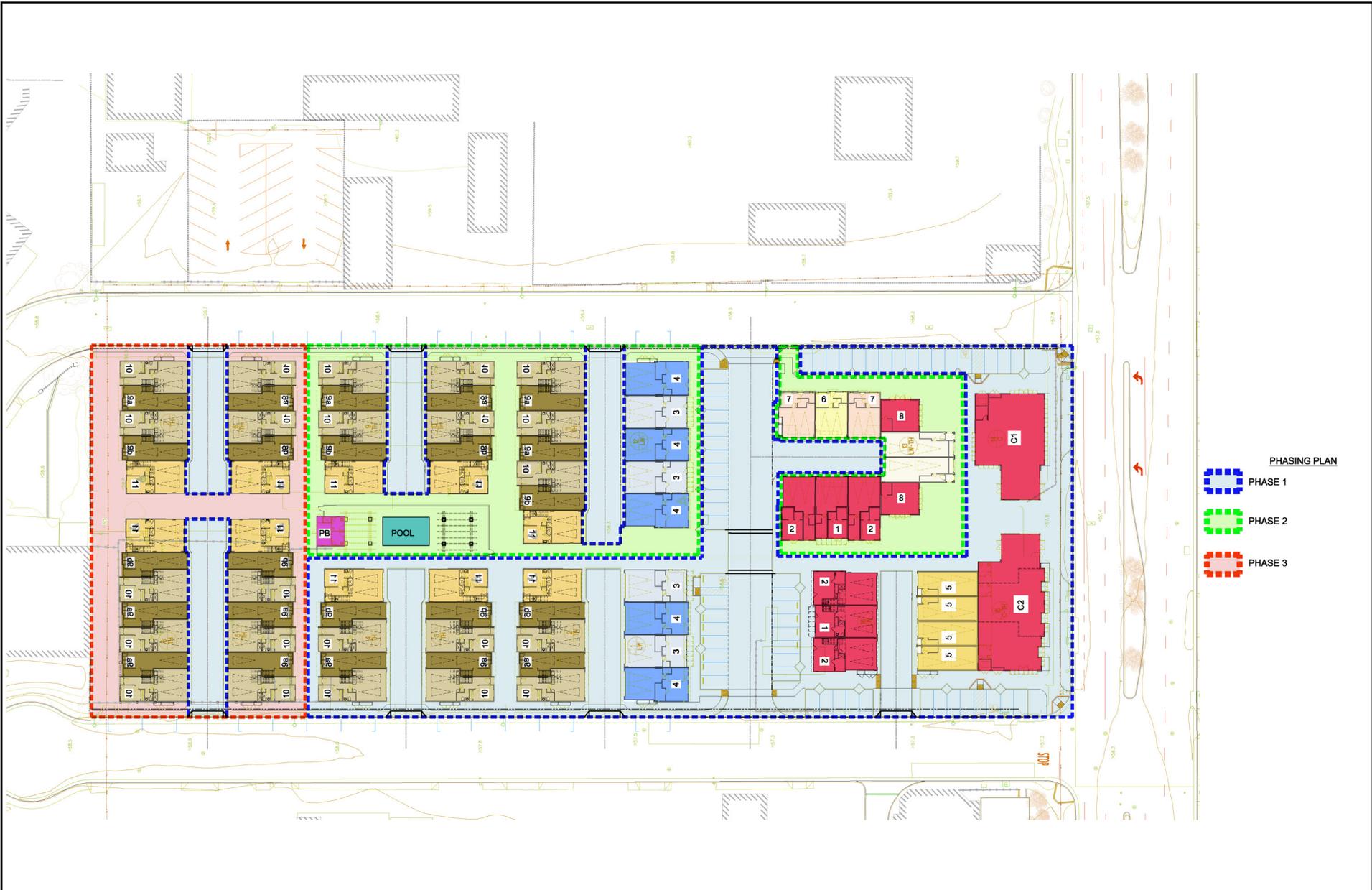
- Phase I:
 1. Grading, site work, and base paving for all alleys, streets, and underground utilities;
 2. Construction of the 2,700 GSF commercial building on the southeast portion of the Project site;
 3. Construction of a mix of units (including model homes) fronting Fallon Avenue (southwest portion of the Project site), including the four mixed-use carriage townhomes and three shopkeeper units.
- Phases II and III would consist solely of vertical construction of the remainder of the buildings not constructed during Phase I, including the townhouses, shopkeeper units, and live/work townhouses.

Phased occupancy of the proposed Project would be permitted. A Temporary Certificate of Occupancy may be issued pending clearance of certain final Project conditions of approval, subject to City approval.

Project construction is anticipated to occur over approximately 24 months, beginning September 2023 and ending August 2025. For purposes of this environmental analysis, opening year is assumed to be 2025.

Grading for the Project would require cut and fill, which would be balanced onsite. The Project site would be graded to mimic the existing grading and drainage patterns. The overall site grading and drainage pattern would be southerly to confluence with street flows to the Artesia Boulevard at Fallon Avenue intersection.

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Source: G3 Urban, Construction Phasing Plan, dated November 1, 2022

EXHIBIT 2-6: CONSTRUCTION PHASING PLAN
 Artesia Place Project (Artesia Boulevard Corridor Specific Plan Amendment)

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2.7 PROJECT OBJECTIVES

Pursuant to State CEQA Guidelines §15124(b), the EIR project description must include “[a] statement of objectives sought by the proposed project...The statement of objectives should include the underlying purpose of the Project.”

The underlying purpose of the Project is to further implementation of the ABCSP and help address the City's Regional Housing Needs Assessment (RHNA) housing obligations by developing vacant and underutilized Specific Plan land with new infill mixed-use and residential uses.

The Project objectives are:

- Redevelop a large underutilized industrial site within the Artesia Boulevard Corridor Specific Plan into a new high quality walkable mixed-use community with various compatible uses including residential, neighborhood-serving ground floor commercial (restaurant and retail), live/work units with office uses, and on-site amenities.
- Create a mixed-use development that encourages walkability and convenience by providing onsite residential uses, neighborhood-serving restaurant and retail uses, and office/commercial uses.
- Address the City's RHNA housing goals by building new residential dwelling units on the site in a manner that minimizes the potential for displacement of existing uses.
- Physically and functionally integrate the proposed development with the surrounding Artesia Boulevard Corridor Specific Plan community by extending the neighborhood urban pattern and surrounding street grid into the site through a series of pedestrian open spaces, including a north to south, full site depth, pedestrian access way.
- Create complementary designs and uses that are compatible with the surrounding neighborhoods by continuing active ground floor retail/restaurant uses along Artesia Boulevard site frontage, adding to the area's mix of uses and businesses.
- Provide a high quality, varied, and modern architectural and landscape design that is compatible with its diverse surrounding context, and utilizes the site's unique characteristics.
- Provide viable public and private open space for project residents and surrounding community members by creating a green, welcoming, walkable environment that will encourage use of the outdoors and community interaction.
- Include sufficient off-street parking for the proposed residential, commercial, and office uses.
- Provide an infill development that promotes sustainability by providing electric (non-gas) appliances and connections for the residential component.

2.8 AGREEMENTS, PERMITS, AND APPROVALS

The City, as Lead Agency for the Project (Case No. 2022-13), has discretionary authority over the Project. To implement the Project, the Applicant would need to obtain, at a minimum, the following discretionary permits/approvals:

- General Plan Amendment: A General Plan Amendment to amend the text of the Land Use Sub-Element of the Community Development and Design Element, and specifically the Gateway Community Commercial land use designation;
- Zoning Code Text Amendment: A Zoning Code Amendment to amend the ABCSP to:
 - Permit residential uses, establish a maximum allowable development, and update the Design Standards and Guidelines (among other chapters) concerning Quadrant 2b (i.e., the Project site);
 - Update, as needed, the ABCSP text and exhibits to reflect current conditions and account for the Project's proposed Quadrant 2b changes;
- Design Review: A Design Review of the proposed development Project's physical plan, pursuant to AMC §9-2.2001;
- Vesting Tentative Tract Map No. 83834 to subdivide the property into 9 smaller lots and accommodate 80 Units for condominium purposes;
- Development Agreement: The Applicant and City will enter into an agreement that will govern development of the property and detail the obligations of the Applicant and City relative to such development;
- Environmental Impact Report (EIR) Certification: Prior to approving the Project, as Lead Agency, the City is required to certify the Final EIR, pursuant to State CEQA Guidelines §15090; and
- Other discretionary and ministerial permits and approvals that may be necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, haul route approval, and sign permits.

Basis For Cumulative Analysis



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3.0 Basis for Cumulative Analysis

3.1 INTRODUCTION

A project's cumulative impact is "an impact to which that project contributes and to which other projects contribute as well. The Project must make some contribution to the impact; otherwise, it cannot be characterized as a cumulative impact of that project."¹ Under CEQA's cumulative impact analysis requirements, the pertinent question is not whether there is a significant cumulative impact but whether the effects of an individual project are cumulatively considerable. Thus, the analysis must assess whether the additional amount of impact resulting from the proposed Project should be considered significant in the context of the existing cumulative effect. Importantly, this does not mean that any contribution to a cumulative impact should be considered cumulatively considerable.

State CEQA Guidelines §15355 provides the following definition of cumulative impacts:

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.
- (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

State CEQA Guidelines §15130(a) further addresses the discussion of cumulative impacts, as follows:

- (1) As defined in §15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.
- (2) When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A lead agency shall identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant.
- (3) An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's

¹ Sierra Club v. West Side Irrigation Dist. (2005) 128 Cal.App.4th 690, 700.

contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The lead agency shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

Pursuant to State CEQA Guidelines §15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements:

- (1) Either:
 - (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or
 - (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.
- (2) When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.
- (3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.
- (4) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.
- (5) A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects."

3.2 CUMULATIVE PROJECTS LIST

The cumulative study area varies from one environmental topic to another depending upon the nature of impacts related to the topic. For example, cumulative air quality is a regional issue that is analyzed on a broader scale, while cumulative utilities and service systems considerations

encompass the Project site and its surrounding connections. To determine the Project's potential cumulative impacts, consistent with State CEQA Guidelines §15130(b)(1)(A), this EIR uses a City-provided list of past, present, and future projects from the past two years and that currently have an active application with the City; **Table 3-1: List of Cumulative Projects** and **Exhibit 3-1: Cumulative Project Locations**.

TABLE 3-1: LIST OF CUMULATIVE PROJECTS		
Project Address	Description	Status
18721 Arline	4-dwelling unit (DU) multi-family residential	Approved by Planning Commission 09/20/22
11504 Artesia	Brandywine Homes: 30-DU residential townhouse development	Plan Check
18600 Gridley	Raising Cane's: one-story, 3,267 square feet (SF) restaurant with a 1,402 SF outdoor patio	Under Construction
11700 Arkansas	City Ventures: 59 townhomes and 4,544 SF of commercial space facing Arkansas Street	Entitlements Approved by Planning Commission and City Council
11540 187 th	Parcel map for 4 new detached homes	Plan Check
17172 Roseton	Two-story, 4,758 SF office/warehouse	Plan Check
Total Residential	97 DU	
Total Non-Residential	13,971 SF	
Total Residential Including Project		177 DU
Total Non-Residential Including Project		25,228 SF

Source: M. Lee, City of Artesia, Personal Email Communication, September 23, 2022.

As shown in **Table 3-1**, the related projects collectively include 97 DU and approximately 13,971 SF of non-residential land uses. The cumulative development, inclusive of the proposed Project, includes 177 DU and approximately 25,228 SF of non-residential land uses.

The cumulative impacts analyses are provided in **Sections 4.1** through **4.12**. These analyses describe the potential environmental changes to the existing physical conditions that may occur as a result of the Project together with the cumulative projects listed in the table. Not all related projects would contribute to significant cumulative impacts for each topical area. For example, not all cumulative projects would have noise impacts. The cumulative impact analyses in each topical area provides an evaluation of the cumulative projects and how these would contribute to cumulative impacts. Some of the impacts are very site-specific and would not compound the impacts associated with the Project. In other cases, short-term impacts would not contribute to cumulative impacts because the construction of the cumulative Project and the development of the Project would not occur in the same time period or be near to each other; **Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues** presents the geographic context for each resource area.

TABLE 3-2: GEOGRAPHIC CONTEXT FOR CUMULATIVE ANALYSIS OF ENVIRONMENTAL ISSUES	
Environmental Topic Area	Geographic Contexts of Analysis
Air Quality	South Coast Air Basin
Cultural Resources	City of Artesia
Energy	Service district of Southern California Edison (SCE) and Southern California Gas (SoCalGas) Company
Geology and Soils	City of Artesia
Greenhouse Gas Emissions	Global
Land Use and Planning	City of Artesia, County of Los Angeles, and Southern California Association of Governments (SCAG) planning region
Noise	Artesia Boulevard Corridor Specific Plan Area and adjacent areas in the City of Artesia
Population and Housing	City of Artesia, County of Los Angeles, and SCAG planning region
Public Services and Recreation	Fire Protection: County of Los Angeles County Fire Department (LACFD) service area Police Protection: Los Angeles County Sheriff's Department service area Schools: ABC Unified School District (ABCUSD) jurisdiction Parks and Recreation: City of Artesia Libraries: Los Angeles County Public Library (LACL) system
Transportation	City of Artesia, County of Los Angeles, and SCAG planning region
Tribal Cultural Resources	City of Artesia, County of Los Angeles
Utilities and Service Systems	Water: Golden State Water Company (GSWC) service area, Sewer: City of Artesia and County Sanitation Districts of Los Angeles service area, Stormwater: Los Angeles County Department of Public Works Electric Power: Southern California Edison (SCE) service area Southern California Gas Company (SoCalGas) service area Solid Waste: Los Angeles County landfills (various)

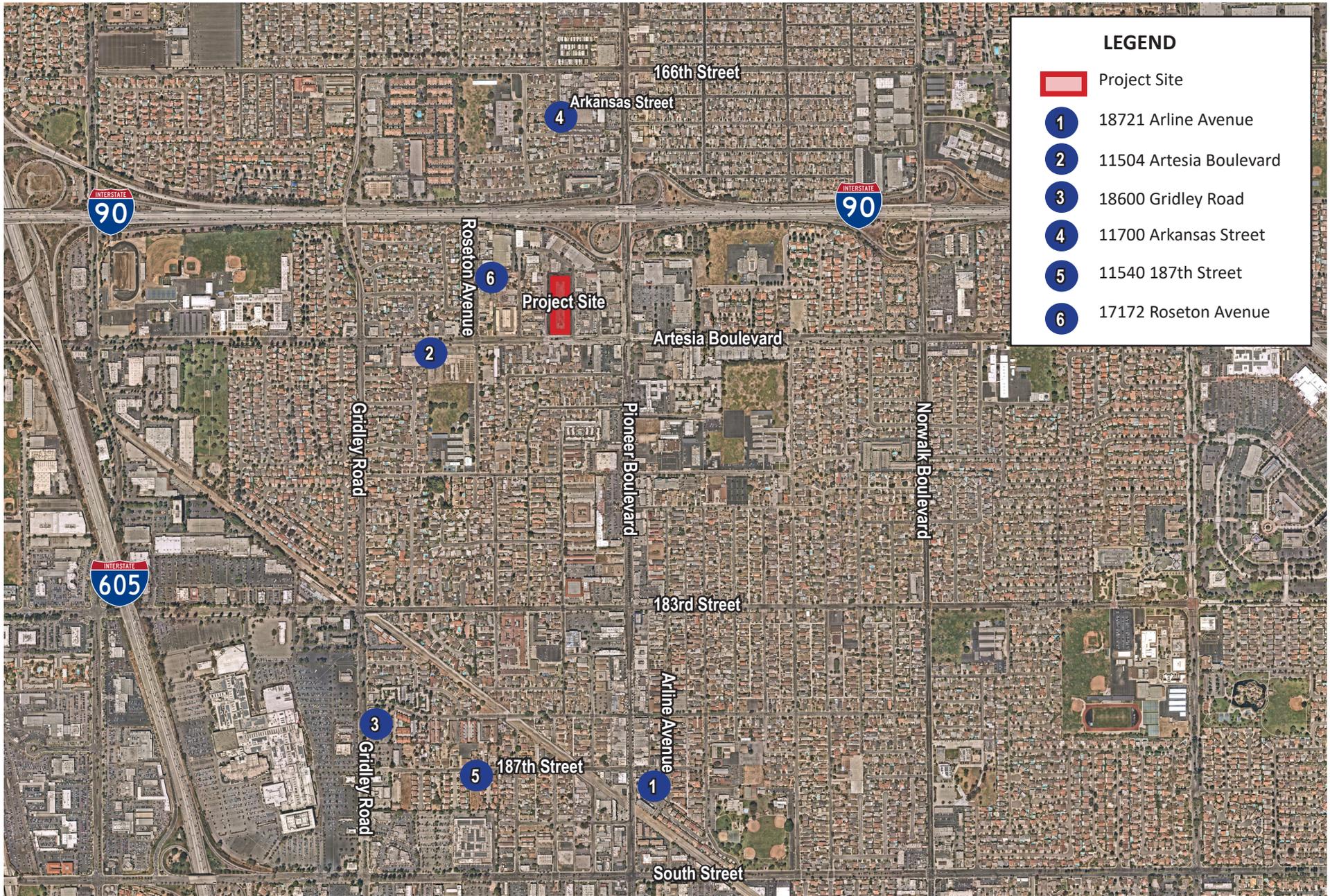


EXHIBIT 3-1: CUMULATIVE PROJECT LOCATIONS

Artesia Place Project (Artesia Boulevard Corridor Specific Plan Amendment)

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Environmental Impact Analysis



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4.0 Environmental Impact Analysis

The following EIR subsections contain a detailed environmental analysis of the existing conditions, potential Project impacts (including direct and indirect, short-term, long-term, and cumulative), recommended mitigation measures, and unavoidable significant impacts, if any. **Sections 4.1 through 4.12** analyze those environmental resource areas where potentially significant impacts could occur, as stated in **Appendix 1.0-1: Initial Study, Notice of Preparation, and Comment Letters**.

This EIR examines environmental resource areas and specific threshold questions, as outlined in State CEQA Guidelines Appendix G Environmental Checklist Form, as follows:

4.1	Air Quality	4.7	Noise
4.2	Cultural Resources	4.8	Population and Housing
4.3	Energy	4.9	Public Services and Recreation
4.4	Geology and Soils	4.10	Transportation
4.5	Greenhouse Gas Emissions	4.11	Tribal Cultural Resources
4.6	Land Use and Planning	4.12	Utilities and Service Systems

The environmental resource areas related to aesthetics, agriculture and forestry resources, biological resources, hazards and hazardous materials, hydrology and water quality, mineral resources, and wildfire were found to result in no impacts or less than significant impacts; see **Section 7.0: Effects Found Not to be Significant**. Additionally, certain threshold questions concerning aesthetics, cultural resources, geology and soils, land use and planning, noise, population and housing, and transportation are also included in **Section 7.0** based on the Initial Study.

Each potentially significant environmental issue area is addressed in a separate EIR section and is organized into the following subsections, as follows:

- “Introduction” briefly introduces the section’s purpose, environmental issues that would be addressed, and key source documentation used to prepare the analysis.
- “Environmental Setting” describes the physical conditions on the Project site and in its vicinity that exist at the time the Notice of Preparation was published (August 10, 2022) and that may influence or affect the issue under investigation.
- “Regulatory Framework” discusses the laws, ordinances, regulations, and standards applicable to the Project.
- “Significance Criteria and Thresholds” provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in State CEQA Guidelines Appendix G (14 California Code of Regulations §§15000-15387).

Primary sources used in identifying the criteria include the following: State CEQA Guidelines; local, State, Federal, or other standards applicable to an impact category; and officially established significance thresholds. “. . . An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting” (State CEQA Guidelines § 15064(b)). Principally, “. . . a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance” constitutes a significant impact (State CEQA Guidelines § 15382).

- “Impacts and Mitigation Measures” describes potential environmental changes to the existing physical conditions that may occur if the Project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the Project and the potential environmental changes. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered.

“Mitigation Measures are measures that would be required of the Project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

- “Cumulative Impacts” describes potential environmental changes to the existing physical conditions that may occur as a result of the Project together with all other reasonably foreseeable, planned, and approved future projects producing related or cumulative impacts.
- “Significant Unavoidable Impacts” describes impacts that would be significant and cannot be feasibly mitigated to less than significant, and thus would be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If a project’s benefits are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable” (State CEQA Guidelines § 15093(a)).
- “References” identifies the sources used in and throughout the subsection.

Air Quality



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4.1 AIR QUALITY

4.1.1 Introduction

The purpose of this section is to describe the existing environmental and regulatory setting conditions related to air quality, identify the Project's potential impacts, and as necessary, recommend mitigation to avoid or lessen the significance of impacts. Information in this section is based primarily on data provided in **Appendix 4.1-1: Air Quality Assessment** and **Appendix 4.1-2: Health Risk Assessment**.

4.1.2 Environmental Setting

CLIMATE AND METEOROLOGY

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project site is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bordered by the Pacific Ocean on the southwest and high mountains that form the remainder of the perimeter.¹ Air quality in this area is determined by natural factors such as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

¹ South Coast Air Quality Management District. (1993). *CEQA Air Quality Handbook*.

Wind patterns across the SCAB are characterized by westerly or southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the “mixing height.” The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

AIR POLLUTANTS OF CONCERN

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by State and federal laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants. ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 4.1-1: Air Contaminants and Associated Public Health Concerns**.

Table 4.1-1: Air Contaminants and Associated Public Health Concerns		
Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM ₁₀ and PM _{2.5})	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.

Table 4.1-1: Air Contaminants and Associated Public Health Concerns		
Pollutant	Major Man-Made Sources	Human Health Effects
Ozone (O ₃)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO ₂)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O ₃ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.
<p>Notes:</p> <p>1. Volatile Organic Compounds (VOCs or ROG) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROG and VOCs. Both ROG and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).</p>		
<p>Source: California Air Pollution Control Officers Association (CAPCOA). <i>Health Effects</i>. http://www.capcoa.org/health-effects/.</p>		

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing ambient air quality levels, historical trends, and projections near the Project site are documented by measurements made by the South Coast Air Quality Management District (South Coast AQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

The air monitoring station nearest to the Project site that monitors ambient concentrations of these pollutants is the Compton-700 North Bullis Road Monitoring Station (located approximately 7.2 miles northwest of the Project site). Local air quality data for this station from 2018 to 2020 are provided in **Table 4.1-2: Ambient Air Quality Data**, which lists the monitored maximum concentrations and number of exceedances of California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) for each year.

Table 4.1-2: Ambient Air Quality Data			
Criteria Pollutant	2018	2019	2020
Ozone (O₃)¹			
1-hour Maximum Concentration (ppm)	0.075	0.100	0.152
8-hour Maximum Concentration (ppm)	0.063	0.079	0.085
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.09 ppm)	0	1	3
NAAQS 8-hour (>0.070 ppm)	0	1	4
Carbon Monoxide (CO)²			
1-hour Maximum Concentration (ppm)	3.854	3.818	4.537
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂)¹			
1-hour Maximum Concentration (ppm)	0.0683	0.0700	0.0723
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM₁₀)³			
National 24-hour Maximum Concentration	55.7	72.7	68.3
State 24-hour Maximum Concentration	55.7	73.8	68.7
State Annual Average Concentration (CAAQS=20 µg/m ³)	24.5	21.8	—
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>150 µg/m ³)	0	0	0
CAAQS 24-hour (>50 µg/m ³)	1	2	3
Particulate Matter Less Than 2.5 Microns (PM_{2.5})¹			
National 24-hour Maximum Concentration	49.4	39.5	67.5
State 24-hour Maximum Concentration	49.4	39.5	67.5
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>35 µg/m ³)	2	1	19
Notes: NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million. µg/m ³ = micrograms per cubic meter; – = not measured 1. Measurements taken at the Compton-700 North Bullis Road Monitoring Station at 700 North Bullis Road, Compton, CA 90221 (CARB# 70112) 2. Measurements taken at the Compton-700 North Bullis Road Monitoring Station at 700 North Bullis Road, Compton, CA 90221 (CARB# 70112), which is the closet monitoring station that measures CO. 3. Measurements taken at the South Long Beach Monitoring Station at 1305 E. Pacific Coast Hwy., Long Beach, CA 90744 (CARB# 70110)			
Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqselect.php).			

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds,

childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. **Table 4.1-3: Sensitive Receptors** lists the sensitive receptors nearest the Project site, which are live-work units located approximately 62 feet to the west.

Receptor Description	Distance ¹ and Direction from the Project Site
Single-family Residences	300 feet to the south
Live-Work Units	62 feet, Adjacent to the west
Single-family Residences	760 feet to the north
Luther Burbank Elementary School	1,010 feet to the southwest
Notes:	
1. Distances have been measured from the nearest Project Site boundary to the property line of each receptor.	
Source: Google Earth.	

4.1.3 Regulatory Setting

FEDERAL

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the U.S. States Environmental Protection Agency (U.S. EPA) developed the primary and secondary NAAQS for the criteria air pollutants including O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states. Applicable NAAQS are summarized in **Table 4.1-4: State and Federal Ambient Air Quality Standards**.

Pollutant	Averaging Time	State Standards ¹	Federal Standards ²
Ozone (O ₃) ^{2, 5, 7}	8 Hour	0.070 ppm (137 µg/m ³)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m ³)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)
	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)
Nitrogen Dioxide (NO ₂)	1 Hour	0.18 ppm (339 µg/m ³)	0.10 ppm ¹¹
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)
Sulfur Dioxide (SO ₂) ⁸	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)

Pollutant	Averaging Time	State Standards¹	Federal Standards²
	1 Hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m ³)
Particulate Matter (PM ₁₀) ^{1, 3, 6}	24-Hour	50 µg/m ³	150 µg/m ³
	Annual Arithmetic Mean	20 µg/m ³	NA
Fine Particulate Matter (PM _{2.5}) ^{3, 4, 6, 9}	24-Hour	NA	35 µg/m ³
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³
Sulfates (SO ₄₋₂)	24 Hour	25 µg/m ³	NA
Lead (Pb) ^{10, 11}	30-Day Average	1.5 µg/m ³	NA
	Calendar Quarter	NA	1.5 µg/m ³
	Rolling 3-Month Average	NA	0.15 µg/m ³
Hydrogen Sulfide (H ₂ S)	1 Hour	0.03 ppm (0.15 µg/m ³)	NA
Vinyl Chloride (C ₂ H ₃ Cl) ¹⁰	24 Hour	0.01 ppm (26 µg/m ³)	NA
<p>Notes:</p> <p>ppm = parts per million; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; – = no information available.</p> <ol style="list-style-type: none"> California standards for O₃, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM₁₀, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM₁₀ annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard. National standards shown are the "primary standards" designed to protect public health. National standards other than for O₃, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O₃ standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O₃ standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM₁₀ standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m³. The 24-hour PM_{2.5} standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m³. Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM₁₀ is met if the 3-year average falls below the standard at every site. The annual PM_{2.5} standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the U.S. EPA at levels determined to be protective of public health with an adequate margin of safety. On October 1, 2015, the national 8-hour O₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O₃ concentration per year, averaged over three years, is equal to or less than 0.070 ppm. U.S. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O₃ level in the area. The national 1-hour O₃ standard was revoked by the U.S. EPA on June 15, 2005. In June 2002, CARB established new annual standards for PM_{2.5} and PM₁₀. The 8-hour California O₃ standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006. On June 2, 2010, the U.S. EPA established a new 1-hour SO₂ standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO₂ NAAQS however must continue to be used until one year following U.S. EPA initial designations of the new 1-hour SO₂ NAAQS. In December 2012, U.S. EPA strengthened the annual PM_{2.5} NAAQS from 15.0 to 12.0 µg/m³. In December 2014, the U.S. EPA issued final area designations for the 2012 primary annual PM_{2.5} NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined. National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011. 			
<p>Source: South Coast Air Quality Management District. (2016). <i>Air Quality Management Plan</i>. California Air Resources Board. (2016). <i>Ambient Air Quality Standards</i>.</p>			

STATE

California Air Resources Board

CARB administers the air quality policy in California. The CAAQS were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in **Table 4.1-4**, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting NAAQS for the State of California. Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a State standard, and are not used as a basis for designating areas as nonattainment. The applicable CAAQS are summarized in **Table 4.1-4**.

REGIONAL

South Coast Air Quality Management District

The South Coast AQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that CAAQS and NAAQS are attained and maintained in the SCAB. The South Coast AQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to South Coast AQMD rules and regulations in effect at the time of construction.

The South Coast AQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2016 AQMP was adopted by the South Coast AQMD Governing Board on March 3, 2017. The purpose of the 2016 AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the South Coast AQMD's commitments towards meeting the NAAQS for 8-hour O₃. The 2016 AQMP incorporates the latest scientific and technological information and planning

assumptions, including SCAG's Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) [2020 RTP/SCS]) and updated emission inventory methodologies for various source categories.

On October 1, 2015, the U.S. EPA strengthened the NAAQS for ground-level O₃. The 2022 AQMP, adopted by the South Coast AQMD Governing Board on December 2, 2022, was developed to address the requirements for meeting the 2015 8-hour O₃ standard. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes various additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NOX technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour O₃ standard. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2020-2045 RTP/SCS and updated emission inventory methodologies for various source categories.

The South Coast AQMD has published the *CEQA Air Quality Handbook* (approved by the South Coast AQMD Governing Board in 1993 and augmented with guidance for Localized Significance Thresholds [LST] in 2008). The South Coast AQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the CEQA Air Quality Handbook and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The South Coast AQMD periodically provides supplemental guidance and updates to the handbook on their website.

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The State and federal attainment status designations for the SCAB are summarized in **Table 4.1-5: South Coast Air Basin Attainment Status**. The SCAB is currently designated as a nonattainment area for CAAQS for O₃, PM₁₀, and PM_{2.5}, as well as the NAAQS for 8-hour O₃ and PM_{2.5}. The SCAB is designated as attainment or unclassified for the remaining CAAQS and NAAQS.

Table 4.1-5: South Coast Air Basin Attainment Status		
Pollutant	State	Federal
Ozone (O ₃) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O ₃) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter (PM _{2.5}) (24 Hour Standard)	-	Non-Attainment (Serious)
Particulate Matter (PM _{2.5}) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM ₁₀) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM ₁₀) (Annual Standard)	Non-Attainment	-
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO ₂) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO ₂) (24 Hour Standard)	Attainment	-
Lead (Pb) (30 Day Standard)	-	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	-
Sulfates (SO ₄₋₂) (24 Hour Standard)	Attainment	-
Hydrogen Sulfide (H ₂ S) (1 Hour Standard)	Unclassified	-

Source: South Coast Air Quality Management District. (2016). *Air Quality Management Plan*, United States Environmental Protection Agency. (2021). *Nonattainment Areas for Criteria Pollutants (Green Book)*.

The following is a list of South Coast AQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM10 suppression techniques are summarized below.
 - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

LOCAL

City of Artesia General Plan

The City of Artesia General Plan contains the following goals and policies from the Sustainability Element that are applicable to the Project:

- Policy SUS 3.1** Adopt sustainable building measures for new municipal buildings and major renovations.
- **Policy Action SUS 3.1.1:** Educate municipal employees about sustainable building design and operations.
 - **Policy Action SUS 3.1.2:** Consider adopting green building standards for municipal buildings.

- Policy SUS 3.2** Strongly encourage the use of green building techniques in new construction and major renovations throughout the City.
- **Policy Action SUS 3.2.1:** Prioritize the development and implementation of an outreach and education program to promote green building practices by residents and businesses.
 - **Policy Action SUS 3.2.2:** Encourage and explore incentives or mandates for green building techniques in existing building retrofits as well as new buildings.
- Policy SUS 3.3** Achieve and maintain a mix of affordable, livable and green housing types throughout the City for people of all socio-economic, cultural, and household groups (including seniors, families, singles and disabled).
- Policy SUS 5.1** Decrease vehicle miles traveled by increasing per vehicle ridership and decreasing the number of trips by autos and trucks.
- **Policy Action SUS 5.1.2:** Wherever possible, encourage opportunities for “park-once” habits for business patrons. Reduce current subsidies to auto commuting by reducing parking required for new transit-oriented or mixed-use developments—with convenient parking reserved for carpoolers, bicycles, customers and guests.
- Policy SUS 5.2** Decrease congestion on local and regional roadways to improve safety, reduce emissions and maintain mobility.
- **Policy Action SUS 5.2.1:** Prioritize development and implementation of a traffic signal synchronization and optimization program.
- Policy SUS 6.2** Protect and enhance environmental and public health by reducing or eliminating the use of hazardous and toxic materials; minimizing pollutants entering the air, soil, and water; and lessening the risks which environmental problems pose to human health and prosperity.
- **Policy Action SUS 6.2.3:** Develop protocol to ensure that no one geographic or socioeconomic group in the City is being unfairly affected by environmental pollution.
 - **Policy Action SUS 6.2.5:** Investigate the feasibility of requiring parking lots to incorporate landscaping plans with greenery that holds and filters stormwater runoff while also reducing the heat island effect and creating a comfortable and safe pedestrian environment.
- Policy SUS 7.3** Work with community and regional partners to reduce the number of unhealthy air quality days per year based on an established baseline.
- **Policy Action SUS 7.3.1:** Promote and participate in cooperative efforts with agencies and communities in the South Coast Air Basin to achieve clean air.
 - **Policy Action SUS 7.3.2:** Continue to implement the provisions of the Transportation Demand Management Ordinance.

City of Artesia Municipal Code

The Artesia Municipal Code establishes the following air quality provisions relative to the Project.

Section 5-1.03.17.v. The keeping or disposing of, or the scattering or accumulating of flammable, combustible or other materials including, but not limited to, composting, firewood, lumber, junk, trash, debris, packing boxes, pallets, plant cuttings, tree trimmings or wood chips, discarded items, or other personal property in interior or exterior areas of buildings or structures, when such items or accumulations.

(v) Cause, create, or tend to contribute to, an offensive odor.

4.1.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions concerning air quality. The issues presented in the Environmental Checklist have been used as thresholds of significance in this section. Accordingly, the Project may create a significant environmental impact if it would:

- Conflict with or obstruct implementation of the applicable air quality plan (see Impact 4.1-1)
- 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 (see Impact 4.1-2)
- Expose sensitive receptors to substantial pollutant concentrations (see Impact 4.1-3)
- Result in other emissions such as those leading to odors adversely affecting a substantial number of people (see **Section 7.0: Effects Found Not To Be Significant**)

SOUTH COAST AQMD THRESHOLDS

The significance criteria established by South Coast AQMD may be relied upon to make the above determinations. According to the South Coast AQMD, an air quality impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The South Coast AQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 4.1-6: South Coast Air Quality Management District Emissions Thresholds**.

Table 4.1-6: South Coast Air Quality Management District Emissions Thresholds (Maximum Pounds Per Day)

Criteria Air Pollutants and Precursors	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55

Source: South Coast Air Quality Management District. (2019). *South Coast AQMD Air Quality Significance Thresholds*.

LOCALIZED CARBON MONOXIDE

In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project site are above the state and federal CO standards (the more stringent California standards are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as in attainment under the 1-hour and 8-hour standards.

LOCALIZED SIGNIFICANCE THRESHOLDS

In addition to the CO hotspot analysis, the South Coast AQMD developed LSTs for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a Project site without expecting to cause or substantially contribute to an exceedance of the most stringent CAAQS or NAAQS. LSTs are based on the ambient concentrations of that pollutant within the Project site's source receptor area (SRA), as demarcated by the South Coast AQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The City of Artesia is located within South Coast AQMD SRA 4. **Table 4.1-7: Localized Significance Thresholds for Construction/Operations** shows the LSTs for a 1-acre, 2-acre, and 5-acre project in SRA 4. Because the nearest sensitive receptors are adjacent to the east Project site boundary, the thresholds for distances of 25 meters or less are listed below.

Table 4.1-7: Localized Significance Thresholds for Construction/Operation

Project Site Size	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
1 Acre	57/57	585/585	4/1	3/1
2 Acres	82/82	842/842	7/2	4/1
5 Acres	123/123	1,530/1,530	14/4	8/2

Source: South Coast Air Quality Management District. (2008). *Localized Significance Threshold Methodology*.

LSTs associated with all acreage categories are provided in **Table 4.1-7** for informational purposes. The table shows that the LSTs increase as acreages increase. It is noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based on daily acreage disturbed. The operational LST acreage is based on the total area of the Project site. Although the Project site is greater than five acres, the 5-acre operational LSTs are conservatively used to evaluate the Project.

4.1.5 Methodology

This air quality impact analysis considers the Project's construction and operational impacts. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), which is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the South Coast AQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod.

Project operations would result in emissions of area sources (consumer products, architectural coating, and landscape equipment), energy sources (natural gas usage), mobile sources (motor vehicles from Project generated vehicle trips), and off-road equipment. Project-generated operational emissions would be predominantly associated with motor vehicle use. Emissions from each of these categories are discussed below.

- **Area Sources.** Consumer products, on-site equipment, architectural coating, and landscaping that were previously not present on the site would generate area source emissions. Consumer products are various solvents used in non-industrial applications, which emit VOCs during product use, and typically include cleaning supplies, kitchen aerosols, cosmetics, and toiletries. It is noted that the default area source VOC emission factor developed for CalEEMod is based on a statewide factor. The CalEEMod default emissions rates were used.
- **Energy Sources.** Energy source emissions would be generated from Project electricity and natural gas usage. Primary uses of electricity and natural gas by the Project would be from space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions were calculated in CalEEMod. No changes were made to the default energy usage consumption rates or emissions factors.
- **Mobile Sources.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Traffic to be generated by the Project was obtained from the Project's Local Transportation Assessment (Kimley-Horn, July 2022); see **Appendix 4.10-2: Local Transportation Assessment**. Project trip generation is based on the following 11th Edition Institute of Transportation Engineers (ITE) land use categories:

- ITE Land Use 220: Multifamily Housing (Low-Rise) – 80 dwelling units, 539 total daily vehicle trips.
- ITE Land Use 712: Small Office Building – 2.443 thousand SF, 35 total daily vehicle trips.
- ITE Land Use 822: Strip Retail Plaza (<40k) – 4.407 thousand SF, 240 total daily vehicle trips.
- ITE Land Use 933: Fast-Food Restaurant without Drive-Through – 4.407 thousand SF, 1,985 total daily vehicle trips.

When incorporating pass-by trips and internal capture, the Project would generate 2,585 net daily trips. It was assumed the Mobile source emission rates in CalEEMod used the CARB SAFE Rule adjustment factors.²

As discussed above, the South Coast AQMD provides significance thresholds for emissions associated with project construction and operations. The proposed Project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a project's impact on regional air quality.

The localized effects from the Project's on-site emissions were evaluated in accordance with the South Coast AQMD's LST methodology, which uses on-site mass emissions rate look-up tables and Project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

4.1.6 Impacts and Mitigation Measures

Impact 4.1-1	<i>Would the Project conflict with or obstruct implementation of the applicable air quality plan?</i>
<i>Level of Significance Before Mitigation: Less Than Significant</i>	

IMPACT ANALYSIS

Similar to a State Implementation Plan described above, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the CAAQS and NAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

² The U.S. EPA repealed SAFE Rule Part 1 on January 28, 2022. Therefore, the mobile source emissions in this analysis are conservative.

The Project is located within the SCAB, which is under the jurisdiction of the South Coast AQMD. The South Coast AQMD is required, pursuant to the FCAA, to reduce criteria pollutant emissions for which the SCAB is in nonattainment. To reduce such emissions, the South Coast AQMD adopted the 2016 and 2022 AQMPs. The 2016 and 2022 AQMPs establish a program of rules and regulations directed at reducing air pollutant emissions and achieving CAAQS and NAAQS. The AQMPs are a regional and multi-agency effort including the South Coast AQMD, the CARB, the SCAG, and the U.S. EPA. The AQMPs pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the AQMPs.

Criteria for determining consistency with the AQMPs are defined by the following indicators:

- **Consistency Criterion No. 1.** The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMPs.
- **Consistency Criterion No. 2.** The Project will not exceed the assumptions in the AQMPs or increments based on the years of the Project build-out phase.

According to the South Coast AQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As identified in **Table 4.1-8: Construction Air Pollutant Emissions** and **Table 4.1-9: Operational Air Pollutant Emissions**, Project construction and operational emissions would not exceed CAAQS or NAAQS. Thus, the Project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the 2016 and 2022 AQMPs contains air pollutant reduction strategies based on SCAG's latest growth forecasts, which were defined in consultation with local governments and with reference to local general plans. The Project site has a General Plan designation of Gateway Community Commercial and would require a General Plan Amendment to amend the text of the Land Use Sub-Element of the Community Development and Design Element, and specifically the Gateway Community Commercial land use designation description to permit integrated, mixed-use commercial and residential development to be considered and regulated with the adoption of specific plans. The City's Zoning Map classifies the Project site as Artesia Boulevard Corridor Specific Plan (ABCSP). Residential development is not permitted in Quadrant 2 of the ABCSP, which is where the Project is located. The Project requires a Zoning Code Text Amendment to amend the ABCSP to permit the proposed residential uses.

As further discussed in **Section 4.8: Population and Housing**, SCAG forecasts the City's population will grow to approximately 17,800 persons by 2045. The Project proposes 80 dwelling units, which is estimated to generate a population growth of approximately 270 persons. SCAG's forecast 2045 population considers the Project site's existing land use designation (i.e., Gateway Community Commercial). The Project proposes to amend the ABCSP Land Use Plan to include Quadrant 2a as Multiple Business Use and 2b (the Project site) as Mixed-Use to permit residential and other uses. However, the Project's forecast population growth would not cause SCAG's forecast 2045 population to be exceeded beyond what is accounted for in the 2016 and 2022 AQMPs.

The Project is estimated to generate approximately 30 jobs. SCAG forecasts the City's employees will grow to approximately 6,600 employees by 2045. SCAG's forecast 2045 employees considers the Project site's existing land use designation (i.e., Gateway Community Commercial). The Project proposes to amend the ABCSP Land Use Plan to include Quadrant 2a as Multiple Business Use and 2b (the Project site) as Mixed-Use to permit residential and other uses. However, the Project's forecast employment generation would not cause SCAG's forecast 2045 population to be exceeded beyond what is accounted for in the 2016 and 2022 AQMPs.

As discussed above, the Project would not increase the frequency or severity of an existing air quality violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the CAAQS and NAAQS, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the 2016 and 2022 AQMPs. In addition, because the Project is consistent with growth projections that form the basis of the 2016 and 2022 AQMPs, the Project would be consistent with the emissions forecasts in the 2016 and 2022 AQMPs.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

Impact 4.1-2 *Would the Project 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?*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

Construction Emissions

Project construction activities would generate short-term criteria air pollutants emissions. Construction emissions are short-term and of temporary duration, lasting only as long as construction activities occur. Construction activities temporarily generate emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Project construction activities are estimated to last approximately 24 months. Project construction emissions were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements (see **Appendix 4.1-1** for more information regarding the construction assumptions used in this analysis). The Project's predicted maximum daily construction emissions are summarized in **Table 4.1-8**.

Table 4.1-8: Construction Air Pollutant Emissions						
Construction Year	Maximum Daily Criteria Air Pollutant Emissions ^{1,2} (lb/day)					
	VOC ³	NO _x	CO	SO _x	PM ₁₀ ⁴	PM _{2.5} ⁴
Year 2023	0.95	4.44	40.01	0.07	10.10	5.42
Year 2024	1.42	6.10	53.58	0.09	4.17	1.87
Year 2025	10.13	3.60	23.34	0.05	1.54	0.45
South Coast AQMD Threshold⁵	75	100	550	150	150	55
Exceed South Coast AQMD Threshold?	No	No	No	No	No	No
Notes: ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less 1. South Coast AQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the South Coast AQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Refer to Appendix 4.1-1 for Model Data Outputs. 2. The results of the construction Health Risk Assessment (HRA) necessitated mitigation in the form of Tier 4 construction equipment. Preliminary unmitigated CalEEMod runs showed no air quality South Coast AQMD thresholds would be exceed. For maintaining consistency, the Tier 4 construction equipment was used as an assumption for the analysis and threshold exceedance. Refer to Appendix 4.1-2 .						
Source: CalEEMod version 2020.4.0. Refer to Appendix 4.1-1 for model outputs.						

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. South Coast AQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions.

As shown in the table, all Project criteria pollutant emissions would remain below their respective thresholds; therefore, Project construction impacts would be less than significant. Notwithstanding, the Project would be subject to compliance with South Coast AQMD Rules 402, 403, and 1113, previously described in the Regulatory Setting subsection, to further minimize construction impacts.

Operational Emissions

The Project's operational emissions would be associated with area sources (e.g., landscape maintenance equipment, architectural coatings, off-road equipment, etc.), energy sources, mobile sources (i.e., motor vehicle use), and off-road equipment. Primary sources of operational criteria pollutants are from motor vehicle use and area sources. **Table 4.1-9** provides the Project's estimated operational criteria pollutant emissions and indicates these emission levels would remain below South Coast AQMD significance thresholds. Therefore, the Project's operational air pollutant emissions would be less than significant, and no mitigation is required.

Table 4.1-9: Operational Air Pollutant Emissions

Source	Maximum Daily Criteria Air Pollutant Emissions ^{1,2} (lb/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source Emissions	2.21	0.08	6.62	<0.01	0.04	0.04
Energy Emissions	0.069	0.60	0.35	<0.01	0.04	0.04
Mobile	6.06	5.32	52.50	0.11	11.88	3.22
Total Emissions	8.34	5.99	59.49	0.15	11.96	3.30
South Coast AQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:
 ROG = Reactive Organic Gases; NO_x = Nitrogen Oxides; CO = Carbon Monoxide; SO₂ = Sulfur Dioxide; PM₁₀ = Particulate Matter 10 microns in diameter or less; PM_{2.5} = Particulate Matter 2.5 microns in diameter or less

Source: CalEEMod version 2020.4.0. Refer to **Appendix 4.1-1** for model outputs.

Cumulative Construction Emissions

The SCAB is designated nonattainment for CAAQS for O₃, PM₁₀, and PM_{2.5} and nonattainment for O₃ and PM_{2.5} for NAAQS. Appendix D of the South Coast AQMD *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (2003) notes that projects that result in emissions that do not exceed the project-specific South Coast AQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by the South Coast AQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected SCAB emissions. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, a project’s contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown in **Table 4.1-8** above, Project construction-related emissions alone would not exceed the South Coast AQMD significance thresholds for criteria pollutants. Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The South Coast AQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMPs pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. South Coast AQMD rules, mandates, and compliance with adopted emissions control measures within the 2016 and 2022 AQMPs would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with South Coast AQMD rules and regulations would further reduce the Project construction-related impacts. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Operational Emissions

The South Coast AQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no

single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The South Coast AQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the South Coast AQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in **Table 4.1-9**, the Project's operational emissions would not exceed the South Coast AQMD thresholds. As a result, operational emissions associated with the Project would not represent a cumulatively considerable contribution to significant cumulative air quality impacts.

Standard Conditions and Requirements: Standard Conditions are existing requirements and standard conditions that are based on local, State, or federal regulations or laws that are frequently required independent of CEQA review. Typical standard conditions and requirements include compliance with the provisions of the Building Code, South Coast AQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because Standard Conditions (SC) are neither project specific nor a result of development of the Project, they are not considered to be either Project Design Features or Mitigation Measures.

SC AQ-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast AQMD Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

SC AQ-2 Pursuant to South Coast AQMD Rule 1113, the Project Applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less.

SC AQ-3 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations (CCR) Section 2449.

- SC AQ-4** Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Artesia Municipal Code Article 15.5).
- SC AQ-5** The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CCR, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (Section 110.10) require buildings to be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.
- SC AQ-6** The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:
- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 4.303 (residential) and Section 5.303 (nonresidential) of CALGreen Code Part 11.
 - Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 4.408.1 (residential) and Section 5.408.1 (nonresidential) of CALGreen Code Part 11.
 - Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 4.410 (residential) and Section 5.410 (nonresidential) of CALGreen Code Part 11.
 - To facilitate future installation of electric vehicle supply equipment (EVSE), residential construction shall comply with Section 4.106.4 (residential electric vehicle charging) of CALGreen Code Part 11 and nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of CALGreen Code Part 11.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

Impact 4.1-3 *Would the Project expose sensitive receptors to substantial pollutant concentrations?*

Level of Significance Before Mitigation: Potentially Significant

IMPACT ANALYSIS

Localized Construction Significance Thresholds

The Project would develop 80 DUs and approximately 11,257 gross square feet (GSF) of non-residential (commercial and office) land uses. Project construction is anticipated to occur over approximately 24 months, beginning September 2023 and ending August 2025. The nearest sensitive receptor to the construction site is a residential building adjacent to the eastern Project site boundary. To identify impacts to sensitive receptors, the South Coast AQMD recommends addressing LSTs for construction. LSTs were developed in response to South Coast AQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The South Coast AQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment the rates shown in **Table 4.1-10: Equipment-Specific Grading Rates** were used to determine the maximum daily disturbed acreage for comparison to LSTs.

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	3	1	8	1.0
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Excavators	1	1	8	1.0
Total Acres Graded per Day					3.0

Source: CalEEMod version 2020.4.0. Refer to **Appendix 4.1-1** for model outputs.

The South Coast AQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptor to the construction area is a residential building located adjacent to and east of the Project site. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. South Coast AQMD's LST guidance recommends using the 25-meter threshold for receptors located 25 meters or less from a Project site. Therefore, the LSTs for 5.0 acres at 25 meters were used for the construction analysis which is consistent with the South Coast AQMD LST methodology. **Table 4.1-11: Localized Significance of Construction Emissions** presents the results of localized emissions during each construction activity. **Table 4.1-11** shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.1-11: Localized Significance of Construction Emissions				
Construction Activity	Emissions (Maximum Pounds Per Day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation (2023)	2.02	20.87	7.18	3.94
Grading (2023)	0.36	1.57	2.44	1.34
Grading (2024)	0.36	1.57	2.44	1.34
Building Construction (2024)	0.33	17.46	0.04	0.04
Building Construction (2025)	0.33	17.46	0.04	0.04
Paving (2024)	0.27	13.53	0.03	0.03
Architectural Coating (2025)	9.42	1.83	<0.01	<0.01
South Coast AQMD Localized Screening Threshold (5.0 acres at 25 meters)	123	1,530	14	8
Exceed South Coast AQMD Threshold?	No	No	No	No
Notes: NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
Source: CalEEMod version 2020.4.0. Refer to Appendix 4.1-1 for model outputs.				

Localized Operational Significance Analysis

According to the South Coast AQMD LST methodology, operational LSTs apply to on-site sources. The 5-acre LST threshold was conservatively used for the Project. **Table 4.1-12: Localized Significance of Operational Emissions** shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.1-12: Localized Significance of Operational Emissions				
Construction Activity	Emissions (Maximum Pounds Per Day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
On-Site Emissions	2.21	6.96	0.08	0.08
South Coast AQMD Localized Screening Threshold (5.0 acres at 25 meters)	123	1,530	4	2
Exceed South Coast AQMD Threshold?	No	No	No	No
Notes: NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
Source: CalEEMod version 2020.4.0. Refer to Appendix 4.1-1 for model outputs.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783). The South Coast AQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and South Coast AQMD Rule 1303 for

new or modified sources. The NSR Program³ was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based NAAQS. The NAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the South Coast AQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_x and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so O₃ may be formed at a distance downwind from the sources. Breathing ground-level ozone can result health effects that include: reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the South Coast AQMD's 2016 and 2022 AQMPs, O₃, NO_x, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_x and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2022 AQMP demonstrates how the South Coast AQMD's control strategy to meet the 2015 federal ozone standard by 2037 and would lead to sufficient NO_x emission reductions. In addition, since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the ozone standards will likewise lead to improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

The South Coast AQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing ozone levels and will also lead to significant improvement in PM_{2.5} concentrations. NO_x-emitting stationary sources regulated by the South Coast AQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 and 2022 AQMPs identify robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The South Coast AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-

³ Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)].

forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

As previously discussed, localized effects of on-site Project emissions on nearby receptors were found to be less than significant (refer to **Table 4.1-11** and **Table 4.1-12**). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable State or federal ambient air quality standard. The LSTs were developed by the South Coast AQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The NAAQS and CAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. However, as discussed above, neither the South Coast AQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Framework section. Health studies are used by these agencies to set the NAAQS and CAAQS. Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the NAAQS and CAAQS, none of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. Because it is impracticable to accurately isolate the exact cause of a human disease (i.e., the role a particular air pollutant plays compared to the role of other allergens and genetics in cause asthma), the City has determined that existing scientific tools cannot accurately estimate health impacts of the Project's air emissions without undue speculation. It should also be noted that this analysis identifies health concerns related to NO_x emissions. **Table 4.1-1** includes a list of criteria pollutants and summarizes common sources and effects. Thus, this analysis is reasonable and intended to foster informed decision making.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the South Coast AQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As

part of the South Coast AQMD CO *Hotspot Analysis*, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of South Coast AQMD's CO *Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from the Project's 2,585 vehicle trips distributed throughout the roadway network. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Project construction would result in the generation of DPM emissions from the use of required off-road diesel equipment. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting HRAs are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The California Office of Environmental Health Hazard Assessment (OEHHA) has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the Project site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., CCR, Title 13, Sections 2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited. Therefore, considering the relatively short duration of DPM-emitting construction activity at any one location, and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions.

An HRA (see **Appendix 4.1-2**) was conducted based on the South Coast AQMD's *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, the South Coast AQMD *Risk Assessment Procedures*, and OEHHA guidance.

Construction-related activities would result in Project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); building construction; paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, DPM is the primary TAC of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors.

PM₁₀ exhaust construction emissions rates in grams per second were calculated from the total annual on-site exhaust emissions reported in CalEEMod during construction. Construction exhaust emissions over the entire construction period were used in AERMOD, a U.S. EPA-approved dispersion model, to approximate construction DPM emissions. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources. AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Uniform Cartesian receptors were used to evaluate the locations of the maximally exposed sensitive receptors. Surface and upper air meteorological data from the Compton-700 North Bullis Road Monitoring Station provided by the South Coast AQMD was selected as being the most representative meteorology. In addition, National Elevation Dataset (NED) terrain data was imported into AERMOD for the Project. The modeling and analysis were prepared in accordance with the South Coast AQMD Modeling Guidance for AERMOD.⁴

Risk levels were calculated based on the OEHHA guidance document, *Air Toxics Hot Spots Program Risk Assessment Guidelines* (February 2015). South Coast AQMD's threshold for cancer risk is ten in-one-million and the acute or chronic noncancer hazard index is one. Projects that do not exceed these thresholds would not result in a significant impact.

The HRA determined that the off-site construction health risk without the incorporation of mitigation would result in a maximum cancer risk of 33.71 in one million, which would exceed the South Coast AQMD threshold of 10 in one million. The Project would require implementation of mitigation measure **(MM) AQ-1**, which requires the use of Tier 4 Final construction equipment. Implementation of **MM AQ-1** would reduce cancer risk to 2.25 in one million.

Acute and chronic impacts were also evaluated in the HRA. An acute or chronic hazard index of 1.0 is considered individually significant. The highest maximum chronic and acute hazard index at off-site receptors during construction would be 0.0014 and 0.0584, respectively. Construction risk levels would be below South Coast AQMD thresholds, and impacts would be less than significant. Refer to **Appendix 4.1-2** for analysis methodology, results, and model data.

Operational-Related Diesel Particulate Matter

The HRA also evaluated impacts from the State Route (SR)-91 freeway to future potential receptors located on the Project site. Pursuant to *California Building Industry Association v. Bay Area Air*

⁴ South Coast Air Quality Management District. *South Coast AQMD Modeling Guidance for AERMOD*. <http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance>.

Quality Management District (2015) 62 Cal.4th 369, Case No. S213478, agencies are not required to analyze the CEQA impact of existing environmental conditions on a project's future users or residents, unless the proposed project risks exacerbate those environmental hazards or conditions that already exist. Nevertheless, the following mobile source health risk analysis has been prepared as an information item for land use decision making but is not a CEQA required analysis condition.

The Project would place sensitive receptors within 1,000 feet of SR-91 (mobile TAC sources). Potential risks from traffic emissions generated along these roadways were evaluated using an analysis methodology that considers local traffic conditions, site-specific meteorology, and future exposures.

As with the evaluation of construction risk, air dispersion modeling for operations was performed using the U.S. EPA AERMOD dispersion model. The modeling and analysis were prepared in accordance with the South Coast AQMD Modeling Guidance for AERMOD.⁵ Freeway emissions were represented with line volume sources. AERMOD was run to obtain the peak 1-hour and annual average (period) concentration in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) of PM_{10} and Total Organic Gases (TOG) at the Project site. Note that the concentration estimate developed using this methodology is considered conservative and is not a specific prediction of the actual concentrations that would occur at the Project site any one point in time. Actual 1-hour and annual average concentrations are dependent on many variables, particularly the number and type of vehicles traveling during time periods of adverse meteorology.

A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 30-year exposure scenario with CARB's Hotspot Analysis and Reporting Program Risk Assessment Standalone Tool (HARP 2) software. The cancer risk calculations were based on applying age sensitivity weighting factors for each emissions period modeled. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the OEHHA Guidance Manual. Only the risk associated with the worst-case residential and worker receptor locations of the proposed Project were assessed.

The cancer and chronic health risks are based on the annual average concentration of PM_{10} (used as a proxy for DPM). As DPM does not have short-term toxicity values, acute risks were conservatively evaluated using hourly PM_{10} concentrations and the Reference Exposure Level (REL) for acrolein. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA *Human Health Evaluation Manual* (1991) and the OEHHA Guidance Manual.

Based on the AERMOD outputs, the highest expected annual average diesel PM_{10} emission concentrations from diesel truck traffic at the closest residential receptor on the Project site would be $0.02 \mu\text{g}/\text{m}^3$ during opening year. The CCR Title 24 Part 6 requires new development to use Minimum Efficiency Reporting Value (MERV) 13 air filtration on space conditioning systems and ventilation systems that provide outside air to the occupiable space of a dwelling. A MERV 13 air filtration system have an average particle size removal efficiency of approximately 75 percent for

⁵ South Coast Air Quality Management District. *South Coast AQMD Modeling Guidance for AERMOD*. <http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance>.

0.3 to 1.0 $\mu\text{g}/\text{m}^3$ (DPM) and 90 percent for 1.0 to 10 $\mu\text{g}/\text{m}^3$ (PM_{10} and $\text{PM}_{2.5}$) based on ASHRAE Standard 52.2. The filters would be installed in residential units prior to occupancy, and maintenance with filters of the same value would be included in the Project's operation and maintenance manual. The Project's MERV 13 air filtration systems would reduce the highest expected annual average diesel PM_{10} emission concentrations conservatively by 75 percent to 0.0112 $\mu\text{g}/\text{m}^3$ during the opening year. The highest expected hourly TOG emission concentrations from automobile traffic at the Project site would be 1.34 $\mu\text{g}/\text{m}^3$ (no reduction was applied to TOG concentrations).

The HRA determined that the calculated carcinogenic risk at the Project site from DPM and TOG due to freeway emissions is 7.57 in one million for proposed on-site residents. The calculations conservatively assume no cleaner technology or lower emissions in future years. AERMOD was also used to determine emission concentrations from the concrete batch plant facility. The residential receptor on the Project site with the highest concentration of PM_{10} from the concrete batch plant would be 0.0004 $\mu\text{g}/\text{m}^3$ per year. Therefore, the carcinogenic risk associated with the Project would be less than significant.

Acute and chronic impacts were also evaluated in the HRA. An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the reference exposure level. The highest maximum chronic and acute hazard index associated with both DPM and TOG emissions at the Project site would be 0.03 and 0.05, respectively. As a result, non-carcinogenic hazards are calculated to be within acceptable limits. Therefore, impacts would be less than significant.

The HRA determined that on-site receptors would not be exposed to TAC concentrations that would result in health risk impacts that exceed South Coast AQMD thresholds. It should be noted that Project operations would not generate TACs. Therefore, there would be no impact to off-site receptors.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated

MITIGATION MEASURES

MM AQ-1 Construction Health Risk. Prior to issuance of grading permits, the Applicant shall prepare and submit documentation to the City of Artesia that demonstrate the following:

- All off-road diesel-powered construction equipment greater than 50 horsepower meets CARB Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or South Coast AQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment.

- Construction equipment shall be properly maintained according to manufacturer specifications.
- All construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.
- On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators.

4.1.7 Cumulative Impacts

For purposes of the air quality impact analysis, cumulative impacts are considered for cumulative development within Artesia, according to the related projects; see **Table 3-1: List of Cumulative Projects**. The geographic context for cumulative analysis of air quality is the SCAB; see also **Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues**.

As previously concluded above, the Project would be consistent with applicable air quality plans (Threshold 4.1-1). The SCAB is designated nonattainment for CAAQS for O₃, PM₁₀, and PM_{2.5} and nonattainment for O₃ and PM_{2.5} for NAAQS. Appendix D of the *South Coast AQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (2003) notes that projects that result in emissions that do not exceed the project-specific South Coast AQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by the South Coast AQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. Because Project construction- and operations-related emissions would not exceed the South Coast AQMD significance thresholds for criteria pollutants, Project construction and operations would result in a less-than-significant impact. Therefore, Project construction and operations would not result in a significant cumulative impact.

As concluded above, the Project would not 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, nor would it expose sensitive receptors to substantial pollutant concentrations. The South Coast AQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be used during construction, including frequent water applications. Compliance with South Coast AQMD rules and regulations would further reduce the Project construction-related impacts. Other projects under development (see **Table 3-1: List of Cumulative Projects**) would also be subject to project-level review and project-specific measures would be required, as needed, to reduce significant impacts. Cumulative projects would also be required to comply with South Coast AQMD rules and regulations. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality significant given compliance with the established regulatory framework and project-specific measures would be required. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts

concerning air quality. Therefore, the Project would not cause a cumulatively considerable impact concerning air quality.

4.1.8 Significant Unavoidable Impacts

No significant unavoidable impacts to air quality have been identified.

4.1.9 References

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Cultural Resources



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Kimley»Horn
Expect More. Experience Better.



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4.2 CULTURAL RESOURCES

4.2.1 Introduction

The purpose of this section is to describe the existing environmental and regulatory conditions related to cultural resources, identify potential Project impacts, and as necessary, recommend mitigation to avoid or lessen the significance of impacts.

Information in this section is based primarily on the *Cultural Resources Assessment for the Artesia Boulevard Corridor Specific Plan Amendment Project, City of Artesia, Los Angeles County California* (Cultural Resources Assessment), which was conducted by BCR Consulting LLC (BCR). The Cultural Resources Assessment is included in its entirety in **Appendix 4.2-1: Artesia Place Project Cultural Report**. Additional information was obtained from available public resources, including among others, the City of Artesia General Plan 2030 (General Plan). Additionally, the Native American Heritage Commission (NAHC) letter in response to the Local Government Tribal Consultation List Request is provided in **Appendix 4.11-1: Sacred Lands File Search Negative Letter**.

4.2.2 Cultural Resources Terminology and Concepts

Key terms and concepts used in this section to describe and assess the potential cultural resource impacts are defined below:

Archeological Site. A site is defined by the National Register of Historic Places (NRHP) as the place or places where the remnants of a past culture survive in a physical context that allows for the interpretation of these remains. Archeological remains usually take the form of artifacts (e.g., fragments of tools, vestiges of utilitarian or non-utilitarian objects), features (e.g., remnants of walls, cooking hearths, or midden deposits), and ecological evidence (e.g., pollen remaining from plants that were in the area when the activities occurred). Prehistoric archaeological sites generally represent the material remains of Native American groups and their activities dating to the period before European contact. In some cases, prehistoric sites may contain evidence of trade contact with Europeans. Ethnohistoric archaeological sites are defined as Native American settlements occupied after the arrival of European settlers in California. Historic archaeological sites reflect the activities of non-native populations during the Historic period.

Artifact. An object that has been made, modified, or used by a human being.

Cultural Resource. A cultural resource is a location of human activity, occupation, or use identifiable through field inventory, historical documentation, or oral evidence. Cultural resources include archaeological resources and built environment resources (sometimes known as historic architectural resources), and may include sites, structures, buildings, objects, artifacts, works of art, architecture, and natural features that were important in past human events. They may consist of physical remains or areas where significant human events occurred, even though evidence of the events no longer remains. Cultural resources also include places that are of traditional, cultural, or religious importance to social or cultural groups.

Cultural Resources Study Area (or study area). All areas of potential permanent and temporary impacts for a reasonable worst-case development within a project site and off-site impact areas, including a fifteen-foot buffer around construction areas.

Ethnography. The study of human cultures. “Ethnographic resources” represent the heritage resource of an ethnic or cultural group, such as Native Americans or African, European, Latino, or Asian immigrants. They include traditional resource-collecting areas, ceremonial sites, value-imbued landscape features, cemeteries, shrines, or ethnic neighborhoods.

Historical Resource. This term is used for the purposes of California Environmental Quality Act (CEQA) and is defined in the State CEQA Guidelines (14 California Code of Regulations [CCR] § 15064.5) as: (1) a resource listed in, or determined to be eligible for listing in the California Register of Historical Resources (CRHR); (2) a resource included in a local register of historical resources, as defined in Public Resources Code (PRC) § 5020.1(k) or identified as significant in a historical resource survey meeting the requirements which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Historical resources may also include tribal cultural resources including sites, features, places, cultural landscapes, sacred places, objects, and/or archeological resources with value to a California Native American Tribe per PRC § 21074.

Isolate. An isolated artifact or small group of artifacts that appear to reflect a single event, loci, or activity. Isolates typically lack identifiable context and thus have little interpretative or research value. Isolates are not considered to be significant under CEQA and do not require avoidance mitigation (PRC § 21083.2 and State CEQA Guidelines § 15064.5). All isolates located during the field effort, however, are recorded and the data are transmitted to the appropriate California Historical Resources Information System (CHRIS) Information Center.

Prehistoric Period. The era prior to 1772. The later part of the prehistoric period (post-1542) is also referring to as the protohistoric period in some areas, which marks a transitional period during which native populations began to be influenced by European presence resulting in gradual changes to their lifeways.

Tribal Cultural Resource. This term refers to a site, feature, place, cultural landscape, sacred place, object, or archaeological resource with cultural value to a California Native American tribe that is listed or eligible for listing in national, California, or local registers. A lead agency also has the discretion to determine that a resource is a tribal cultural resource if the determination is supported by substantial evidence. Tribal cultural resources are addressed in **Section 4.11: Tribal Cultural Resources**.

Unique Archeological Resource. This term is used for CEQA purposes and is defined in PRC § 21083.2(g) as an archaeological artifact, object, or site, about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it either contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information; has a special and particular quality such as being the oldest of its type or the best available examples of its type; or,

is directly associated with a scientifically recognized important prehistoric or historic event or person.

4.2.3 Environmental Setting

ETHNOGRAPHIC, ARCHEOLOGICAL, AND HISTORIC CONTENTS

See **Section 4.11: Tribal Cultural Resources** for Ethnographic Setting.

Prehistory

The local prehistoric cultural setting has been organized into many chronological frameworks although there is no definitive sequence for the region. The difficulties in establishing cultural chronologies for southern California are a function of its enormous size and the small number of archaeological excavations. Moreover, throughout prehistory many groups have occupied the area and their territories often overlap spatially and chronologically resulting in mixed artifact deposits. Due to dry climate and capricious geological processes, these artifacts rarely become integrated in-situ. Lacking an environment hospitable to the preservation of cultural midden, local chronologies have relied upon temporally diagnostic artifacts, such as projectile points, or upon the presence/absence of other temporal indicators, such as groundstone. Such methods are instructive but can be limited by prehistoric occupant's Concurrent use of different artifact styles, or by artifact re-use or re-sharpening, as well as researchers' mistaken diagnosis, and other factors.

History

Historic-era California is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

Spanish Period

The first European to pass through the area is thought to be a Spaniard called Father Francisco Garces. Having become familiar with the area, Garces acted as a guide to Juan Bautista de Anza, who had been commissioned to lead a group across the desert from a Spanish outpost in Arizona to set up quarters at the Mission San Gabriel in 1771 near what today is Pasadena. Garces was followed by Alta California Governor Pedro Fages, who briefly explored the region in 1772. Searching for San Diego Presidio deserters, Fages had traveled through Riverside to San Bernardino, crossed over the mountains into the Mojave Desert, and then journeyed westward to the San Joaquin Valley.

Mexican Period

In 1821, Mexico overthrew Spanish rule, and the missions began to decline. By 1833, the Mexican government passed the Secularization Act, and the missions, reorganized as parish churches, lost their vast land holdings, and released their newly converted members.

American Period

The American Period, 1848–Present, began with the Treaty of Guadalupe Hidalgo. In 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted 1849–1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri Valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861–1862, followed by a significant drought further diminished the economic impact of local ranching. This decline combined with ubiquitous agricultural and real estate developments of the late 19th century, set the stage for diversified economic pursuits that continue to this day.

EXISTING CULTURAL RESOURCES

Previously Recorded Cultural Resources

Data from the South-Central Coastal Information Center (SCCIC) at California State University, Fullerton revealed that five cultural resource studies have previously taken place within 0.5 mile of the Project site. None of the previous studies assessed the Project site, and no cultural resources have been previously recorded within its boundaries. The record search results for reports within 0.5 mile of the Project site are summarized in **Table 4.2-1: Previously Conducted Cultural Resource Studies**.

Report No.	Year	Author(s)	Title	Affiliation	Resources
LA-04882	2000	Sriro, Adam	Proposed Modifying of Traffic Signals and Lighting plans on Route 91, Eastbound Off-ramp of Pioneer Boulevard, City of Artesia, County of Los Angeles	Caltrans District 7	19-000400
LA-06090	2002	Duke, Curt	Cultural Resource Assessment AT&T Wireless Services Facility No. 05277b County of Los Angeles	LSA Associates, Inc.	-
LA-06164	2002	Duke, Curt	Cultural Resource Assessment AT&T Wireless Facility No. 05277c, County of Los Angeles	LSA Associates, Inc.	-
LA-10187	2000	Sriro, Adam	Negative Archeological Survey Report – 4N0201	Caltrans	19-0004000
LA-13094	2015	Carmack, Shannon	Historic Building Assessment for 17501 Roseton Avenue, City of Artesia, County of Los Angeles	Rincon Consultants, Inc.	19-192291

Source: BCR Consulting LLC. (2022). *Cultural Resources Assessment*, Appendix A: Records Search Bibliography; see **Appendix 4.2-1: Artesia Place Project Cultural Report**.

The record search did not find any previously recorded cultural resources within the Project site boundaries. However, the record search revealed that one cultural resource, a historic building, had been recorded within 0.5-mile of the Project site, at 17501 Roseton Avenue. See **Appendix 4.2-1** for a detailed discussion of the Project site and photographs, and the Records Search Bibliography.

Additional Research

The Project site is located within Rancho Los Coyotes, a Mexican land grant that occupied nearly 50,000 acres. Research has not revealed any evidence to suggest that the Project site was ever developed during this era. Los Angeles County Assessor records indicate several industrial and commercial buildings were historically within the Project site. These include two buildings utilized for industrial food processing (12,272 and 1,057 square feet respectively), one office building (7,147 square feet), one building used for industrial warehousing, distribution, and storage (6,814 square feet), and a parking lot.

The site was occupied by the Superior Milk Product Association by the early 1950s. Also known as Superior Milk Producers Association, this organization was a cooperative of 42 Dutch and Portuguese dairies from the Artesia and Chino Valley areas established in 1942. The cooperative standardized a quality control system and established a 4,000 square foot milk processing, and storage and distribution facility at the Project site in 1952. By 1967 the facility had expanded to construct and occupy the buildings described above. The group's original clients included military installations, milk distributors, and private labels, but by 1967 it had expanded into wholesale and retail markets and its products were available in grocery stores, liquor stores, catering services, restaurants, vending machines, schools, and hospitals in Los Angeles and Orange Counties. The facility produced and distributed various milk products in addition to juices, fruit punch, and lemonade.

Research did not indicate when operations ceased at the subject property, but the Superior Milk Producers Association corporation status was dissolved in 1979, at which time its address was 2670 Grand Avenue in the City of Covina (currently a residence). Although the assessor still lists buildings at the subject property, the facilities were demolished in 2022.

Field Survey

During the field survey, BCR Consulting personnel carefully inspected the Project site for evidence of cultural resources. The former buildings, construction materials, and concrete had been removed. No vegetation was present. Sediment was comprised of silty sand with very few rocks. No cultural resources of any kind (including prehistoric or historic-period archaeological sites or historic-period buildings) were identified during the field survey. Refer to the Cultural Resources Assessment, **Appendix 4.2-1** for a detailed discussion of the site's cultural history, the Records Search Bibliography, Project Photographs, and the Native American Heritage Commission Sacred Lands File Search.

4.2.4 Regulatory Setting

STATE

California Environmental Quality Act

California public agencies must consider the effects of their actions on both “historical resources” and “unique archaeological resources.” Pursuant to PRC §21084.1, a “project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” PRC §21083.2 additionally requires agencies to determine whether proposed projects would have effects on “unique archaeological resources.”

“Historical resource” is a term with a defined statutory meaning. Under State CEQA Guidelines §15064.5 (a), “historical resource” includes the following:

- A resource listed in or determined to be eligible by the State Historical Resources Commission (SHRC), for listing in the CRHR (PRC §5024.1, Title 14 CCR, §4850 et seq.).
- A resource included in a local register of historical resources, as defined in PRC §5020.1(k) or identified as significant in an historical resource survey meeting the PRC §5024.1(g) requirements, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR (PRC, §5024.1, Title 14 CCR, §4852) including the following:
 - Criterion 1 - Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
 - Criterion 2 - Is associated with the lives of persons important in our past.
 - Criterion 3 - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - Criterion 4 - Has yielded, or may be likely to yield, information important in prehistory or history.

CEQA addresses significant impacts to historical resources. “A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the

resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (State CEQA Guidelines §15064.5(b)(1)). CEQA also requires agencies to consider whether projects will affect "unique archaeological resources." PRC §21083.2(g) states that "'unique archaeological resources' means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized, important prehistoric or historic event or person."

Public Resources Code (§5024.1[A])

The evaluation criteria for inclusion in the CRHR are cited in PRC §5024.1 (a). This section states that a resource may be listed as a historical resource in the California Registrar if it meets any of the following National Register of Historic Places criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history.

Public Resources Code (§5024.1[B])

This section states that any agency proposing a project that could potentially impact a resource listed on the CRHR must first notify the State Historic Preservation Officer and must work with the officer to ensure that the project incorporates "prudent and feasible measures that will eliminate or mitigate the adverse effects."

Public Resources Code (§5097.98)

California PRC §5097.98 stipulates that whenever the commission receives notification of a discovery of Native American human remains from a county coroner pursuant to Health and Safety Code §7050.5(c) of the, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The decedents may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and

any associated grave goods. The descendants shall complete their inspection and make their recommendation within 24 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Senate Bill 18

Senate Bill (SB) 18 requires a local government to notify and consult with California Native American tribes when the local government is considering the adoption or amendment of a general plan or a specific plan. SB 18 provides California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning, for the purpose of protecting or mitigating impacts on cultural places. Prior to the adoption or amendment of a general plan or a specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period pursuant to Government Code §65352(b).

SB 18 (Chapter 905 of the 2004 statutes) says, in pertinent parts:

Section 1(b): In recognition of California Native American tribal sovereignty and the unique relationship between California local governments and California tribal governments, it is the intent of the Legislature, in enacting this act, to accomplish all of the following:

- Recognize that California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places are essential elements in tribal cultural traditions, heritages, and identities.
- Establish meaningful consultations between California Native American tribal governments and California local governments at the earliest possible point in the local government land use planning process so that these places can be identified and considered.
- Establish government-to-government consultations regarding potential means to preserve those places, determine the level of necessary confidentiality of their specific location, and develop proper treatment and management plans.
- Ensure that local and tribal governments have information available early in the land use planning process to avoid potential conflicts over the preservation of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places.
- Enable California Native American tribes to manage and act as caretakers of California Native prehistoric, archaeological, cultural, spiritual, and ceremonial places.
- Encourage local governments to consider the preservation of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places in their land use planning processes by placing them in open spaces.
- Encourage local governments to consider the cultural aspects of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places early in land use planning processes.

And:

Government Code §65352.3 is as follows:

- a) (1) Prior to the adoption or any amendment of a city or county's general plan, proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American tribes that are on the contact list maintained by the Native American Heritage Commission (NAHC) for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.995 of the PRC that are located within the city or county's jurisdiction.

(2) From the date on which a California Native American tribe is contacted by a city or county pursuant to this subdivision, the tribe has 90 days in which to request a consultation, unless a shorter timeframe has been agreed to by that tribe.
- b) Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to §65040.2, the city or county shall protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects."

Assembly Bill 52

The Native American Historic Resource Protection Act (Assembly Bill [AB] 52) took effect July 1, 2015, and incorporates tribal consultation and analysis of impacts to tribal cultural resources into the CEQA process. It requires tribal cultural resources to be analyzed like any other CEQA topic and establishes a consultation process for lead agencies and California tribes. Projects that require a Notice of Preparation of an EIR or Notice of Intent to adopt a Negative Declaration or Mitigated Negative Declaration are subject to AB 52. A significant impact on a tribal cultural resource is considered a significant environmental impact, requiring feasible mitigation measures.

Tribal cultural resources must have certain characteristics:

1. Sites, features, places, cultural landscapes (must be geographically defined), sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. (PRC §21074(a)(1))
2. The lead agency, supported by substantial evidence, chooses to treat the resource as a tribal cultural resource. (PRC §21074(a)(2))

The first category requires that the tribal cultural resource qualify as a historical resource according to PRC §5024.1. The second category gives the lead agency discretion to qualify that resource—under the conditions that it supports its determination with substantial evidence and considers the resource's significance to a California tribe. The following is a brief outline of the process (PRC §21080.3.1–3.3).

1. A California Native American tribe asks agencies in the geographic area with which it is traditionally and culturally affiliated to be notified about projects. Tribes must ask in writing.
2. Within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it.
3. A tribe must respond within 30 days of receiving the notification if it wishes to engage in consultation.
4. The lead agency must initiate consultation within 30 days of receiving the request from the tribe.
5. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a tribal cultural resource, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached.
6. Regardless of the outcome of the consultation, the CEQA document must disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation that avoid or lessen the impact.

LOCAL

City of Artesia General Plan

The City of Artesia General Plan Cultural and Historic Sub-Element contains the following goal and policy for the treatment of historic and cultural resources:

- Goal CHR1** Resources with cultural and historic significance are preserved
- **Policy CHR 1.1:** Enhance and protect resources that have cultural and historic significance.

City of Artesia Municipal Code

According to City of Artesia Municipal Code Title 5 Chapter 16, *Designation of Local Historical Landmarks*, the City Council may designate a building, landmark or other property within the City as a local historical landmark in special recognition of the property's role during the City's formation or existence. Additionally, AMC §5-16.02, *Method of Designation*, outlines the process for designation of local historical landmarks.

AMC Title 9 Chapter 2 Article 31.5, *Historic District (H-D) Zone*, is established to preserve the historic nature of buildings located within the Historic District Zone. In addition, the Historic District Zone is established to promote the general welfare, education, and recreational pleasure of the public, through the identification, preservation, and enhancement of those buildings, structures, neighborhoods, landscapes, places, and areas that have special historical, cultural, architectural, or archaeological significance.

4.2.5 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions concerning cultural resources. The issues presented in the Environmental Checklist have been used as thresholds of significance in this section. Accordingly, the Project may create a significant environmental impact if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5? (see **Section 7.0: Effects Found Not To Be Significant**)
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (see Impact 4.2-1)
- Disturb any human remains, including those interred outside of dedicated cemeteries? (see **Section 7.0: Effects Found Not To Be Significant**)

4.2.6 Impacts and Mitigation Measures

Impact 4.2-1	<i>Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?</i>
Level of Significance Before Mitigation: Potentially Significant	

IMPACT ANALYSIS

BRC conducted an intensive-level cultural resources field survey of the Project site on October 3, 2022. At the time of the field survey, the former buildings, construction materials, concrete, and vegetation had been removed. There were no cultural resources of any kind, including prehistoric or historic period archeological sites or historic-period buildings, that were found during the field survey. Furthermore, activities associated with construction and subsequent demolition of the former commercial and industrial building complex had disturbed sediments beyond depths at which buried prehistoric cultural resources are likely. Therefore, no significant impacts related to archeological resources are anticipated and no further investigations are recommended for the Project unless:

- The Project is changed to include areas not subject to this study.
- Cultural materials are encountered during Project construction activities.

The Project site has been previously disturbed by past development. Additionally, the Cultural Resources Assessment has not indicated sensitivity for cultural resources within the Project boundaries. Notwithstanding, the potential exists for accidental discovery of archaeological resources during ground-disturbing activities. Implementation of mitigation measure (MM) CUL-1 is required to mitigate potential impacts to as-yet undiscovered cultural resources. MM CUL-1 details the appropriate steps in the event of accidental discovery of cultural resources during ground-disturbing activities. With MM CUL-1 incorporated, the Project's potential impacts concerning the significance of an archaeological resource would be less than significant.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated

MITIGATION MEASURES

MM CUL-1 Inadvertent Discovery of an Archeological Resource. Prior to the initiation of ground-disturbing activities, the Applicant shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology, to oversee an archaeological monitor who shall be present during ground-disturbing activities. The qualified archaeologist shall attend a pre-grade/construction meeting to conduct an archaeological and cultural resources sensitivity training for construction personnel. The training session shall be carried out by the qualified archaeologist and shall focus on how to identify buried cultural materials that may be encountered during earthmoving activities and the procedures to be followed in such an event. If field personnel encounter buried cultural materials, work in the immediate vicinity of the find shall cease and a qualified archaeologist shall be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation as necessary pursuant to PRC §5024.1 and California Code of Regulations Title 14, State CEQA Guidelines §15064.5. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register, plans for the treatment, evaluation, and mitigation of impacts to the find shall be developed. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- Historic artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects
- Historic structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements
- Prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates
- Groundstone artifacts, including mortars, pestles, and grinding slabs
- Dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks

Upon discovery, the Project proponent/their designee shall notify the City of Artesia (City). At the direction of the Project proponent/their designee and in consultation with the City, the Qualified Archaeologist shall prepare plans for feasible mitigation of impacts to the find, pursuant to State CEQA Guidelines §15064.5.

4.2.7 Cumulative Impacts

For purposes of the cultural resources impact analysis, cumulative impacts are considered for cumulative development within Artesia, according to the related projects; see **Table 3-1: List of Cumulative Projects**. The geographic context for cumulative analysis of cultural resources is the

City of Artesia; see also **Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues**.

As discussed above, the potential exists for undiscovered archaeological resources to be adversely impacted during Project construction. With implementation of **MM CUL-1**, the Project would not cause a substantial adverse change in the significance of archaeological resources. Cumulative projects could involve actions that damage known, or as-yet undiscovered, archaeological and tribal cultural resources specific to those development sites. Other projects under development would also be subject to project-level review and project-specific measures would be required, as needed, to reduce significant impacts. This would include studies of historical, archaeological, and tribal cultural resources that are present or could be present within a development site. Additionally, cumulative development would be subject to compliance with the established federal, State, and local regulatory framework concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning cultural resources. Therefore, the Project would not cause a cumulatively considerable impact concerning cultural resources.

4.2.8 Significant Unavoidable Impacts

No significant unavoidable impacts concerning cultural resources have been identified.

4.2.9 References

BRC Consulting. (November 1, 2022). *Cultural Resources Assessment for the Artesia Boulevard Corridor Specific Plan Amendment Project, City of Artesia, Los Angeles County, California*. Claremont, CA.

City of Artesia. (2011). *City of Artesia General Plan 2030*. Retrieved from, General Plan Update | Artesia, CA - Official Website (cityofartesia.us), Accessed on October 31, 2022.

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Energy



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4.3 ENERGY

4.3.1 Introduction

The purpose of this section is to describe the existing environmental and regulatory setting conditions related to energy, identify the Project's potential impacts, and as necessary, recommend mitigation to avoid or lessen the significance of impacts. Information in this section is based primarily on data provided in **Appendix 4.3-1: Energy Technical Memorandum**.

4.3.2 Environmental Setting

ELECTRICITY/NATURAL GAS SERVICES

Southern California Edison (SCE) provides electrical services to the City and Los Angeles County (County) through State-regulated public utility contracts. Over the past 15 years, California's electricity generation has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources (e.g., cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants). Unlike petroleum production, electricity generation is not usually tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in MW. Net generation refers to the gross amount of energy produced by a unit, minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

The Southern California Gas Company (SoCalGas) provides natural gas services to the City and County. Natural gas is a hydrocarbon fuel found in reservoirs beneath the Earth's surface and is composed primarily of methane (CH₄). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in coming years because it is a relatively clean alternative to other fossil fuels (e.g., oil and coal). In California and throughout the western United States, many new electrical generation plants fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. California's natural gas-fired electric generation increased by 7 percent in 2020, accounting for 48 percent of in-State generation.¹

The City's ongoing development review process provides opportunities for privately owned utility companies to review, comment, and provide input on all development proposals. The input facilitates a detailed project review by service purveyors to assess the potential demands for utility services on a project-by-project basis. The ability of utility providers to provide services concurrently with each project is evaluated during the development review process. Utility companies are bound by contract to update energy systems to meet any additional demand.

¹ California Energy Commission. (2020). *Total System Electric Generation*. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation>. Accessed May 17, 2022.

ENERGY CONSUMPTION

Energy consumption is typically quantified using the British Thermal Unit (BTU). Total annual energy consumption in California was 6,922.8 trillion BTUs in 2020 (the most recent year this specific data is available).² Of California’s total annual energy consumption in 2020, the breakdown by sector is 34.0 percent transportation, 24.6 percent industrial, 19.6 percent commercial, and 21.8 percent residential.³ Electricity and natural gas in California are generally consumed by stationary users such as residences, commercial, and industrial uses, whereas petroleum consumption is generally accounted for by transportation-related energy use. In 2021, California’s taxable gasoline sales (including aviation gasoline) accounted for 13,060,407,775 gallons of gasoline.⁴

The County’s electricity consumption from 2010 to 2020 is shown in **Table 4.3-1: Electricity Consumption in Los Angeles County 2010-2020**. As indicated in **Table 4.3-1**, the County’s electricity consumption increased steadily between 2010 and 2014 and decreased between 2015 and 2020.

Table 4.3-1: Electricity Consumption in Los Angeles County 2010-2020	
Year	Electricity Consumption (in millions of kilowatt hours)
2010	68,244
2011	68,180
2012	69,248
2013	68,342
2014	69,924
2015	69,503
2016	69,390
2017	68,632
2018	67,887
2019	66,805
2020	65,650

Source: California Energy Commission (2022). Electricity Consumption by County. <http://www.ecdms.energy.ca.gov/>. Accessed June 15, 2022.

The County’s natural gas consumption from 2010 to 2020 is shown in **Table 4.3-2: Natural Gas Consumption in Los Angeles County 2010-2020**. The County’s natural gas consumption relatively decreased between 2010 and 2015 with a slight increase in 2013, increased between 2016 and 2019, and decreased in 2020.

² U.S. Energy Information Administration. (2020). Table F33: Total energy consumption, price, and expenditure estimates. https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_te.html&sid=CA. Accessed June 28, 2022.

³ U.S. Energy Information Administration. (2019). California State Profile and Energy Estimates, California Energy Consumption by End-Use Sector. <https://www.eia.gov/state/?sid=CA#tabs-2>. Accessed May 17, 2022.

⁴ California Department of Tax and Fee Administration. (2022). January 2022 – Motor Vehicle Fuel 10 Year Reports. <https://www.cdfta.ca.gov/taxes-and-fees/spftrpts.htm>. Accessed May 17, 2022.

Table 4.3-2: Natural Gas Consumption in Los Angeles County 2010-2020

Year	Natural Gas Consumption (in millions of therms)
2010	3,047
2011	3,055
2012	2,985
2013	3,065
2014	2,794
2015	2,761
2016	2,878
2017	2,956
2018	2,922
2019	3,048
2020	2,937

Source: California Energy Commission (2022). Natural Gas Consumption by County. <http://www.ecdms.energy.ca.gov/>. Accessed June 15, 2022.

The County's automotive fuel consumption from 2011 to 2021 is shown in **Table 4.3-3: Automotive Fuel Consumption in Los Angeles County 2011-2021**. As shown in **Table 4.3-3**, the County's on-road automotive fuel consumption remained relatively stable from 2011 to 2014, increased in 2015 and 2016, and remained relatively stable between 2016 and 2021 with a slight decrease in 2020. Heavy-duty vehicle fuel consumption increased between 2012 and 2017, decreased between 2018 and 2020, and increased in 2021.

Table 4.3-3: Automotive Fuel Consumption in Los Angeles County 2011-2021

Year	On-Road Automotive Fuel Consumption (gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (Construction Equipment) (gallons)
2011	3,745,485,930	434,920,563
2012	3,714,743,617	430,477,995
2013	3,720,160,331	453,247,552
2014	3,754,124,477	457,345,104
2015	3,864,098,889	462,749,587
2016	3,990,292,164	489,895,770
2017	3,961,448,725	506,904,226
2018	3,914,668,171	494,484,395
2019	3,844,847,561	492,605,543
2020	3,381,588,164	491,579,947
2021	3,816,162,983	507,214,212

Source: California Air Resources Board. EMFAC2021.

4.3.3 Regulatory Setting

STATE

Energy Efficiency Standards for Residential and Non-Residential Buildings (Title 24)

In June 1977, the California Energy Resources Conservation and Development Commission (now the California Energy Commission [CEC]) adopted energy conservation standards for new residential and nonresidential buildings, which are updated every three years (California Code of Regulations [CCR] Title 24, Part 6). Title 24 requires the design of building shells and building

components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On June 10, 2015, the CEC adopted the 2016 Building Energy Efficiency Standards, which went into effect on January 1, 2017. On May 9, 2018, the CEC adopted the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020.

The 2019 Standards improved upon the 2016 Standards. Under 2019 Standards, residential buildings are approximately 7 percent more energy efficient, and when the required rooftop solar is factored in for low-rise residential construction, residential buildings are approximately 53 percent more energy efficient than those built to meet 2016 Standards. The Project is subject to the 2019 Energy Code, assuming the permit applications are applied for prior to January 1, 2023. Should the Project's applications be applied for on or after January 1, 2023, the Project would be subject to the 2022 Energy Code.

On August 11, 2021, the CEC adopted the 2022 Energy Code. In December 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. Among other updates like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards such as new electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores; the promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels, and dedicated infrastructure to allow for the conversion from natural gas to electricity; and the expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multi-family residences, hotels and motels, tenant spaces, offices (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers). Newly constructed commercial buildings would also be required to have a solar photovoltaic (PV) array and an energy storage system (ESS) installed. Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, is a Statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen Code requires new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The CALGreen Code also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt that encourage or require additional measures in the five green building topics. In December 2021, the CEC adopted the 2022 CALGreen Code, which went into effect on January 1, 2023. The 2022 CALGreen Code focuses on battery storage system controls, demand management, heat pump space and water heating, and building electrification.

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission (CPUC) prepared an Energy Efficiency Strategic Plan in 2011 with the goal of promoting energy efficiency and a reduction in greenhouse gases.

Assembly Bill (AB) 1109, adopted in 2007, also serves as a framework for lighting efficiency. AB 1109 requires the State Energy Resources Conservation and Development Commission to adopt minimum energy efficiency standards as a means to reduce average Statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018. According to the Energy Efficiency Strategic Plan, lighting comprises approximately one-fourth of California's electricity use while non-residential sector exterior lighting (parking lot, area, walkway, and security lighting) consumption comprises 1.4 percent of California's total electricity use, much of which occurs during limited occupancy periods.

Renewable Portfolio Standard

In 2002, California established its Renewable Portfolio Standard (RPS) program with the goal of increasing the annual percentage of renewable energy in the State's electricity mix by the equivalent of at least 1 percent of sales, with an aggregate total of 20 percent by 2017. The CPUC subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code Section 399.15(b)(1)). Then-Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the target to 33 percent renewable energy by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the RPS by signing Executive Order S-21-09, which directs the California Air Resources Board (CARB) under its AB 32 authority to enact regulations to help the State meet its RPS goal of 33 percent renewable energy by 2020. In September 2010, the CARB adopted its Renewable Electricity Standard regulations, which require all of the State's load-serving entities to meet this target. In October 2015, then-Governor Brown signed into legislation Senate Bill (SB) 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030.

Signed in 2018, SB 100 revised SB 350's goal, revising it to achieve the 50 percent renewable resources target by December 31, 2026 and a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

LOCAL

City of Artesia General Plan

The General Plan does not contain any goals or policies concerning energy.

Artesia Municipal Code

The Artesia Municipal Code does not contain any standards concerning energy.

4.3.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions concerning energy. The issues presented in the Environmental Checklist have been used as thresholds of significance in this section. Accordingly, the Project may create a significant environmental impact if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation (see Impact 4.3-1)
- Conflict with or obstructs a state or local plan for renewable energy or energy efficiency (see Impact 4.3-2)

4.3.5 Methodology

CONSTRUCTION

Construction energy consumption would result primarily from transportation fuels (e.g., diesel and gasoline) used for haul trucks, heavy-duty construction equipment, and construction workers traveling to and from the Project site. Construction activities can vary substantially from day to day, depending on the specific type of construction activity and the number of workers and vendors traveling to the Project site. This analysis considers these factors and provides the estimated maximum construction energy consumption for the purposes of evaluating the associated impacts on energy resources. Electricity and natural gas are not expected to be consumed in large quantities during Project construction; therefore, electricity and natural gas associated with construction activities was not calculated.⁵

Construction fuel usage associated with on-road diesel construction trips, on-road gasoline construction trips, and off-road diesel construction equipment is based on CalEEMod emissions outputs, vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and conversion ratios from the Climate Registry.

OPERATIONS

The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. Operational activities will stay predominately constant day-to-day and consist of building energy use and commuting vehicular trips. Operational building energy is broken up into electricity and natural gas use. The electricity and natural gas use during Project operations is calculated using respective CalEEMod default rates based on building use type. The gasoline and diesel fuel consumption associated with on-road vehicular trips is calculated based on total annual operational VMT, CalEEMod default vehicle fleet mix informed by the EMFAC model, and average fuel economy derived from the United States Department of Transportation. The CalEEMod emissions and default rates are specific to the construction year and operational year, and include fleet adjustments based on current regulations and equipment turnover. Detailed modeling assumptions and results are provided in **Appendix 4.3-1**.

⁵ In general, electricity and natural gas would not be expected to be used and this energy analysis assumes heavy-duty construction equipment is diesel-fueled, as is typically the case. However, electric and natural gas-fueled heavy-duty construction equipment could be used to replace some diesel-fueled heavy-duty construction equipment. If this does occur, diesel fuel demand would be slightly reduced and replaced by a small amount of temporary electric or natural gas demand. This would not substantially affect the energy analysis or conclusions provided herein.

4.3.6 Impacts and Mitigation Measures

<p>Impact 4.3-1 <i>Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?</i></p>
<p>Level of Significance Before Mitigation: Less Than Significant</p>

IMPACT ANALYSIS

The Project's estimated construction and operational energy consumption is summarized in **Table 4.3-4: Project and Countywide Energy Consumption**.

Table 4.3-4: Project and Countywide Energy Consumption			
Energy Type	Project Annual Energy Consumption	Los Angeles County Annual Energy Consumption ^{1,2,3}	Percentage Increase Countywide
Project Construction^{4,5}			
Diesel	114,961 gallons	618,608,022 gallons	0.019%
Gasoline	33,462 gallons	3,733,376,187 gallons	0.001%
Project Operation			
Electricity	945,973 kWh	65,649,878,013 kWh	0.001%
Natural Gas	23,100 therms	2,936,687,098 therms	0.001%
Diesel	1,140 gallons	618,608,022 gallons	0.0002%
Gasoline	228,527 gallons	3,733,376,187 gallons	0.006%
<p>Notes:</p> <p>kWh = kilowatt hours</p> <ol style="list-style-type: none"> The Project's annual electricity and natural gas consumption is compared with Los Angeles County's total annual consumption in 2020. The Project's annual automotive fuel consumption is compared with Los Angeles County's projected fuel consumption for 2025. Los Angeles County's annual fuel consumption is from the California Air Resources Board EMFAC2021 model. Project construction fuel consumption is based on equipment and load factors from California Emissions Estimator Model (CalEEMod version 2020.4.0). The Project's estimated construction fuel consumption is based on the Project's construction equipment list timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips. The residential component of the Project would utilize electric appliances, stoves, and heating systems, and would not require natural gas. However, this analysis conservatively assumes on-site residences would require natural gas based on the default assumptions modeled in CalEEMod version 2020.4.0. <p>Source: Refer to Appendix 4.3-1 for assumptions used in the analysis.</p>			

Construction

During Project construction, little to no electrical and natural gas consumption is anticipated since construction vehicles and equipment are generally diesel-powered. During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading, paving, and building construction. Fuel energy consumed during construction would be temporary in nature and would not represent significant consumption of energy resources. Some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase energy consumption, compared to annual local and regional consumption for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business.

As indicated in **Table 4.3-4**, the Project's construction-related diesel and gasoline fuel consumption would be approximately 114,961 gallons and approximately 33,462 gallons, respectively, which would result in a nominal increase in fuel use in the County. Construction-related off-road automotive fuel consumption would constitute approximately 0.019 percent of the County's diesel consumption and approximately 0.001 percent of the County's gasoline consumption. As such, Project construction would have a minimal effect on the local and regional fuel energy supplies. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

Operations

Electricity and Natural Gas

Project operations would consume approximately 930,887 kWh of electricity per year and approximately 23,100 therms of natural gas per year.⁶ The Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy consumption. Furthermore, the electricity provider, SCE, is subject to

⁶ The residential component of the Project would utilize electric appliances, stoves, and heating systems, and would not require natural gas. However, this analysis conservatively assumes on-site residences would require natural gas based on the default assumptions modeled in CalEEMod version 2020.4.0.

California's RPS. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources that are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures projects will not result in the waste of the finite energy resources.

As indicated in **Table 4.3-4**, the Project's operational electrical energy consumption would constitute approximately 0.001-percent of the County's electricity consumption. As also indicated in **Table 4.3-4**, the Project's operational natural gas energy consumption would also constitute approximately 0.001 percent of the County's natural gas consumption. The Project would adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. As such, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building electrical or natural gas energy.

Transportation Energy

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. **Table 4.3-4** provides an estimate of the Project's operational annual fuel consumption by vehicles traveling to and from the Project site. As indicated in **Table 4.3-4**, Project operations are estimated to consume approximately 1,140 gallons of diesel fuel and approximately 228,527 gallons of gasoline fuel per year. The Project's operational on-road automotive fuel consumption (i.e., vehicle trips to and from the Project site) would constitute approximately 0.0002 percent of the County's diesel consumption and approximately 0.006 percent of the County's gasoline consumption. The Project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. Fuel consumption associated with Project vehicle trips would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Conclusion

As shown in **Table 4.3-4**, the Project's increase in electricity, natural gas, and automotive fuel consumption over existing conditions is minimal (less than one percent). For the reasons described above, the Project would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand. The Project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the latest Title 24 standards. Thus, the Project would not cause a wasteful, inefficient, and unnecessary consumption of energy during Project construction, operation, or preempt future energy development or future energy conservation. Therefore, potential impacts are considered less than significant.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

Impact 4.3-2 *Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

CCR Title 24 contains energy efficiency standards for residential and non-residential buildings based on a State mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the building envelope's energy impact such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs.

Title 24 Part 6 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State to reduce energy demand and consumption. The Project would comply with Title 24 Part 6 per State regulations. In accordance with Title 24 Part 6, the Project would have: (a) sensor-based lighting controls— for fixtures located near windows, the lighting would be adjusted by taking advantage of available natural light; and (b) efficient process equipment-improved technology offers significant savings through more efficient processing equipment.

Title 24 Part 11 contains voluntary and mandatory energy measures that apply to the Project under the CALGreen Code. As discussed above, the Project would increase consumption of fuel, electricity, and natural gas energy resources. In accordance with Title 24 Part 11 mandatory compliance measures, the Project would require (a) 50 percent of its construction and demolition waste to be diverted from landfills; (b) mandatory inspections of energy systems to ensure optimal working efficiency; (c) low pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring and particle boards; and (d) a 20 percent reduction in indoor water use. Compliance with these mandatory measures would decrease fuel, electricity, and natural gas consumption.

The Project would not conflict with any of the federal, State, or local plans for renewable energy and energy efficiency. Because the Project would comply with Title 24 Parts 6 and 11, no conflict with existing energy standards and regulations would occur. Therefore, the Project's impacts concerning renewable energy or energy efficiency plans would be less than significant.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

4.3.7 Cumulative Impacts

For purposes of the energy impact analysis, cumulative impacts are considered for cumulative development within Artesia, according to the related projects; see Table 3-1: List of Cumulative Projects. The geographic context for cumulative analysis of energy is the service districts of SCE and SoCalGas; see also Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues.

As concluded previously, Project construction and operation would result in the consumption of electricity, natural gas, and transportation energy, but it would not do so in a wasteful manner. The consumption of electricity, natural gas, and transportation energy would not be substantial in comparison to Countywide electricity, natural gas, and automotive fuel consumption; see **Tables 4.3-1** through **Table 4.3-3**. New capacity or supplies of energy resources would not be required. Additionally, the Project would be subject to compliance with all federal, State, and local requirements for energy efficiency, and would not conflict with or obstruct state or local plan for renewable energy or energy efficiency.

Project impacts, in conjunction with the cumulative development within Artesia, would increase urbanization and result in increased energy consumption. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. Each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential energy consumption impacts and identify necessary mitigation measures, where appropriate.

As concluded previously, the Project would not result in less-than-significant impacts on energy. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning energy. Therefore, the Project would not cause a cumulatively considerable impact concerning energy.

4.3.8 Significant Unavoidable Impacts

No significant unavoidable impacts concerning energy have been identified.

4.3.9 References

California Air Resources Board. *EMFAC2021*.

California Department of Tax and Fee Administration. (2022). *January 2022 – Motor Vehicle Fuel 10 Year Reports*. <https://www.cdtdfa.ca.gov/taxes-and-fees/spftrpts.htm>. Accessed May 17, 2022.

California Energy Commission. (2020). *Total System Electric Generation*. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation>. Accessed May 17, 2022.

California Energy Commission (2022). *Electricity Consumption and Natural Gas Consumption by County*. <http://www.ecdms.energy.ca.gov/>. Accessed June 15, 2022.

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U.S. Energy Information Administration. (2020). *Table F33: Total energy consumption, price, and expenditure estimates*.

https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_te.html&sid=CA. Accessed June 28, 2022

U.S. Energy Information Administration. (2019). *California State Profile and Energy Estimates, California Energy Consumption by End-Use Sector*. <https://www.eia.gov/state/?sid=CA#tabs-2>. Accessed May 17, 2022.

Geology And Soils (Paleontological Resources)



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4.4 GEOLOGY AND SOILS (PALEONTOLOGICAL RESOURCES)

4.4.1 Introduction

The purpose of this section is to describe the existing environmental and regulatory conditions related to paleontological resources, identify potential Project impacts, and as necessary, recommend mitigation to avoid or lessen the significance of impacts. Information in this section is based primarily on the *Cultural Resources Assessment, Appendix D – Paleontological Overview*, BCR Consulting LLC (October 2022); see **Appendix 4.2-1: Artesia Place Project Cultural Report**.

The Project's potential impacts concerning geology and soils are addressed in **Section 7.0: Effects Found Not To Be Significant**.

4.4.2 Environmental Setting

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the Earth's history and its past ecological settings. The potential for fossil occurrence depends on the rock type exposed at the surface in each area. The resources are found in geologic strata conducive to their preservation, typically sedimentary formations. They often appear as small outcroppings visible on the surface or they are encountered below the ground surface during grading.

Paleontological Setting

The local geologic region coincides with the physiographic area known as the Los Angeles Basin. It is characterized as a transverse-oriented lowland basin and coastal plain approximately 50 miles long and 20 miles wide. The basin originated as a deep marine trough during the Pliocene (7-2 million years ago) that eventually filled with shallow water fossil bearing sediments. By the beginning of the Pleistocene (after 2 million years ago) uplifting created the series of plains and mesas along the coast that now characterize the area. Local rainfall ranges from 5 to 15 inches annually. Local vegetation communities are naturally dominated by coastal sage scrub and riparian vegetation, although urbanization prevents its proliferation in much of the project region.

Geologic Units

The Western Science Center reports that the geologic units underlying the Project site are mapped as alluvial silt, sand, and gravel from the Holocene period. Holocene alluvial units are of high preservation value. However, the material found on the Project site is unlikely to be fossil material given the relatively modern associated dates of the deposits. Generally, the likelihood of reaching Pleistocene alluvial sediments increases with depth of disturbance/excavation. It is noted, activities associated with construction and subsequent demolition of the former onsite commercial and industrial building complex have resulted in extensive ground disturbances.

The Project site is not considered sensitive for paleontological resources given the relatively modern associated dates of the onsite deposits and long history of ground-disturbing activities.

4.4.3 Regulatory Setting

FEDERAL

Paleontological Resources Preservation Act

The federal Paleontological Resources Preservation Act of 2002 codified the generally accepted practice of limiting collection of vertebrate fossils and other rare and scientifically significant fossils on public (federal) land. As the Project area is not located on federal lands, the provisions of this Act are not applicable to the Project, unless a federal agency is determined to control a portion of a project site.

STATE

Public Resources Code §5097.5

Requirements for paleontological resource management are included in the Public Resources Code (PRC) Division 5, Chapter 1.7, §5097.5, and Division 20, Chapter 3, §30244, which states:

“No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.”

These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC §5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC §5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

LOCAL

City of Artesia General Plan

The General Plan does not contain any goals or policies concerning paleontological resources.

City of Artesia Municipal Code

The Artesia Municipal Code does not contain any standards concerning paleontological resources.

4.4.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions concerning geology, soils, and paleontological resources. The issues presented in the Environmental Checklist

have been used as thresholds of significance in this section. Accordingly, the Project may create a significant environmental impact if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - 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.
 - Strong seismic ground shaking?
 - Seismic-related ground failure, including liquefaction?
 - Landslides?

(see **Section 7.0: Effects Found Not To Be Significant**)

- Result in substantial soil erosion or the loss of topsoil? (see **Section 7.0: Effects Found Not To Be Significant**)
- 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? (see **Section 7.0: Effects Found Not To Be Significant**)
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? (see **Section 7.0: Effects Found Not To Be Significant**)
- 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? (see **Section 7.0: Effects Found Not To Be Significant**)
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (see Impact 4.4-1)

4.4.5 Impacts and Mitigation Measures

Impact 4.4-1 *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Level of Significance Before Mitigation: Potentially Significant

IMPACT ANALYSIS

The material found on the Project site is unlikely to be fossil material due to the relatively modern associated dates of the deposits. Given the relatively modern associated dates of the onsite deposits and the long history of extensive ground-disturbing activities, the Project site is unlikely to be paleontologically sensitive.

Project construction is anticipated to require up to approximately 3.0 feet of excavation.¹ While the presence of any fossil material at the maximum excavation depth is unlikely, if excavation activity were to disturb deeper sediment dating to the earliest parts of the Holocene or Late Pleistocene periods, the material could be scientifically significant. To address potential impacts to paleontological resources that may be discovered during ground-disturbing activities, the Project would be subject to mitigation measure **(MM) GEO-1**, which details the appropriate steps should paleontological resources be encountered during ground-disturbing activities. With implementation of **MM GEO-1**, the Project's impact concerning potential to destroy a unique paleontological resource or site or unique geologic feature would be less than significant impact.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated

MITIGATION MEASURES

MM GEO-1 Inadvertent Discovery of a Paleontological Resource. Prior to the initiation of ground-disturbing activities, the Applicant shall retain a qualified paleontologist, defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology (2010). The qualified paleontologist shall attend a pre-grade/construction meeting to conduct construction worker paleontological resources sensitivity training for construction personnel. The training session shall be carried out by the qualified paleontologist and shall focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event. If field personnel encounter buried paleontological materials, work in the immediate vicinity of the find shall cease, and the qualified paleontologist shall assess the significance of the find. The qualified paleontologist shall have the authority to stop or divert construction excavation within a 50-foot radius of a discovery until the fossil can either be removed off site or the City is notified of the need to further assess the discovery. If the find is large enough to warrant further evaluation and/or extraction, then the following fossil "discovery" protocol shall be followed:

- (a) The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- (b) The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study, or report.
- (c) Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.
- (d) Prior to the issuance of any building permit, the Applicant shall submit a letter to the City for the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

¹ Based on correspondence and construction data provided by the Applicant.

4.4.6 Cumulative Impacts

For purposes of the paleontological resources impact analysis, cumulative impacts are considered for cumulative development within Artesia, according to the related projects; see **Table 3-1: List of Cumulative Projects**. The geographic context of cumulative analysis for paleontological resources is the City of Artesia; see also **Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues**.

Should fossil resources be present in the Project site's subsurface, ground disturbing activities associated with excavations could directly or indirectly destroy a unique paleontological resource. Following compliance with **MM GEO-1**, the Project would not destroy a unique paleontological resource or site or unique geologic feature, and impacts would be less than significant. Cumulative projects could involve excavations that could destroy known or as-yet undiscovered paleontological resources specific to those development sites. Other related projects under development would also be subject to project-level review and project-specific measures would be required, as needed, to reduce significant impacts. All development would be subject to compliance with the established federal, State, and local regulatory framework concerning protection of paleontological resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning paleontological resources. Therefore, the Project would not cause a cumulatively considerable impact concerning paleontological resources.

4.4.7 Significant Unavoidable Impacts

No significant unavoidable impacts to paleontological resources have been identified.

4.4.8 References

BRC Consulting. (October 19, 2022). *Cultural Resources Assessment for the Artesia Boulevard Corridor Specific Plan Amendment Project, City of Artesia, Los Angeles County, California*. Claremont, CA.

City of Artesia. (2011). *City of Artesia General Plan 2030*. Retrieved from, General Plan Update | Artesia, CA - Official Website (cityofartesia.us), Accessed on October 31, 2022.

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Greenhouse Gas Emissions



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4.5 GREENHOUSE GAS EMISSIONS

4.5.1 Introduction

The purpose of this section is to describe the existing environmental and regulatory setting conditions related to greenhouse gas (GHG) emissions, identify the Project's potential impacts, and as necessary, recommend mitigation to avoid or lessen the significance of impacts. Information in this section is based primarily on data provided in **Appendix 4.5-1: Greenhouse Gas Emissions Assessment**.

4.5.2 Environmental Setting

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO₂ emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remains stored in the atmosphere.¹ **Table 4.5-1: Description of**

¹ Intergovernmental Panel on Climate Change. (2013). *Carbon and Other Biogeochemical Cycles*. In: *Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*. http://www.climatechange2013.org/images/report/WG1AR5_ALL_FINAL.pdf. Accessed December 7, 2022.

Greenhouse Gases describes the primary GHGs attributed to global climate change, including their physical properties.

Table 4.5-1: Description of Greenhouse Gases	
Greenhouse Gas	Description
Carbon Dioxide (CO ₂)	CO ₂ is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO ₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO ₂ is variable because it is readily exchanged in the atmosphere. CO ₂ is the most widely emitted GHG and is the reference gas (Global Warming Potential [GWP] of 1) for determining GWPs for other GHGs.
Nitrous Oxide (N ₂ O)	N ₂ O is largely attributable to agricultural practices and soil management. Primary human-related sources of N ₂ O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N ₂ O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N ₂ O is approximately 120 years. The GWP of N ₂ O is 298.
Methane (CH ₄)	CH ₄ , a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH ₄ include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH ₄ is about 12 years and the GWP is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year GWP of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. GWPs range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. GWPs for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF ₆)	SF ₆ is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The GWP of SF ₆ is 23,900.

Greenhouse Gas	Description
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year GWPs of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF ₃)	NF ₃ was added to Health and Safety Code Section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high GWP of 17,200.
Source: U.S. EPA. (2020). Overview of Greenhouse Gases. https://www.epa.gov/ghgemissions/overview-greenhouse-gases . U.S. EPA. (2018). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016. Intergovernmental Panel on Climate Change. (2007). <i>Climate Change 2007: The Physical Science Basis</i> . National Research Council. (2010). <i>Advancing the Science of Climate Change</i> . U.S. EPA. (2010). <i>Methane and Nitrous Oxide Emission from Natural Sources</i> .	

4.5.3 Regulatory Setting

FEDERAL

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court’s ruling, the U.S. EPA finalized an endangerment finding in

December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the U.S. EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon (mpg) if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the U.S. EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the U.S. EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.²

² U.S. EPA and NHTSA. (2016). *Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles – Phase 2*. <https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf>. Accessed March 1, 2023.

On September 27, 2019, the U.S. EPA and the NHTSA published the “*Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program*” (84 Fed. Reg. 51,310 (Sept. 27, 2019)).³ The SAFE Rule (Part One) revoked California’s authority to set its own GHG emissions standards and set zero-emission vehicle (ZEV) mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two sets CO₂ emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026. The current U.S. EPA administration has repealed SAFE Rule Part One, effective January 28, 2022 and is reconsidering Part Two.

In December 2021, the U.S. EPA finalized federal GHG emissions standards for passenger cars and light trucks for Model Years 2023 through 2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and are based on sound science and grounded in a rigorous assessment of current and future technologies. The updated standards will result in avoiding more than three billion tons of GHG emissions through 2050.⁴

STATE

California Air Resources Board

The California Air Resources Board (CARB) is responsible for coordination and oversight of State and local air pollution control programs. Various statewide and local initiatives to reduce California’s contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO₂ equivalents (CO₂e) in the world and produced 459 gross million metric tons of carbon dioxide equivalent (MMTCO₂e) in 2013. The transportation sector is the State’s largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State’s legislature enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the legislation’s major provisions.

AB 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990

³ U.S. EPA and NHTSA. (2019). Federal Register, Vol. 84, No. 188, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program, September 27, 2019. <https://www.govinfo.gov/content/pkg/FR-2019-09-27/pdf/2019-20672.pdf>. Accessed March 1, 2023.

⁴ U.S. EPA. (2021). Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026. <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions>. Accessed March 1, 2023.

levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

California Air Resource Board Scoping Plan

CARB adopted the Scoping Plan to achieve AB 32 goals. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual").⁵ The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program.⁶ Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.

⁵ CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

⁶ The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State's Climate Adaptation Strategy.

- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing ZEV buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 MMTCO_{2e} to 545 MMTCO_{2e}. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. By 2016, California had reduced GHG emissions below 1990 levels, achieving AB 32's 2020 goal four years ahead of schedule.

In 2016, the Legislature passed Senate Bill (SB) 32, which codified a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan.⁷ The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other federal actions.

Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan,

⁷ California Air Resources Board. (2017). *California's 2017 Climate Change Scoping Plan*. https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed December 2, 2022.

CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines Section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. The 2022 Scoping Plan Appendix D includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new residential and mixed-use development in order to determine consistency with the 2022 Scoping Plan.⁸ These approaches are recommendations only and are not requirements. They do not supplant lead agencies' discretion to develop their own evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

SB 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet AB 32's GHG reduction goals. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the U.S. EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the by the

⁸ California Air Resources Board. (2022). 2022 Scoping Plan for Achieving Carbon Neutrality, Appendix D: Local Actions.

U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for passenger vehicle and light duty truck model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new passenger vehicles are anticipated to emit 34 percent fewer CO₂e emissions and 75 percent fewer smog-forming emissions.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO₂ per megawatt-hour.

SB 1078, SB 107, and SBX1-2 (Renewable Electricity Standards)

SB 1078 requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 (2006) changed the due date to 2010 instead of 2017. On November 17, 2008, then Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. SBX1-2 codified the 33 percent by 2020 target.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements Executive Order B-30-15's goals. The SB 350 objectives are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 45 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon

allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. AB 1346 requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

AB 1279 (The California Climate Crisis Act)

AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO2 removal solutions and carbon capture, utilization, and storage technologies.

SB 1020 (100 Percent Clean Electric Grid)

Signed on September 16, 2022, SB 1020 provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

SB 905 (Carbon Sequestration Program)

Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injecting of

concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of State agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency's development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal that was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 establishes a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of MMTCO_{2e}. The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. Executive Order B-30-15 also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions to 40 percent below 1990 levels by 2030.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent." The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated

periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

On August 11, 2021, the California Energy Commission adopted the 2022 Energy Code. In December 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. Among other updates like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards such as new electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores; the promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels, and dedicated infrastructure to allow for the conversion from natural gas to electricity; and the expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multi-family residences, hotels and motels, tenant spaces, offices (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers). Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a Statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen Code standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The CALGreen Code also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five green building topics. The CEC adopted the 2022 CALGreen Code in December 2021, went into effect on January 1, 2023. The 2022 CALGreen code focuses on battery storage system controls, demand management, heat pump space and water heating, and building electrification.

REGIONAL

Southern California Association of Governments (SCAG)

On September 3, 2020, SCAG's Regional Council adopted *Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy [2020 RTP/SCS])*. The 2020 RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's 2020 RTP/SCS

establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15. The 2020 RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals.

The 2020 RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The 2020 RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The 2020 RTP/SCS accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. It is also supported by a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and FCAA requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently.

LOCAL

City of Artesia General Plan

The City of Artesia General Plan Sustainability Element contains the following goals and policies that are applicable to the Project:

- Policy SUS 3.1** Adopt sustainable building measures for new municipal buildings and major renovations.
- **Policy Action SUS 3.1.1:** Educate municipal employees about sustainable building design and operations.
 - **Policy Action SUS 3.1.2:** Consider adopting green building standards for municipal buildings.
- Policy SUS 3.2** Strongly encourage the use of green building techniques in new construction and major renovations throughout the City.
- **Policy Action SUS 3.2.1:** Prioritize the development and implementation of an outreach and education program to promote green building practices by residents and businesses.
 - **Policy Action SUS 3.2.2:** Encourage and explore incentives or mandates for green building techniques in existing building retrofits as well as new buildings.
- Policy SUS 3.3** Achieve and maintain a mix of affordable, livable and green housing types throughout the City for people of all socio-economic, cultural, and household groups (including seniors, families, singles and disabled).

- Policy SUS 5.1** Decrease vehicle miles traveled by increasing per vehicle ridership and decreasing the number of trips by autos and trucks.
- **Policy Action SUS 5.1.2:** Wherever possible, encourage opportunities for “park-once” habits for business patrons. Reduce current subsidies to auto commuting by reducing parking required for new transit-oriented or mixed-use developments—with convenient parking reserved for carpoolers, bicycles, customers and guests.
 - **Policy Action SUS 5.1.3:** Coordinate with neighboring jurisdictions to create an integrated system of bike routes, through such improvements as signage, additional bicycle lanes and paths, and additional bicycle racks.
 - **Policy Action SUS 5.1.4:** Coordinate with regional agencies to provide convenient access to commuter-rail and other transit opportunities.
 - **Policy Action SUS 5.1.7:** Encourage and explore incentives or mandates for green building techniques in existing building retrofits as well as new buildings.
- Policy SUS 5.2** Decrease congestion on local and regional roadways to improve safety, reduce emissions and maintain mobility.
- **Policy Action SUS 5.2.1:** Prioritize development and implementation of a traffic signal synchronization and optimization program.
- Policy SUS 7.1** Encourage and, where feasible, mandate the implementation of best practices towards reducing greenhouse gas emissions.
- Policy SUS 7.2** Cooperate with the State, the Southern California Association of Governments, and the Gateway Cities Council of Governments to achieve mandates imposed by AB 32, which calls for reduction of greenhouse gas emissions to 1990 levels by 2020; *[sic]* by Executive Order S-3-05, which calls for a reduction of GHG emissions to 80% below 1990 levels by 2050; and by SB 375, which promotes and prioritizes transit-oriented development.
- **Policy Action SUS 7.2.1:** Coordinate with Gateway Cities COG and participate in development of their Sustainable Communities Strategy, including a regional inventory of current GHG emissions, in compliance with SB 375.
 - **Policy Action SUS 7.2.2:** Consider pursuit of State or Federal funding available for sustainable planning efforts and projects that aim to reduce GHG emissions.

Artesia Municipal Code

The Artesia Municipal Code does not contain any standards concerning GHG emissions.

4.5.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions concerning GHG emissions. The issues presented in the Environmental Checklist have been used as thresholds

of significance in this section. Accordingly, the Project would have a significant environmental impact if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (see Impact 4.6-1)
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs (see Impact 4.6-2)

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. Amendments to the State CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.⁹

GREENHOUSE GAS THRESHOLDS

The South Coast Air Quality Management District (AQMD) formed a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This Working Group was formed to assist South Coast AQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The Working Group proposed a tiered approach to evaluating GHG emissions for development projects where the South Coast AQMD is not the lead agency, wherein projects are evaluated sequentially through a series of "tiers" to determine whether the project is likely to result in a potentially significant impact due to GHG emissions.

With the tiered approach, a project is compared against the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The South Coast AQMD established a threshold of 10,000 metric tons of CO₂e (MTCO₂e) per year for industrial projects and a 3,000 MTCO₂e threshold was proposed for non-industrial projects but it has not been adopted. The South Coast AQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, the South Coast AQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it

⁹ 14 California Code of Regulations, Section 15064.4a.

was below an efficiency-based threshold of 4.8 MTCO₂e per service population per year. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

Tier 3 Screening Thresholds. When the tiered approach is applied to a proposed project, and the project is found not to comply with Tier 1 or Tier 2, the project's emissions are compared against a screening threshold, as described above, for Tier 3. The screening threshold formally adopted by South Coast AQMD is an "interim" screening threshold for stationary source industrial projects where the South Coast AQMD is the lead agency under CEQA. The threshold was termed "interim" because, at the time, South Coast AQMD anticipated that CARB would be adopting a statewide significance threshold that would inform and provide guidance to South Coast AQMD in its adoption of a final threshold. However, no Statewide threshold was ever adopted, and the interim threshold remains in effect.

For projects where South Coast AQMD is not a lead agency, no screening thresholds have been formally adopted. However, in 2008, the South Coast AQMD Working Group recommended a threshold of 10,000 MTCO₂e/year for industrial projects and 3,000 MTCO₂e/year for residential and commercial projects. The South Coast AQMD staff determined that these thresholds would "capture" 90 percent of GHG emissions from these sectors, "capture" meaning that 90 percent of total emissions from all new projects would be subject to some type of CEQA analysis (i.e., found potentially significant).¹⁰

On September 28, 2010, air quality experts serving on the South Coast AQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 MTCO₂e annually. The Working Group was formed to assist the South Coast AQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, various city and county planning departments. The numeric bright line and efficiency-based thresholds, which were developed for consistency with CEQA requirements for developing significance thresholds, are supported by substantial evidence and provide guidance to CEQA practitioners and lead agencies for determining whether GHG emissions from a proposed project are significant. Therefore, this analysis relies on South Coast AQMD's recommended Tier 3 screening thresholds to determine the significance of a project's GHG emissions. To provide the most conservative analysis, the City will apply the 3,000 MTCO₂e/year screening threshold recommended by South Coast AQMD for residential and commercial projects.

4.5.5 Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including worldwide GHG emissions from human activities that almost doubled between 1970 and 2010 from approximately 27 gigatonnes (Gt) of CO₂/year to nearly 49 GtCO₂/year.¹¹ As such, the

¹⁰ South Coast AQMD. (2008). *Staff Report: Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, Attachment E: "Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold.* Page 3-2.

¹¹ Intergovernmental Panel on Climate Change. (2014). *Climate Change 2014 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change.*

geographic extent of climate change and GHG emissions cumulative impact discussion is worldwide.

The Project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2020.4.0 (CalEEMod). Details of the modeling assumptions and emission factors are provided in **Appendix 4.5-1**. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles.

The Project's operational GHG emissions would be generated by vehicular traffic, area sources (e.g., landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste. These emissions categories are discussed below.

- **Area Sources.** Area source emissions occur from hearths, architectural coatings, landscaping equipment, and consumer products. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions.
- **Energy Consumption.** Energy consumption consists of emissions from project consumption of electricity and natural gas. Primary uses of electricity and natural gas by the Project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy emissions are calculated based on consumption rates and emissions factors in CalEEMod. No changes were made to the default energy usage consumption rates or emissions factors.
- **Solid Waste.** Solid waste releases GHG emissions in the form of methane when these materials decompose. Solid waste emissions are calculated based on generation rates and emissions factors in CalEEMod.
- **Water and Wastewater.** Project GHG emissions would be generated from energy consumption associated with water and wastewater conveyance and treatment. Water and wastewater emissions are calculated based on the estimated consumption and emissions factors in CalEEMod.
- **Mobile Sources.** Mobile sources are emissions from motor vehicles. Traffic to be generated by the proposed Project was obtained from the Project's Local Transportation Assessment (Kimley-Horn, July 2022). Project trip generation is based on the following 11th Edition Institute of Transportation Engineers (ITE) land use categories:
 - ITE Land Use 220: Multifamily Housing (Low-Rise) – 80 dwelling units, 539 total daily vehicle trips.
 - ITE Land Use 712: Small Office Building – 2.443 thousand SF, 35 total daily vehicle trips.
 - ITE Land Use 822: Strip Retail Plaza (<40k) – 4.407 thousand SF, 240 total daily vehicle trips.

- ITE Land Use 933: Fast-Food Restaurant without Drive-Through – 4.407 thousand SF, 1,985 total daily vehicle trips).

When incorporating pass-by trips and internal capture, the Project would generate 2,585 net daily trips. For this analysis, it was assumed the mobile source emission rates in CalEEMod used the CARB SAFE Rule adjustment factors.¹²

4.5.6 Impacts and Mitigation Measures

Impact 4.5-1	<i>Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?</i>
Level of Significance Before Mitigation: Less Than Significant	

IMPACT ANALYSIS

Construction

The Project would result in direct emissions of CO₂, N₂O, and CH₄ from construction equipment and the transport of materials and construction workers to and from the Project site. The GHG emissions only occur during temporary construction activities and would be cease once construction is complete. The total GHG emissions (in MTCO₂e) generated during construction are shown in **Table 4.5-2: Construction-Related Greenhouse Gas Emissions**.

Category	MTCO ₂ e
Construction Year 1 (2023)	202
Construction Year 2 (2024)	500
Construction Year 3 (2025)	290
Total Construction Emissions	992
30-Year Amortized Construction Emissions	33
Source: CalEEMod version 2020.4.0. Refer to Appendix 4.5-1 for model outputs.	

As shown in **Table 4.5-2**, the Project would result in the generation of approximately 992 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period and then added to the operational emissions.¹³ The amortized Project construction emissions would be 33 MTCO₂e per year. Once construction is complete, the generation of these GHG emissions would cease.

Operations

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, onsite combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey

¹² The U.S. EPA repealed SAFE Rule Part 1 on January 28, 2022. Therefore, the mobile source emissions in this analysis are conservative.

¹³ The Project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District. (2009). *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009*).

water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Prior to issuance of a building permit, the City would review and verify that the Project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. The Project would also be required to adhere to the provisions of CALGreen, which establishes planning and design standards for sustainable site development, and energy efficiency. Construction activities would be required to monitor air quality emissions using applicable regulatory guidance such as the South Coast AQMD Rules.

The Project's operational GHG emissions are summarized in **Table 4.5-3: Operational Greenhouse Gas Emissions**. As shown in **Table 4.5-3**, the Project's unmitigated emissions would be approximately 2,070 MTCO₂e annually from both construction and operations. Project-related GHG emissions would not exceed the City's 3,000 MTCO₂e per year threshold. The majority of the GHG emissions (83 percent) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and federal standards, and the Project has no control over these standards.

Table 4.5-3: Operational Greenhouse Gas Emissions	
Emissions Source	MTCO ₂ e Emissions Per Year
Construction Amortized Over 30 Years	33
Area Source	2
Energy	278
Mobile	1,708
Waste	48
Water	35
TOTAL	2,070
<i>Threshold</i>	3,000
Exceeds Threshold?	No
Source: CalEEMod version 2020.4.0. Refer to Appendix 4.5-1 for model outputs.	

Standard Conditions and Requirements: Standard Conditions are existing requirements and standard conditions that are based on local, State, or federal regulations or laws that are frequently required independent of CEQA review. Typical standard conditions and requirements include compliance with the provisions of the Building Code, South Coast AQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because Standard Conditions (SC) are neither project-specific nor a result of development of the Project, they are not considered to be either Project Design Features or Mitigation Measures.

SC GHG-1 Require diesel powered construction equipment to turn off when not in use per Title 13 CCR Section 2449.

SC GHG-2 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Artesia Municipal Code Article 15.5).

SC GHG-3 The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CCR, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (Section 110.10) require buildings to be designed to have 15 percent of the roof area “solar ready” that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

SC GHG-4 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 4.303 (residential) and Section 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 4.408.1 (residential) and Section 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 4.410 (residential) and Section 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), residential construction shall comply with Section 4.106.4 (residential electric vehicle charging) of CALGreen Part 11 and nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of CALGreen Part 11.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

Impact 4.5-2 *Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

2020 Regional Transportation Plan/Sustainable Communities Strategy

Consistency

SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the 2020 RTP/SCS goals is analyzed in detail in **Table 4.5-4: Project Consistency with the Regional Transportation Plan/Sustainable Communities Strategy**. The goals stated in the 2020 RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 4.5-4**, the Project would be consistent with the stated goals of the 2020 RTP/SCS. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

Table 4.5-4: Project Consistency with the Regional Transportation Plan/Sustainable Communities Strategy

SCAG Goals	Consistency
GOAL 1: Encourage regional economic prosperity and global competitiveness.	Not Applicable: This is not a project-specific goal. Notwithstanding, the Project is located on an existing dairy farm, and development of the site would contribute to or bring equivalent regional economic prosperity.
GOAL 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent: Although this Project is not a transportation improvement project, the Project is located near existing transit routes on I-605 and SR-91.
GOAL 3: Enhance the preservation, security, and resilience of the regional transportation system.	Not Applicable: The Project is not a transportation improvement project.
GOAL 4: Increase person and goods movement and travel choices within the transportation system.	Not Applicable: The Project is not a transportation improvement project.
GOAL 5: Reduce greenhouse gas emissions and improve air quality.	Consistent: The Project site is in an urban area near existing transit routes and freeways. The Project's location within an urbanized area

Table 4.5-4: Project Consistency with the Regional Transportation Plan/Sustainable Communities Strategy	
SCAG Goals	Consistency
	would reduce trip lengths, which would reduce GHG and air quality emissions.
GOAL 6: Support healthy and equitable communities	Consistent: The Project does not exceed South Coast AQMD's regional or localized thresholds. Based on the Friant Ranch decision, projects that do not exceed the South Coast AQMD's localized significance thresholds (LSTs) would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts.
GOAL 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Not Applicable: This is not a project-specific goal.
GOAL 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable: This is not a project-specific goal.
GOAL 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent: The Project involves development of a mix of uses (commercial and residential) that would provide diverse housing options that would be served by Artesia Transit Pioneer Boulevard/Artesia Boulevard #7 stop and Los Angeles County Metropolitan Transportation Authority (Metro).
GOAL 10: Promote conservation of natural and agricultural lands and restoration of habitats.	Not Applicable: The Project site is not located on agricultural lands and does not contain native habitat.
Source: Southern California Association of Governments. (2020). <i>Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy</i> .	

2017 California Air Resource Board Scoping Plan Consistency

Pursuant to the requirements in AB 32, CARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which provides a range of GHG reduction actions. The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target of a 40 percent reduction below 1990 levels. These measures build upon those identified in the first update to the Scoping Plan in 2013. The Project's consistency with the CARB Scoping Plan, and implementing regulatory programs, is analyzed in detail in **Table 4.5-5: Project Consistency with Applicable CARB Scoping Plan Measures**. As indicated in **Table 4.5-5**, the Project would comply with the applicable measures. As such, impacts related to consistency with the Scoping Plan would be less than significant, and no mitigation is required.

Table 4.5-5: Project Consistency with Applicable CARB Scoping Plan Measures			
Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	Consistent. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-State or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period. The proposed Project would not conflict with implementation of the Cap-and-Trade Program and would indirectly be consistent with regard to the use of electricity and fuel.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	Consistent. This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with Project construction and operation would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	Consistent. The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with Project construction and operations would be required to comply with LEV III standards.
Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low	Consistent. This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. It is assumed that any motor vehicles	

Table 4.5-5: Project Consistency with Applicable CARB Scoping Plan Measures			
Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
		Carbon Fuel Standard CCR 95480	associated with Project construction and operations would be consistent with the measure and utilize low carbon transportation fuels.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	<p>Consistent. The Project would provide development in the region that is consistent with the growth projections in the 2020 RTP/SCS. SCAG forecasts the City's population will grow to approximately 17,800 persons by 2045.¹⁴ The Project proposes 80 dwelling units, which is estimated to generate a population growth of approximately 270 persons. The Project is estimated to generate approximately 30 jobs. SCAG forecasts the City's employees will grow to approximately 6,600 employees by 2045. See Section 4.8: Population and Housing for more details.</p> <p>The proposed Project would result in additional residents and employees. However, the Project is an infill project with a mix of uses, which would include retail uses as well as higher density housing that is near major freeways and other services. By facilitating a mixed-use development with housing and neighborhood-serving retail proximate to employment, which would also reduce mobile-source GHG emissions. Single-occupancy vehicle trips would be discouraged and alternative modes of transportation such as carpooling, taking transit, walking, and biking would be encouraged.</p>
	Goods Movement	Goods Movement Action Plan January 2007	Not Applicable. The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	Consistent. This measure applies to medium- and heavy-duty vehicles that operate in the State. The Project would not conflict with implementation of this measure. Medium- and heavy-duty vehicles associated with Project construction would be required to comply with this regulation.

¹⁴ SCAG. (2020). *Connect SoCal, Demographics and Growth Forecast Technical Report*. Page 33.

Table 4.5-5: Project Consistency with Applicable CARB Scoping Plan Measures			
Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	High Speed Rail	Funded under SB 862	Not Applicable. This is a Statewide measure that cannot be implemented by a project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	Consistent. The Project would not conflict with implementation of this measure, as it would be subject to compliance with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	Consistent. The Project would obtain electricity from the electric utility, Southern California Edison (SCE). SCE obtained 30.9 percent of its power supply from renewable sources in 2020 and include 50 percent and 100 percent renewable Green Rate options. Therefore, the utility would provide power to the Project that would be comprised of a greater percentage of renewable sources.
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
Million Solar Roofs Program	Tax Incentive Program	Consistent. This measure is to increase solar use throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.	
Water	Water	Title 24 Part 11 California Green Building Code Standards	Consistent. The Project would comply with the CALGreen Code, which require a 20 percent reduction in indoor water use.
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	Consistent. The State is required to increase use of green building practices. The Project would implement required green building strategies through existing regulations that

Table 4.5-5: Project Consistency with Applicable CARB Scoping Plan Measures			
Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
			require the Project to comply with various CALGreen Code standards.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	Not Applicable. The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 MTCO _{2e} of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, although total Project GHG emissions would exceed 3,000 MTCO _{2e} , the Project is not considered a “facility” and the majority of these emissions are from mobile sources. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards	Consistent. The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen Code.
		AB 341 Statewide 75 Percent Diversion Goal	
Forests	Sustainable Forests	Cap and Trade Offset Projects	Not Applicable. The Project is in an area designated for urban uses. No forested lands exist on the site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	Consistent. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	Not Applicable. No grazing, feedlot, or other agricultural activities that generate manure occur currently on site or are proposed by the Project.
Source: California Air Resources Board. (2008). <i>California’s 2017 Climate Change Scoping Plan</i> , November 2017 and CARB, <i>Climate Change Scoping Plan</i> .			

2022 California Air Resource Board Scoping Plan Consistency

CARB’s 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays

and wind turbines); and scaling up new options such as green hydrogen. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines Section 15183.5.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy ZEV buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As indicated above, GHG reductions are also achieved as a result of State of California energy and water efficiency requirements for new residential developments. These efficiency improvements correspond to reductions in secondary GHG emissions. For example, in California, most of the electricity that powers homes is derived from natural gas combustion. Therefore, energy saving measures, such as Title 24, reduces GHG emissions from the power generation facilities by reducing load demand.

The 2022 Scoping Plan Appendix D provides local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. The 2022 Scoping Plan Appendix D focuses on Residential and Mixed-Use Projects.

The 2022 Scoping Plan Appendix D lists potential actions that support the State's climate goals. However, the 2022 Scoping Plan notes that the applicability and performance of the actions may vary across the regions. The document is organized into two categories (A) examples of plan-level GHG reduction actions that could be implemented by local governments and (B) examples of on-site project design features, mitigation measures, that could be required of individual projects under CEQA, if feasible, when the local jurisdiction is the lead agency.

The Project would include a number of the Standard Conditions and mitigation measures for construction and operation. For example, the 2022 Scoping Plan's construction actions include enforcing idling time restrictions on construction vehicles and requiring construction vehicles to operate highest tier engines commercially available. These actions are consistent with the requirements in **MM AQ-1**, which requires the minimization of idling and the use of clean off-road engines.

The Project would include a majority of the feasible operational mitigation measures listed in the 2022 Scoping Plan Appendix D as design features. Some of the recommended operational measures would include providing bicycle parking, creating on- and off-site safety improvements

for bike, pedestrian, and transit connections, requiring solar panels, drought-tolerant landscaping, and energy conserving appliances.

As discussed above and identified in **Table 4.5-4** and **Table 4.5-5**, the Project would be consistent with all applicable plan goals and applicable regulatory programs designed to reduce GHG emissions generated by land use projects. The Project would be subject to compliance with all building codes in effect at the time of construction, which include energy conservation measures mandated by California Building Standards Code Title 24 – Energy Efficiency Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures), they indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle.

As shown in **Table 4.5-3**, approximately 96 percent of the Project's emissions are from energy and mobile sources, which would be further reduced by the 2022 Scoping Plan actions described above. The City has no control over vehicle emissions (approximately 83 percent of the Project's total emissions). However, these emissions would decline in the future due to Statewide measures, as well as cleaner technology and fleet turnover. Several of the State's plans and policies would contribute to a reduction in the Project's mobile source emissions, including the following:

- **CARB's Advanced Clean Truck Regulation:** Adopted in June 2020, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.
- **Executive Order N-79-20:** Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, to be zero-emission by 2035 and all medium and heavy-duty vehicles to be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."
- **CARB's Mobile Source Strategy:** CARB's Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's targets by increasing the adoption of ZEV buses and trucks.
- **CARB's Sustainable Freight Action Plan:** The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the State-wide goods movement sector.
- **CARB's Emissions Reduction Plan for Ports and Goods Movement:** CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods

movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. The Project would not obstruct or interfere with efforts to increase ZEVs or State efforts to improve system efficiency. Compliance with applicable State standards (e.g., continuation of the Cap-and-Trade regulation; CARB's Mobile Source Strategy, Sustainable Freight Action Plan, and Advanced Clean Truck Regulation; Executive Order N-79-20; SB 100/renewable electricity portfolio improvements that require 60 percent renewable electricity by 2030 and 100 percent renewable by 2045, etc.) would ensure consistency with State and regional GHG reduction planning efforts, including the 2022 Scoping Plan. It is also noted that the Project would not convert any Natural and Working Lands (NWL) and/or decrease the State's urban forest carbon stock, which are areas of emphasis in the 2022 Scoping Plan. Further, the Project includes a mix of residential and commercial land uses that would potentially reducing the need to travel long distances for some residents and reducing associated GHG emissions.¹⁵Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that Project operations would benefit from applicable measures enacted to meet State GHG reduction goals. The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. As such, impacts related to consistency with the 2022 Scoping Plan would be less than significant, and no mitigation is required.

In conclusion, the Project does not conflict with the applicable plans and regulatory programs that are discussed above and therefore with respect to this particular threshold, the Project does not have a significant impact.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

4.5.7 Cumulative Impacts

For purposes of the GHG emissions impact analysis, cumulative impacts are considered for cumulative development within Artesia, according to the related projects; see **Table 3-1: List of Cumulative Projects**. Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern; see also **Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues**. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs

¹⁵ California Air Pollution Control Officers Association (2010). *Quantifying Greenhouse Gas Mitigation Measures*. The California Air Pollution Control Officers Association identifies that infill developments, such as the proposed Project reduce vehicle miles traveled (VMT) which reduces fuel consumption. Infill projects such as the proposed Project would have an improved location efficiency.

have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe.

It is generally the case that an individual project of the proposed Project's size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, Project GHG emissions would not exceed the 3,000 MTCO_{2e} per year threshold and would not impede the achievement of Statewide 2030 and 2050 GHG emission reduction targets. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning GHG emissions. Therefore, the Project would not cause a cumulatively considerable impact concerning GHG emissions.

4.5.8 Significant Unavoidable Impacts

No significant unavoidable impacts concerning GHG emissions have been identified.

4.5.9 References

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Land Use And Planning



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4.6 LAND USE AND PLANNING

4.6.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions related to land use and planning, identify potential impacts that could result from Project implementation, and as necessary, recommend mitigation to avoid or lessen the significance of impacts. Information in this section is based primarily on land use and zoning data provided in the Artesia General Plan 2030 (General Plan), City of Artesia Municipal Code (AMC), and Artesia Boulevard Corridor Specific Plan (ABCSP).

4.6.2 Environmental Setting

REGIONAL SETTING

The approximately 3.3-acre Project site is in the City of Artesia (City), which encompasses approximately 1.6 square miles in southeast County of Los Angeles (County); see **Exhibit 2-1: Regional Vicinity Map**. The City is approximately 19 miles southeast of the City of Los Angeles and 10 miles northeast of the City of Long Beach. 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 Artesia Freeway (State Route 91 [SR-91]) and the San Gabriel River Freeway (Interstate 605 [I-605]). Local access is provided via Pioneer Boulevard, Artesia Boulevard, 183rd Street, and South Street.

LOCAL SETTING

The City encompasses approximately 1.6 square miles in southeast Los Angeles County. The City is a suburban jurisdiction with a mix of residential densities, although low-density residential uses predominate. The City also contains a mix of retail commercial, office, and industrial uses.

The City's existing population is approximately 16,226 persons, making it the 71st largest City in the County; see **Table 4.8-1: Population Estimates and Forecasts (Persons, 2022-2045)**. The City's existing housing stock, which totals 4,760 dwelling units (DU), is mostly comprised of single-family detached units (approximately 79 percent or 3,764 DU); see **Table 4.8-2: Housing Estimates (2022)**, with an average of 3.38 persons per household.

The Project site is generally bounded by industrial uses on the north, Artesia Boulevard on the south, Alburdis Avenue and an active concrete batch plant on the east, and Fallon Avenue on the west; see **Exhibit 2-2: Local Vicinity Map**. The Project site is at the northeast portion of a 21-acre area (i.e., the ABCSP area), which extends along Artesia Boulevard, generally between Corby Avenue on the east and Gridley Road on the west. As shown in **Exhibit 2-3: Project Site Boundary Within ABCSP**, the Project site is at the eastern extent of ABCSP's Quadrant 2, which is comprised of approximately 6.0 acres located north of Artesia Boulevard between Alburdis Avenue on the east and Roseton Avenue on the west. Quadrant 2 is comprised of five parcels with four landowners. Quadrant 2 supports a variety of commercial, retail, and industrial uses. Existing uses include a

Public Storage complex, a small industrial building, and a retail center that was redeveloped in 2004.

The Project site is currently vacant. California Dairies, Inc., a dairy manufacturing plant totaling approximately 27,290 gross square feet (GSF), occupied the Project site until it was demolished in 2022. All existing onsite utility connections remain capped and abandoned onsite.

The Project site is an infill site surrounded by suburban uses. **Table 2-1: Onsite and Surrounding Land Uses and Zoning** provides the surrounding land uses and corresponding zoning districts. As indicated in **Table 2-1**, the land uses surrounding the Project site are:

- Light manufacturing and industrial to the north,
- ABCSP, Single- and multi-family residential to the south,
- Heavy Manufacturing and Industrial and ABCSP to the east, and
- Light Manufacturing, Industrial, and ABCSP to the west.

4.6.3 Regulatory Setting

STATE

California Government Code

California Government Code provides authority for a city/county to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy). When a specific plan is adopted by ordinance, the specific plan effectively replaces portions or all the current zoning regulations for specified parcels. It becomes an independent set of zoning regulations that provide clear direction to the type and intensity of uses permitted or define other types of design and permitting criteria. The City adopted the ABCSP on December 13, 2011, by Ordinance 11-778. See also the *Artesia Boulevard Corridor Specific Plan* Section below.

REGIONAL

Southern California Association of Governments

Founded in 1965, the Southern California Association of Governments (SCAG) is Joint Powers Authority under California State law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments (COG).

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities, including Artesia, in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities' strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality Management Plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the

federal and State governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest.

As a designated MPO, SCAG is mandated by federal law to research and develop a Regional Transportation Plan (RTP), which incorporates a Sustainable Communities Strategy (SCS) per California State law.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process. SCAG is also responsible for the development of demographic projections, as well as the development of integrated land use, housing, employment, and transportation programs, measures, and strategies for portions of the South Coast Air Quality Management Plan. The Gateways Cities Council of Governments (COG) is one of the 13 Subregional Organizations that make up SCAG. The Gateway Cities COG consists of 27 cities, including Artesia, and has a combined population of approximately two million people, who live and work in communities as diverse as their population.

Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, SCAG's Regional Council approved and fully adopted Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS). The 2020-2045 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It identifies various goals concerning four categories: economy, mobility, environment, and healthy/complete communities. Regionally-significant projects¹ are required to be evaluated for consistency with the 2020-2045 RTP/SCS goals. The Project would be regionally-significant, based on the specified criteria, thus, is evaluated for consistency with the RTP/SCS; see **Table 4.6-3: Project Consistency with 2020-2045 RTP/SCS** found at the end of this section.

South Coast Air Quality Management Plan

The South Coast Air Quality Management District (AQMD) is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange, Riverside and San Bernardino counties, including the Coachella Valley. The South Coast AQMD is one of 35 air quality management districts that have prepared Air Quality Management Plans (AQMP) to accomplish an annual reduction in emissions. The primary purpose of the 2022 AQMP is to identify, develop, and implement strategies and control measures to meet the 2015 8-hour ozone National Ambient Air Quality Standards (NAAQS) as expeditiously as possible, but no later than the statutory attainment deadline of August 3, 2038. Refer to **Section 4.1: Air Quality** for an evaluation of the Project's consistency with the AQMP.

¹ A project is deemed regionally-significant if it meets this criteria: "(1) A proposed local general plan, element, or amendment thereof for which an EIR was prepared....." (State CEQA Guidelines §15206(b)(1)).

LOCAL

City of Artesia General Plan

The General Plan is intended to guide the City's growth and development through 2030. The document provides goals and polices to assist the City in achieving its economic and community development objectives. The General Plan is comprised of the following elements and sub-elements

- Community Development and Design Element: Land Use, Housing, Circulation and Mobility, Community Facilities and Infrastructure
- Community Resources and Wellness Element: Air Quality and Climate Change, Open Space and Conservation, Community Safety, Noise
- Community Culture and Economy Element: Cultural and Historic Resources, Economic Development
- Sustainability Element

The General Plan goals and policies applicable to the Project are identified in **Table 4.6-1: Project Consistency with Artesia General Plan** found at the end of this section.

Land Use Sub-Element

The Land Use Element provides a plan to guide the physical development of the City in an orderly, functional, and compatible manner. As required by Government Code §65302(a), the Land Use Element organizes and defines land uses according to permitted intensity of physical development and types of uses appropriate on a given property over the General Plan's 30-year time period. The Land Use Map assigns a land use classification to each property in the City. Each land use classification, or designation, is defined in terms of permissible uses and intensity of physical development. The use and intensity classifications are the basis for permitted uses. Together, the Land Use Plan and Land Use Map establish the desired pattern of development for the City.

General Plan Exhibit LU-3: General Plan 2030 Land Use, depicts the general patterns and relationship of the City's various land uses. As depicted on General Plan Exhibit LU-3, the Project site is designated Gateway Community Commercial, as is all of the ABCSP area, except two parcels southeast of the Roseton Avenue at Artesia Boulevard intersection (within ABCSP's Quadrant 4), which are designated Low Density Residential.² The Gateway Community Commercial designation provides for a complementary mix of job-creating industrial, manufacturing uses, and local/regional serving commercial retail and office use. The Low Density Residential designation, which is the City's predominant land use designation, is characterized by single-family, detached units.³

² City of Artesia. (2011). City of Artesia Boulevard Corridor Specific Plan. Exhibit 1-4: General Plan Designations. [http://www.cityofartesia.us/DocumentCenter/View/586/Artesia-Blvd-Corridor-Specific-Plan?bidId=.](http://www.cityofartesia.us/DocumentCenter/View/586/Artesia-Blvd-Corridor-Specific-Plan?bidId=)

³ City of Artesia. (2010). City of Artesia General Plan 2030. Land Use Sub-Element. Page LU-9. [http://www.cityofartesia.us/DocumentCenter/View/226/Artesia-General-Plan?bidId=.](http://www.cityofartesia.us/DocumentCenter/View/226/Artesia-General-Plan?bidId=)

General Plan Table LU-3: 2030 General Plan Land Use Summary, summarizes the intensity/density standards for the City's land use designations. As indicated in General Plan Table LU-3, approximately 77.32 acres are designated Gateway Community Commercial (with a 1.0 floor area ratio [FAR]). Additionally, approximately 474 acres are designated for residential land uses (includes approximately 414 acres of Low Density Residential at 7 dwelling units per acre (DU/AC) and approximately 60 acres of High Density Residential at 30 DU/AC). The City's forecast development potential at buildout is 2,926,709 square feet of non-residential land uses and 4,949 DU with a resultant population of approximately 16,728 persons (based on 3.38 persons per household) at buildout.⁴

City of Artesia Municipal Code

The AMC consists of all the regulatory, penal, and administrative laws of general application of the City of Artesia. The AMC standards relevant to the Project are listed below.

AMC Title 9, Chapter 1 - Subdivisions. AMC Title 9, Chapter 1 regulates the design and improvement, and survey data of subdivisions; the form and content of tract maps and parcel maps; and the procedure to be followed in securing the official approval of the City regarding such maps. The provisions of this chapter apply to all divisions of land made of property wholly or partially within the City.

AMC Title 9, Chapter 2 - Zoning. The "Zoning Law of the City of Artesia" is found in AMC Title 9, Chapter 2, which encourages and regulates development standards to encourage the most appropriate use of land and to promote the public health, safety and general welfare. AMC Chapter 2 establishes the City's 13 zones, and their designations, locations, and boundaries are depicted on the "Official Zoning Map of the City of Artesia, as amended" (Official Zoning Map). As shown on the Official Zoning Map, the Project site is zoned Artesia Boulevard Corridor Specific Plan (ABCSP).⁵ See the *Artesia Boulevard Corridor Specific Plan* Section below for further discussion.

AMC Title 9, Chapter 2, Article 34.5, Specific Plan Zones (SP). AMC Title 9, Chapter 2, Article 34.5 establishes Specific Plan Zones and the procedures for consideration of specific plans as authorized by Government Code §65450 et seq. and other applicable provisions of law. It also describes the relationship between an adopted specific plan and the provisions of AMC Title 9.

AMC Title 9, Chapter 2, Article 20, Design Review. AMC Title 9, Chapter 2, Article 20 establishes a process by which certain types of development projects and structures are subject to a discretionary review approval process before the City's Planning Commission, and under specified circumstances before the City Council or Planning Director, to ensure that the site plan, building layout, size, shape, scale, mass, height, architectural design, architectural components, materials, colors, landscaping and other aspects of the physical plan for the development project are compatible with neighboring developments, are appropriate for the site, and achieve the highest level of design that is feasible for the project.

⁴ City of Artesia. (2010). Public Review Draft Program EIR Artesia General Plan Update. Land Use and Planning. Page 5.1-4. <http://www.cityofartesia.us/258/General-Plan-Update>.

⁵ City of Artesia. (2019). Zoning Map. <https://www.cityofartesia.us/DocumentCenter/View/1877/Zoning-Map-January-7-2019?bidId=>.

establishes the procedure for informal review of the proposed development project prior to the submission of formal development applications required under this title.

AMC Article 16, Amendments. AMC Title 9, Chapter 2, Article 16, establishes the process to amend, to reclassify zones, alter the boundaries of districts, impose new regulations, and to remove or modify any regulation of the AMC in accordance with the procedures of the California Government Code.

Artesia Boulevard Corridor Specific Plan

As previously noted, the Project site is zoned ABCSP. The City initiated the ABCSP to guide growth and development along Artesia Boulevard, encourage economic revitalization, and create a lively center of activity for the City. The ABCSP establishes a vision for a 21-acre area along Artesia Boulevard, between Gridley Road and Pioneer Boulevard. The ABCSP provides information and guidelines for development and implementation of the uses within the ABCSP boundaries.

As shown on **Exhibit 2-3: Project Site Boundary Within ABCSP**, the Project site is at the eastern extent of ABCSP's Quadrant 2, which is comprised of approximately 6.0 acres located north of Artesia Boulevard between Alburdis Avenue on the east and Roseton Avenue on the west. The following summarizes each of the ABCSP sections and discusses the data relevant to Quadrant 2 and the Project site:

- Introduction: This section 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. The ABCSP's overarching objectives are listed in **Table 4.6-2: Project Consistency with ABCSP Objectives**.
- Land Use Plan: This section discusses the ABCSP approaches to development and provides a Land Use Map and Table of Permitted Uses. Concerning Quadrant 2, the Land Use Plan notes the following:

Quadrant 2: Multiple Business Use Vision: For Quadrant 2 the City's primary goal is to establish a retail, commercial, and industrial center. This mix of business uses is intended to allow for flexibility while maintaining compatibility with the existing commercial and industrial uses located to the north and east. To facilitate the incorporation of commercial, retail, and industrial businesses in Quadrant 2, no residential uses shall be permitted within this quadrant.

A conceptual development scenario illustrating potential uses and site planning for Quadrant 2 is found on ABCSP page 42. Concepts included the potential for new retail at the southwest corner of Artesia Boulevard and Roseton Avenue.

ABCSP Table 2-2: Permitted Uses by Quadrant, identifies the permitted uses by quadrant. Additionally, ABCSP Section 2.5.1 identifies the special regulations (i.e., permitted uses and standards) for live/work units.

- Design Standards and Guidelines: This section provides specific standards for how buildings in the ABCSP area can be developed. ABCSP Table 3-1, Design Standards Quick

Reference Table, identifies the Quadrant 2 development standards (i.e., maximum FAR, maximum height limit, maximum density, minimum unit sizes, street setback, interior property lines, and open space requirements). Based on 3.3 acres and a maximum FAR of 1.5 per ABCSP Table 3-1, the Project site's maximum development capacity is approximately 215,622 SF of non-residential uses.

Additionally, based on the Open Space requirements of the ABCSP Design Standards and Guidelines, the Project must provide a minimum of 12,000 SF of common open space (150 SF per unit) and 4,000 SF of private open space (50 SF per unit). The ABCSP Design Standards and Guidelines also require projects of 10 units or more to provide one common recreational amenity for each 25 units or fraction thereof. Projects exceeding 25 units must provide a mix of recreational amenities. Facilities that serve more people than others, have a wider interest in appeal, and/or occupy more area may be counted as two amenities. The amenities that satisfy the recreational facility requirements include:

- Clubhouse (two)
 - Swimming pool (two)
 - Tennis court (one per court)
 - Basketball court (one per court)
 - Racquetball court (one per court)
 - Weightlifting facility
 - Children's playground equipment
 - Sauna
 - Jacuzzi
 - Day care facility
 - Other recreational amenity/facility deemed adequate by the Community Development Director or designee.
- Mobility Plan: This section identifies established and planned conditions for roadways within the ABCSP area. This section also addresses alternative forms of transportation within the ABC (e.g., including bicycles, buses, and walking).
 - Infrastructure Plan: This section provides information about accessibility to key utilities and public services (e.g., water, sewer, energy, police, fire, and other).
 - Administration and Implementation: The Administration and Implementation section identifies strategies to execute the ABCSP. This section also discusses the actions needed to implement the ABCSP and modify the ABCSP.

ABCSP Section 6.4.1, Specific Plan Revisions, specifies that ABCSP revisions may be requested by an Applicant or by the City at any time pursuant to Government Code § 65453(a) and the AMC. This section further defines Major Modifications to the ABCSP, as follows:

Major modifications constitute increases in density, increases in height, reduction in setback, or changes of use in a manner that is inconsistent with the intent of the Specific Plan. Major modifications require a Specific Plan amendment.

4.6.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions concerning land use and planning. The issues presented in the Environmental Checklist have been used as thresholds of significance in this section. Accordingly, the Project may create a significant environmental impact if it would:

- Physically divide an established community (see **Section 7.0: Effects Found Not To Be Significant**)
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect:
 - Artesia General Plan 2030 (see Impact 4.6-1)
 - Artesia Municipal Code (see Impact 4.6-2)
 - Artesia Boulevard Corridor Specific Plan (see Impact 4.6-3)
 - Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (see Impact 4.6-4)

4.6.5 Impacts and Mitigation Measures

Impact 4.6-1 *Would the Project cause a significant environmental impact due to a conflict with any Artesia General Plan 2030 land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

General Plan Land Use Plan

The General Plan designates the Project site as Gateway Community Commercial.⁶ As described in **Section 2.0: Project Description**, Gateway Community Commercial designation provides for a complimentary mix of job-creating industrial and manufacturing uses, and local/regional-serving commercial retail and office uses. The Project proposes the construction and operation of a mixed-use development comprised of 80 DU and approximately 11,257 GSF of non-residential (commercial and office) land uses, which is not consistent with the Gateway Community Commercial designation. Therefore, the Project requires a General Plan Amendment to permit integrated, mixed-use commercial and residential development to be considered and regulated with the adoption of specific plans. Following approval of the requested General Plan Amendment, no conflict with the General Plan Land Use Plan would occur.

⁶ City of Artesia. (2010), City of Artesia General Plan 2030. Exhibit LU-3: General Plan 2030 Land Use. <http://www.cityofartesia.us/DocumentCenter/View/226/Artesia-General-Plan?bidId=>

General Plan Policies

An analysis of the Project's consistency with the relevant General Plan goals and policies is provided in **Table 4.6-1**. The analysis concludes that the Project would not conflict with the relevant General Plan goals and policies. Therefore, the Project would not result in a significant environmental impact concerning a conflict with the General Plan.

Table 4.6-1: Project Consistency with Artesia General Plan	
General Plan Policy	Project Consistency
Community Development and Design Element - Land Use Sub-Element	
<p>Community Policy LU-1.2: Encourage a wide variety of retail and commercial services in appropriate locations.</p>	<p>Consistent. The Project site is currently vacant. California Dairies, Inc., a dairy manufacturing plant totaling approximately 27,290 GSF, occupied the Project site until it was demolished in 2022. The vacant nature of the Project site makes it an ideal location for a mixed-use development. The Project proposes the construction and operation of a mixed-use development comprised of 80 DU and approximately 11,257 GSF of non-residential (commercial and office) land uses. Therefore, the Project would not cause a significant environmental impact due to a conflict with LU-1.2.</p>
<p>Community Policy LU-1.3: Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed-use areas.</p>	<p>Consistent. The Project would construct a mixed-use development generally comprised of two portions – a commercial portion and a residential portion – connected by pedestrian walkways. In total, the Project proposes approximately 11,257 GSF of non-residential uses and 80 DU, see Table 2-2: Project Development Summary. The Project is designed to be a mixed-use, pedestrian-oriented placemaking development with various commercial opportunities. The buildings are linked by a central pedestrian walkway through a series of landscaped courtyards. The Project site is divided into two portions: the northern portion is bisected by the central pedestrian walkway, pool, and pool building and consists of traditional paseo rowtown-inspired residential clustering around a recreation area; and the southern portion fronting Artesia Boulevard consists of the urban commercial mixed-use buildings. The Project would include pedestrian-friendly street environments that include a variety of uses within a mixed-use area. Therefore, the Project would not cause a significant environmental impact due to a conflict with LU-1.3.</p>

Table 4.6-1: Project Consistency with Artesia General Plan	
General Plan Policy	Project Consistency
<p>Community Policy LU-1.4: Ensure mixed-use development are integrated with surrounding uses to become part of the neighborhood by utilizing cohesive architecture, lively streetscapes, interesting urban spaces and attractive landscaping.</p>	<p>Consistent. The Project would physically and functionally integrate the development with the surrounding community by extending the neighborhood urban pattern and surrounding street grid into the site through a series of pedestrian open spaces, including a north to south, full site depth, pedestrian access way. Additionally, the Project includes complementary designs and uses that are compatible with the surrounding neighborhoods by continuing active ground floor retail/restaurant uses along Artesia Boulevard site frontage, adding to the area's mix of uses and businesses. Therefore, the Project would not cause a significant environmental impact due to a conflict with LU-1.4.</p>
<p>Community Policy LU-1.5: Promote future patterns of urban development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities.</p>	<p>Consistent. The Project is an infill mixed-use development that would provide community amenities and uses that serve priority community needs (green space, live/work mall terrace, retail plaza and courts, and pool). Therefore, the Project would not cause a significant environmental impact due to a conflict with LU-1.5.</p>
<p>Community Policy LU-2.1: Protect residential areas from the effects of potentially incompatible uses.</p>	<p>Consistent. The Project would adhere to all required City standards for circulation, noise, setbacks, buffer areas, landscaping and architecture to ensure compatibility between different uses. Therefore, the Project would not cause a significant environmental impact due to a conflict with LU-2.1.</p>
<p>Community Policy LU-2.3: Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or residential character of a neighborhood.</p>	<p>Consistent. The Project would redevelop a large underutilized commercial site into a new high quality walkable mixed-use community with various compatible uses including residential, neighborhood-serving ground floor commercial (restaurant and retail), live/work units with office uses, and onsite amenities. The Project would enhance the surrounding neighborhood and would not lead to deterioration of surrounding residential neighborhoods, or adversely impact the safety or residential character of a neighborhood. Therefore, the Project would not cause a significant environmental impact due to a conflict with LU-2.3.</p>

Table 4.6-1: Project Consistency with Artesia General Plan	
General Plan Policy	Project Consistency
<p>Community Policy LU-2.4: Ensure that the distinct character of Artesia's neighborhoods are preserved and reflected in all new development and redevelopment projects.</p>	<p>Consistent. The Project proposes the construction and operation of a mixed-use development comprised of 80 DU and approximately 11,257 GSF of non-residential uses. The Project would provide a high quality, varied, and modern architectural and landscape design that is compatible with its diverse surrounding context, and utilizes the site's unique characteristics. The Project would ensure that the distinct character of Artesia's neighborhoods are preserved and reflected within the Project. Therefore, the Project would not cause a significant environmental impact due to a conflict with LU-2.4.</p>
<p>Community Policy LU-3.1: Encourage a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of the area's present and future customers.</p>	<p>Consistent. The Project proposes the construction and operation of a mixed-use development comprised of 80 DU and approximately 11,257 GSF of non-residential uses. The Project aims to create a mixed-use development that encourages walkability and convenience by providing on-site residential uses, neighborhood-serving restaurant and retail uses, and office/commercial uses. The Project's neighborhood service restaurant, retail, and office/commercial uses will better meet the needs for the area's present and future customers more than the existing vacant lot. Therefore, the Project would not cause a significant environmental impact due to a conflict with LU-3.1.</p>
<p>Community Development and Design Element - Housing Sub-Element</p>	
<p>Policy HE-1.3: Encourage mixed-use (residential/commercial) development on existing commercial zoned land.</p>	<p>Consistent. The City's Zoning Map classifies the Project site as ABCSP. The ABCSP establishes the City's vision for a 21-acre area along Artesia Boulevard, between Gridley Road and Pioneer Boulevard. For Quadrant 2, the City's primary goal is to establish a retail, commercial, and industrial center. The Project proposes the construction and operation of a mixed-use development comprised of 80 DU and approximately 11,257 GSF of non-residential uses. Therefore, the Project would not cause a significant environmental impact due to a conflict with HE-1.3.</p>

Table 4.6-1: Project Consistency with Artesia General Plan	
General Plan Policy	Project Consistency
<p>Policy HE-1.5: Encourage energy conservation in new residential development and rehabilitation or remodeling of existing housing units.</p>	<p>Consistent. The Project would provide an infill development that promotes sustainability by providing electric (non-gas) appliances and connections for the residential component. The Project would also be required to comply with the 2022 Energy Code's Building Energy Efficiency Standards. Therefore, the Project would not cause a significant environmental impact due to a conflict with HE-1.5.</p>
<p>Community Development and Design Element - Circulation and Mobility Sub-Element</p>	
<p>Community Policy CIR-3.1: Create disincentives for traffic traveling through neighborhoods, where feasible.</p>	<p>Consistent. The Project would undergo the City's review process to identify potential traffic intrusion impacts. Should potential traffic intrusion impacts be identified, the Project would be required to implement access and traffic management plans that may include strategies such as turn restrictions, diverters, entrance treatments, and/or travel demand strategies. Therefore, the Project would not cause a significant environmental impact due to a conflict with CIR-3.1.</p>
<p>Community Policy CIR-4.1: Promote a balance of residential, commercial, institutional and recreational uses with adjacencies that reduce vehicle miles travelled.</p>	<p>Consistent. The Project would construct a mixed-use development generally comprised of two portions – a commercial portion and a residential portion – connected by pedestrian walkways. Therefore, the Project would not cause a significant environmental impact due to a conflict with CIR-4.1.</p>
<p>Community Policy CIR-5.3: Provide for safe pedestrian access throughout the City.</p>	<p>Consistent. The Project would provide substantial public and private open space for Project residents and surrounding community members by creating a green, welcoming, walkable environment that will encourage use of the outdoors and community interaction. Additionally, the Project would physically and functionally integrate the development with the surrounding community by extending the neighborhood urban pattern and surrounding street grid into the site through a series of pedestrian open spaces, including a north to south, full site depth, pedestrian access way. Therefore, the Project would not cause a significant environmental impact due to a conflict with CIR-5.3.</p>

Table 4.6-1: Project Consistency with Artesia General Plan	
General Plan Policy	Project Consistency
Community Development and Design Element - Community Facilities and Infrastructure Sub-Element	
<p>Community Policy CFI-1.3: Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.</p>	<p>Consistent. The Project's sewer improvements would be installed prior to or concurrently with development. Any further required improvements would be required to be completed as development occurs and the Applicant would be required to pay improvement securities that will be held by the City until the improvement has been constructed. Therefore, the Project would not cause a significant environmental impact due to a conflict with CFI-1.3.</p>
Community Resources and Wellness Element - Air Quality and Climate Change Sub-Element	
<p>Community Policy AQ-1.3: Strive to reduce particulate emissions from paved and unpaved roads, parking lots and building construction.</p>	<p>Consistent. The Project would be required to comply with South Coast AQMD Rule 403, Fugitive Dust Control Measures that requires dust be controlled from building demolition, grading, and construction activities. Therefore, the Project would not cause a significant environmental impact due to a conflict with AQ-1.3.</p>
<p>Community Policy AQ-2.2: Promote a balance of residential, commercial, institutional and recreational uses with adjacencies that reduce vehicle miles traveled.</p>	<p>Consistent. The Project would construct a mixed-use development generally comprised of two portions – a commercial portion and a residential portion – connected by pedestrian walkways. Exhibit 2-4: Conceptual Site Plan, depicts the proposed land plan. In total, the Project proposes approximately 11,257 GSF of non-residential uses and 80 DU, including the components described below; see Table 2-2: Project Development Summary. The Project aims to create a mixed-use development that encourages walkability and convenience by providing onsite residential uses, neighborhood-serving restaurant and retail uses, and office/commercial uses. Therefore, the Project would not cause a significant environmental impact due to a conflict with AQ-2.2.</p>
Community Resources and Wellness Element - Open Space and Conservation Sub-Element	
<p>Community Policy OS-1.1: Ensure no net loss of open space acreage occurs.</p>	<p>Consistent. The Project proposes a total of 39,803 SF of open space and amenities and would provide substantial public and private open space for the Project's residents and surrounding community members by creating a green, welcoming, walkable environment that will encourage use of the outdoors and community interaction. Therefore, the Project would not cause a significant environmental impact due to a conflict with OS-1.1.</p>

Table 4.6-1: Project Consistency with Artesia General Plan	
General Plan Policy	Project Consistency
<p>Community Policy OS-3.1: Promote visually appealing landscaped corridors and landscape buffers to introduce plant materials into urbanized areas.</p>	<p>Consistent. The Project would provide a high quality, varied, and modern architectural and landscape design that is compatible with its diverse surrounding context, and utilizes the site's unique characteristics. The landscaping palette includes shrubs, grasses, perennials, shrub cover, succulents, and vine/espalier. See Exhibits 2-5a and 2-5b: Conceptual Landscape Plan. Therefore, the Project would not cause a significant environmental impact due to a conflict with OS-3.1.</p>
<p>Community Resources and Wellness Element - Community Safety Sub-Element</p>	
<p>Community Policy SAF-2.1: Ensure that new structures and alterations to existing structures minimize seismic hazards through proper design and construction.</p>	<p>Consistent. The City would review the Project to evaluate the presence of any geological and/or seismic problems and require mitigation measures if necessary. Additionally, the Project would be required to comply with the most current versions of the California Building Code, which includes regulations for seismic hazards. Therefore, the Project would not cause a significant environmental impact due to a conflict with OS-3.1.</p>
<p>Community Policy SAF-5.2: Encourage the use of techniques for Crime Prevention through Environmental Design (CPTED), design that discourages crime and promotes safety, for all new development and redevelopment projects.</p>	<p>Consistent. The Project would be required to comply with ABCSP Section 3: Urban Design Standards and Guidelines, which provide specific standards for how buildings in the ABCSP area can be developed, including guidelines for design features (streetscapes, signage, lighting, etc.). ABCSP Section 3 requires the Project to include pedestrian scale lighting, including bollards or accent lighting along pathways and in open space areas to ensure the safety of residents. Therefore, the Project would not cause a significant environmental impact due to a conflict with SAF-5.2.</p>
<p>Community Policy SAF-6.2: Ensure that new structures and alterations to existing structures are properly designed and constructed to minimize fire hazards.</p>	<p>Consistent. The Project would be reviewed by Fire Protection Engineers for compliance with national, state, and city codes and standards. Fire/Life safety systems such as fire alarm and two-way radio communication for all buildings and occupancies would be reviewed.¹ This review would ensure the Project would be properly designed and constructed to minimize fire hazards. Therefore, the Project would not cause a significant environmental impact due to a conflict with SAF-6.2.</p>

Table 4.6-1: Project Consistency with Artesia General Plan	
General Plan Policy	Project Consistency
Community Resources and Wellness Element - Noise Sub-Element	
Community Policy N-1.1: Permit only those new developments or redevelopment projects that have incorporated appropriate mitigation measures, so that standards contained in the Noise Sub-Element or adopted ordinances are met.	Consistent. See Section 4.7: Noise. The Project would only be permitted after any required noise mitigation measures have been incorporated to ensure the Project complies with General Plan Noise Sub-Element and AMC standards are met. Therefore, the Project would not cause a significant environmental impact due to a conflict with N-1.1.
Community Resources and Wellness Element – Cultural and Historic Resources Sub-Element	
No applicable policies.	
Community Resources and Wellness Element – Economic Development Sub-Element	
No applicable policies.	
Sustainability Element	
Community Policy SUS 4.1.2: Encourage use of native and drought-tolerant species of street trees and landscaping whenever possible.	Consistent. The Project would utilize native and drought-tolerant plants to reduce water demand. Therefore, the Project would not cause a significant environmental impact due to a conflict with SUS 4.1.2.
Community Policy SUS 5.1.5: Improve walkability within the City with such elements as pedestrian-friendly streets and urban trains to link neighborhoods with recreation, business and civic areas.	Consistent. The Project would construct a mixed-use development generally comprised of two portions – a commercial portion and a residential portion – connected by pedestrian walkways. In total, the Project proposes approximately 11,257 GSF of non-residential (commercial and office) land uses and 80 DU, see Table 2-2. The Project is designed to be a mixed-use, pedestrian-oriented placemaking development with various commercial opportunities. The buildings are linked by a central pedestrian walkway through a series of landscaped courtyards. The Project site is divided into two portions: the northern portion is bisected by the central pedestrian walkway, pool, and pool building and consists of traditional paseo rowtown-inspired residential clustering around a recreation area; and the southern portion fronting Artesia Boulevard consists of the urban commercial mixed-use buildings. The Project would include pedestrian-friendly street environments that include a variety of uses within a mixed-use area. Therefore, the Project would not cause a significant environmental impact due to a conflict with SUS 5.1.5.
Notes: 1. Los Angeles County Fire Department. Los Angeles Fire Department Fire Life Safety Plan Review Overview. https://www.lafd.org/fire-life-safety-plan-review . Accessed October 14, 2022.	
Source: Artesia General Plan 2030; Artesia Boulevard Corridor Specific Plan.	

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation measures are required.

Impact 4.6-2 *Would the Project cause a significant environmental impact due to a conflict with any Artesia Municipal Code land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

An analysis of the Project's consistency with the relevant AMC standards is provided below.

AMC Title 9, Chapter 1 - Subdivisions. AMC Title 9, Chapter 1 regulates the design and improvement, and survey data of subdivisions; the form and content of tract maps and parcel maps; and the procedure to be followed in securing the official approval of the City regarding such maps. AMC §9-1.1101 establishes procedures for the implementation of Chapter 4.5 (commencing with AMC §66498.1) of Division 2 of Title 7 of the Government Code of the State of California that provides for the approval of vesting tentative maps. The Project proposes Vesting Tentative Tract Map No. 83834 to subdivide the property into 9 smaller lots and accommodate 80 DU for condominium purposes. This approval is needed to allow development of the Project, which proposes the construction and operation of a mixed-use development comprised of 80 DU and approximately 11,257 GSF of non-residential (commercial and office) land uses. Following adherence to the procedures to be followed in securing official City approval regarding vesting tentative maps and no conflict with AMC Title 9, Chapter 1 would occur.

AMC Title 9, Chapter 2 - Zoning. The Project Applicant also seeks approval of a Zoning Code Amendment to amend the ABCSP to permit residential uses, establish a maximum allowable development, and update the Design Standards and Guidelines (among other chapters) concerning Quadrant 2b (i.e., the Project site) and to update, as needed, the ABCSP text and exhibits to reflect current conditions and account for the Project's proposed Quadrant 2b changes. The "Zoning Law of the City of Artesia" is found in AMC Title 9, Chapter 2, which encourages and regulates development standards to encourage the most appropriate use of land and to promote the public health, safety and general welfare. AMC Chapter 2 establishes the City's 13 zones, and their designations, locations, and boundaries are depicted on the "Official Zoning Map of the City of Artesia, as amended" (Official Zoning Map). As shown on the Official Zoning Map, the Project site is zoned ABCSP.⁷ See the *Artesia Boulevard Corridor Specific Plan* Section below for further discussion. AMC §9-2.16 outlines procedures for processing zoning amendments. Following the approval of the Project's proposed Zoning Code Amendment, no conflict with AMC Title 9, Chapter 2 would occur.

AMC Title 9, Chapter 2, Article 34.5, Specific Plan Zones (SP). On June 15, 2022, the Project Applicant submitted their Design Review and Vesting Tentative Tract Map Application to the City's Community Development Department Planning Division for a mixed-use development comprised

⁷ City of Artesia. (2019). Zoning Map. <https://www.cityofartesia.us/DocumentCenter/View/1877/Zoning-Map-January-7-2019?bidId=>.

of 80 DU and approximately 11,257 GSF of non-residential (commercial and office) land uses on the Project site. The City deemed the application complete on June 21, 2022. Upon initial Project review, the City confirmed the proposed development's residential component was not permitted in Quadrant 2. The ABCSP specifies the following concerning permitted land uses in Quadrant 2: "For Quadrant 2 the City's primary goal is to establish a retail, commercial, and industrial center...no residential uses shall be permitted within this quadrant."⁸ The ABCSP specifies that land use changes constitute a Major Modification, thus, require an amendment to the ABCSP.

The ABCSP includes six chapters to provide information and guidelines for development and implementation of land uses within the ABCSP area's boundaries. The Project proposes a Zoning Code Text Amendment to amend the ABCSP to permit residential uses, establish a maximum allowable development within the Project site, and update the ABCSP's Design Standards and Guidelines (among other chapters) concerning Quadrant 2b (i.e., the Project site). Additionally, the Project proposes to update, as needed, the ABCSP text and exhibits to reflect current conditions and account for the Project's proposed Quadrant 2b changes. The Project's proposed Specific Plan Amendment will update the ABCSP Sections 1 through 6, as described in **Section 2.0, Project Description**.

AMC Title 9, Chapter 2, Article 34.5 establishes Specific Plan Zones and the procedures for consideration of specific plans as authorized by Government Code §65450 et seq. and other applicable provisions of law. It also describes the relationship between an adopted specific plan and the provisions of AMC Title 9. AMC §9-2.3454 outlines the procedures for amendments to Specific Plans, including the requirements for Planning Commission review and recommendation and City Council review and approval. Following the approval of the ABCSP Amendment, no conflict with AMC Title 9, Chapter 2, Article 34.5 would occur.

AMC Title 9, Chapter 2, Article 20, Design Review. Pursuant to AMC §9-2.2001, review of the Project's physical plan would occur through the City's Design Review process. Accordingly, the Project Applicant seeks approval of a Design Review of the proposed development Project's physical plan to ensure that it is compatible with neighboring developments, appropriate for the site, and achieves the highest level of design that is feasible, pursuant to AMC §9-2.2001. Following approval of the Project's proposed Design Review, no conflict with AMC §9-2.2001.

As evidenced by the discussions presented above, the Project would not conflict with the Artesia Municipal Code following approval of the Project's proposed entitlements; therefore, the Project would not cause a significant environmental impact, and no mitigation is required.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation measures are required.

⁸ Ibid.

Impact 4.6-3 *Would the Project cause a significant environmental impact due to a conflict with any Artesia Boulevard Corridor Specific Plan land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

Table 4.6-2: Project Consistency with ABCSP Objectives, presents an analysis of the Project's consistency with applicable ABCSP objectives. As is evidenced by the analysis provided in **Table 4.6-2**, the Project would not conflict with ABCSP objectives. Therefore, the Project would result in a less than significant impact concerning a potential conflict with ABCSP objectives adopted for the purpose of avoiding or mitigating an environmental effect.

Table 4.6-2: Project Consistency with ABCSP Objectives	
ABCSP Objective	Project Consistency
Develop strategies to incentivize lot consolidation, reuse underutilized parcels, and develop vacant properties.	Consistent. The Project's objectives include to redevelop a large underutilized industrial site within the ABCSP into a new high quality walkable mixed-use community with various compatible uses including residential, neighborhood-serving ground floor commercial (restaurant and retail), live/work units with office uses, and onsite amenities. Therefore, the Project would not cause a significant environmental impact due to a conflict with this objective.
Encourage mixed use buildings and mixed-use sites for greater economic diversity and more "eyes on the street."	Consistent. The Project's objectives include to create a mixed-use development that encourages walkability and convenience by providing onsite residential uses, neighborhood-serving restaurant and retail uses, and office/commercial uses. Therefore, the Project would not cause a significant environmental impact due to a conflict with this objective.
Enhance and leverage existing corridor assets.	Consistent. The Project would enhance and leverage existing corridor assets by physically and functionally integrating the proposed development with the surrounding ABCSP community by extending the neighborhood urban pattern and surrounding street grid into the site through a series of pedestrian open spaces, including a north to south, full depth, pedestrian access way. Therefore, the Project would not cause a significant environmental impact due to a conflict with this objective.

Table 4.6-2: Project Consistency with ABCSP Objectives	
ABCSP Objective	Project Consistency
Promote adaptive reuse of existing sound and unique properties.	Consistent. The Project's objectives include to redevelop a large underutilized industrial site within the ABCSP into a new high quality walkable mixed-use community with various compatible uses including residential, neighborhood-serving ground floor commercial (restaurant and retail), live/work units with office uses, and onsite amenities. Therefore, the Project would not cause a significant environmental impact due to a conflict with this objective.
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.	Consistent. The Project's objectives include to redevelop a large underutilized industrial site within the ABCSP into a new high quality walkable mixed-use community with various compatible uses including residential, neighborhood-serving ground floor commercial (restaurant and retail), live/work units with office uses, and onsite amenities. Therefore, the Project would not cause a significant environmental impact due to a conflict with this objective.
Create a transit focused corridor with enhanced density supporting future transit development/expansion.	Not Applicable. This objective addresses transit focused corridor with enhanced density supporting future transit development/expansion, which is beyond the Project's scope.
Remove barriers and impediments to pedestrians, bicyclists and transit riders to provide safe and attractive access.	Consistent. The Project would provide viable public and private open space for project residents and surrounding community members by creating a green, welcoming, walkable environment that will encourage use of the outdoors and community interaction. Additionally, the Project would physically and functionally integrate the proposed development with surrounding ABCSP community by extending the neighborhood urban pattern and surrounding street grid into the site through a series of pedestrian open spaces, including a north to south, full site depth, pedestrian access way. Therefore, the Project would not cause a significant environmental impact due to a conflict with this objective.
Enhance crime prevention through education, physical improvements and expanded/targeted resources.	Not Applicable. This objective addresses crime prevention through education, physical improvements, and expanded/targeted resources, which is beyond the Project's scope. Therefore, the Project would not cause a significant environmental impact due to a conflict with this objective.

Table 4.6-2: Project Consistency with ABCSP Objectives	
ABCSP Objective	Project Consistency
Develop and implement a comprehensive corridor marketing strategy.	Not Applicable. This objective addresses development and implementation of a comprehensive corridor marketing strategy, which is beyond the Project's scope. Therefore, the Project would not cause a significant environmental impact due to a conflict with this objective.

The *Artesia Boulevard Corridor Specific Plan* Section above details the requirements for open space and recreational amenities in accordance with the ABCSP's Design Standards and Guidelines.

The Project proposes to construct and operate a mixed-use development comprised of 80 DUs. Thus, pursuant to the open space requirements of the ABCSP Design Standards and Guidelines, the Project must provide a minimum of 150 SF per unit of common open space, a minimum of 50 SF per unit of private open space, and one common recreational amenity for each 25 units or fraction thereof. The Project is required to provide four recreational amenities for residents. The applicable proposed Project amenity is a swimming pool, which may be counted as two amenities because it serves more people than the other specified recreational facilities. As proposed, the Project provides two recreational amenities for residents; therefore, the Project's proposed amenities would conflict with the open space requirements of the ABCSP Design Standards and Guidelines.

State CEQA Guidelines Appendix G recommends that a Lead Agency consider whether a project would cause a significant environmental impact due to a conflict with land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. A conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency would result in an adverse physical change to the environment that is a "significant environmental effect" as defined by State CEQA Guidelines § 15382.

As discussed in detail in **Section 4.9: Public Services and Recreation**, the City has development impact fees (DIFs) for Parks and Recreation Facilities to mitigate the impacts of new residents and visitors to the community as a result of new development. The Parks and Recreation Facilities DIF revenue must be spent on new facilities or expansion of current facilities to serve new development. Payment of these fees would help fund construction of future off-site recreational facilities when and where needed. Payment of the DIFs and independent environmental review of the construction of any park or recreational facilities to accommodate the Project's incremental demand would ensure that the Project's inconsistency with the open space requirements of the ABCSP Design Standards and Guidelines would not result in an adverse physical effect on the environment. Impacts would be less than significant.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation measures are required.

Impact 4.6-4 *Would the Project cause a significant environmental impact due to a conflict with any Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

SCAG established a process to identify a project's impact on a regional scale and how it could contribute to the region's plan and vision, given SCAG is also the designated Regional Transportation Planning Agency under State law and is responsible for preparing the RTP, including the SCS. As previously noted, pursuant to SCAG's Intergovernmental Review (IGR) Program, lead agencies are required to determine the consistency of a regionally significant plan, project, and program with SCAG's adopted regional plans. A project is considered to be of statewide, regional, or areawide significance if it meets various criteria, including among others, a proposed local general plan, element, or amendment thereof for which an EIR was prepared; see State CEQA Guidelines §15206(b)(1). The Project is considered regionally and areawide significant, given it proposes to amend the City's General Plan. Therefore, pursuant to SCAG's IGR Program, as Lead Agency, the City is required to determine the Project's consistency with SCAG's adopted regional plans.

The Project would be consistent with the RTP/RCP's long-term goals and policies concerning air quality, water quality, transportation, and infrastructure; see **Section 4.1: Air Quality, Section 7.8: Hydrology and Water Quality, Section 4.10: Transportation, and Section 4.12: Utilities and Service Systems**, respectively, for further discussion concerning the Project's potential environmental impacts for these resource areas. Additionally, **Table 4.6-3: Project Consistency with RTP/SCS**, presents an analysis of the Project's consistency with applicable RTP/SCS goals. As is evidenced by the analysis provided in **Table 4.6-3**, the Project would not conflict with RTP/RCP goals. Therefore, the Project would result in a less than significant impact concerning a potential conflict with an RTP/SCS land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Table 4.6-3: Project Consistency With RTP/SCS	
RTP/SCS Goals	Project Consistency
Goal 1: Encourage regional economic prosperity and global competitiveness.	Consistent. The Project's proposed housing would occur as infill development in a predominately developed suburban area and would increase opportunities to all economic segments by providing housing near areas with existing employment opportunities. Therefore, the Project would not cause a significant environmental impact due to a conflict with this goal.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. The Project would improve mobility, accessibility, and travel safety for people by providing pedestrian-oriented accessible walkways to all of its uses. A central pedestrian walkway is provided between the uses and also down the center of the Project site. The walkway leads through landscaped courtyards towards a recreational area and the pool. This pedestrian walkway, causing the private alleys terminate, thereby restricting traffic from "cutting-through" the Project site via the private alleys. The two private streets connect are separated by a drivable mountable raised "plaza". This feature is intended to enhance pedestrian safety, provide "traffic calming" and deter "cut-through" traffic. Sufficient space is provided onsite for vehicles to maneuver into and out of parking stalls and for the proposed internal circulation. Sidewalks would be provided on all Project site frontages and boundaries. The residential units that front the adjacent streets would include lockable gate access to the walkways that connect with the surrounding streets. Therefore, the Project would not cause a significant environmental impact due to a conflict with this goal.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	Not Applicable. This goal addresses enhancing the preservation, security, and resilience of the regional transportation system, which is beyond the Project's scope. Therefore, the Project would not cause a significant environmental impact due to a conflict with this goal.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	Not Applicable. This goal addresses person and goods movement within the transportation system, which is beyond the Project's scope. Therefore, the Project would not cause a significant environmental impact due to a conflict with this goal.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	Consistent. The Project proposes the construction and operation of a mixed-use development comprised of 80 DU and approximately 11,257 GSF of non-residential (commercial and office) land uses. The Project would provide a new high quality walkable mixed-use community with various compatible uses including residential, neighborhood-serving ground floor commercial (restaurant and retail), live/work units with office uses, and onsite uses. The mixed-use nature of the Project would reduce greenhouse gas emissions and thereby improve air quality due to people being able to walk to various uses from their homes rather than driving. Therefore, the Project would not cause a significant environmental impact due to a conflict with this goal.
Goal 6: Support healthy and equitable communities.	Consistent. The Project would support a healthy and equitable community by providing viable public and private open space for Project residents and surrounding community members by creating a green, welcoming, walkable environment that will encourage the use of the outdoors and community interaction. Therefore, the

Table 4.6-3: Project Consistency With RTP/SCS	
RTP/SCS Goals	Project Consistency
	Project would not cause a significant environmental impact due to a conflict with this goal.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Not Applicable. This goal addresses climate change and the regional development pattern and transportation network that is beyond the Project's scope. Therefore, the Project would not cause a significant environmental impact due to a conflict with this goal.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable. This goal addresses transportation technologies and data-driven solutions, which is beyond the Project's scope. Therefore, the Project would not cause a significant environmental impact due to a conflict with this goal.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. The Project is served by various public transit services, including the City of Cerritos (Cerritos on Wheels), the Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transportation Authority (Metro), Norwalk Transit System (NTS), and Long Beach Transit (LBT). The Project would facilitate development of a high quality walkable mixed-use community with various compatible uses including residential, neighborhood-serving ground floor commercial, live/work units with office uses, and onsite amenities. Thus the Project would encourage development of diverse housing types in areas that are supported by multiple transportation options. Therefore, the Project would not cause a significant environmental impact due to a conflict with this goal.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	Not Applicable. This goal addresses conservation of natural and agricultural lands and restoration of habitats, which is beyond the Project's scope. Therefore, the Project would not cause a significant environmental impact due to a conflict with this goal.

Source: SCAG. (2020). *Connect SoCal Chapter 1: About the Plan*.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation measures are required.

4.6.6 Cumulative Impacts

For purposes of the land use and planning impact analysis, cumulative impacts are considered for cumulative development within Artesia, according to the related projects; see **Table 3-1: List of Cumulative Projects**. The geographic contexts of the land use and planning cumulative analyses are the City, County, and SCAG planning region; see also **Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues**.

As substantiated above, the Project would not result in a significant environmental impact concerning a conflict with the General Plan, the AMC, the ABCSP objectives, and SCAG 2020-2045 RTP/SCS. Similar to the proposed Project, each cumulative project would be expected to show its consistency with the applicable goals and policies that are adopted for the purpose of avoiding or mitigating an environmental effect. No significant cumulative impacts are anticipated to which both the proposed Project and the cumulative projects would contribute concerning

these goals and policies. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning causing a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Project would not cause a cumulatively considerable impact concerning land use and planning.

4.6.7 Significant Unavoidable Impacts

No significant unavoidable impacts concerning land use and planning have been identified.

4.6.8 References

City of Artesia. (2010). *City of Artesia General Plan 2030*. Artesia, CA.

City of Artesia. (2010). City of Artesia Public Review Draft Program EIR Artesia General Plan Update. Artesia, CA.

City of Artesia. (2011). City of Artesia Boulevard Corridor Specific Plan. Exhibit 1-4: General Plan Designations. <http://www.cityofartesia.us/DocumentCenter/View/586/Artesia-Blvd-Corridor-Specific-Plan?bidId=>.

City of Artesia. (2019). Zoning Map. <https://www.cityofartesia.us/DocumentCenter/View/1877/Zoning-Map-January-7-2019?bidId=>.

Los Angeles County Fire Department. Los Angeles Fire Department Fire Life Safety Plan Review Overview. <https://www.lafd.org/fire-life-safety-plan-review>.

Southern California Association of Governments (2020). *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*.

4.7

Noise



Prepared by

Kimley»Horn

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4.7 NOISE

4.7.1 Introduction

The purpose of this section is to describe the existing environmental and regulatory setting conditions related to noise, identify the Project's potential impacts, and as necessary, recommend mitigation to avoid or lessen the significance of impacts. Information in this section is based primarily on data provided in **Appendix 4.7-1: Acoustical Assessment**.

4.7.2 Environmental Setting

Background information related to acoustic fundamentals (e.g., sound, and environmental noise and groundborne vibration) are provided in detail in **Appendix 4.7-1**.

EXISTING NOISE SOURCES

The Project site and surrounding area are impacted by various mobile and stationary noise sources, as described below. Artesia Boulevard located to the south of the Project site and the concrete mixing plant located to the east are the primary noise sources in the Project vicinity.

Mobile Sources

Traffic along Artesia Boulevard to the south, Alburdis Avenue to the east, and Fallon Avenue to the west are the most common and prominent mobile noise sources in the Project area. Existing roadway noise levels were calculated for these roadway segments in the Project vicinity. These calculations were accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic data from the Project's Local Transportation Assessment (see **Appendix 4.10-2: Local Transportation Assessment**). The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data indicates that California automobile noise is 0.8 to 1.0 A-weighted decibels (dBA) higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along roadway segments near the Project site are included in **Table 4.7-1: Existing Traffic Noise Levels**. As shown in **Table 4.7-1**, existing traffic noise levels in the Project vicinity range between 50.2 dBA Community Equivalent Noise Levels (CNEL) and 64.2 dBA CNEL.

Table 4.7-1: Existing Traffic Noise Levels		
Roadway Segment	ADT	dBA CNEL1
Artesia Boulevard		
West of Flallon Avenue	16,169	64.1
East of Flallon Avenue	16,295	64.2
West of Alburdis Avenue	16,295	64.2
East of Alburdis Avenue	16,543	64.2
West of Flallon Avenue	16,169	64.1
Flallon Avenue		
North of Artesia Boulevard	16,700	50.3
Alburdis Avenue		
North of Artesia Boulevard	19,900	50.2
Notes:		
ADT = average daily trips; dBA = A-weighted decibels; CNEL = Community Equivalent Noise Level		
1. Traffic noise levels are at 100 feet from the roadway centerline.		
Source: Based on traffic data provided by Kimley-Horn and Associates, Inc. Refer to Appendix 4.7-1 for traffic noise modeling results.		

Stationary Sources

The primary stationary noise sources near the Project site are from industrial uses, including the concrete mixing plant located to the east, parking lot activity (e.g., automobile related noise such as cars starting and doors slamming, engines starting), mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] units), and truck activity noise at nearby commercial and industrial properties, and other urban-related activities (e.g., idling cars/trucks, pedestrians, car radios and music playing, dogs barking, etc.). In addition, existing stationary noise sources from the residential uses to the south and west of the Project site include mechanical equipment such as HVAC units and landscaping equipment. The noise associated with these sources may represent a single-event noise occurrence or short-term noise.

NOISE MEASUREMENTS

To quantify existing ambient noise levels in the Project area, Kimley-Horn conducted four short-term noise (10-minute) measurements on June 29, 2022, and one short-term noise measurement on March 8, 2023. In addition, one long-term noise measurement (24 hours) was conducted at the Project site starting on March 8, 2023 and ending on March 9, 2023; see **Appendix 4.7-1**. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. The average noise levels and noise sources measured at each location are listed in **Table 4.7-2: Existing Noise Measurements** and the noise measurement locations are shown on **Exhibit 4.7-1: Noise Measurement Locations**.

Table 4.7-2: Existing Noise Measurements¹

Site ID ²	Location	Time	Date	Duration	L _{min} (dBA)	L _{max} (dBA)	Leq (dBA)	dBA CNEL
ST-1	On 175 th Street in residential neighborhood, south of the Project site.	9:15 a.m.	06/29/22	10 Minutes	46.4	74.8	54.5	-
ST-2	West side of Flallon Avenue, directly west of the Project site.	9:38 a.m.	06/29/22	10 Minutes	51.7	71.1	57.4	-
ST-3	South of Alburto Avenue, north of the Project site.	9:50 a.m.	06/29/22	10 Minutes	55.8	74.3	62.2	-
ST-4	Along Artesia Boulevard, southeast of the Project site near 11714 Artesia Boulevard	10:13 a.m.	06/29/22	10 Minutes	53.4	82.6	68.3	-
ST-5	At Alburto Avenue adjacent to the concrete mixing plant situated east of the Project site	9:57 a.m.	03/8/23	10 Minutes	57.9	89.8	68.5	-
LT-1	At the Project site's eastern/Alburto Avenue boundary, across from the concrete mixing plant situated east of the Project site	9:45 a.m.	03/8/23 to 03/9/23	24 hours	43.0	91.6	67.8	71.2

Notes:
 1. Noise measurements taken by Kimley-Horn, June 29, 2022 and March 8 through March 9, 2023; see **Appendix 4.7-1** for noise measurement results.
 2. The Site ID (Identification Number) correlates with labels on **Exhibit 4.7-1: Noise Measurement Locations**.

SENSITIVE RECEPTORS

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Land uses considered noise-sensitive receptors include residences, hospitals, schools, playgrounds, childcare facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. **Table 4.7-3: Noise-Sensitive Receptors** lists the noise-sensitive receptors nearest the Project Site. As shown in **Table 4.7-3**, the nearest noise-sensitive receptors are live-work units adjacent/west of the Project site.

Table 4.7-3: Noise-Sensitive Receptors

Receptor Description	Distance and Direction from the Project Site dBA CNEL1
Single-family Residences	300 feet to the south
Live-Work Units	Adjacent to the west, 62 feet
Single-family Residences	760 feet to the north
Luther Burbank Elementary School	1,010 feet to the southwest

Notes:
 1. Distances have been measured from the nearest Project site boundary to the property line of each receptor.
 Source: Google Earth, 2022.

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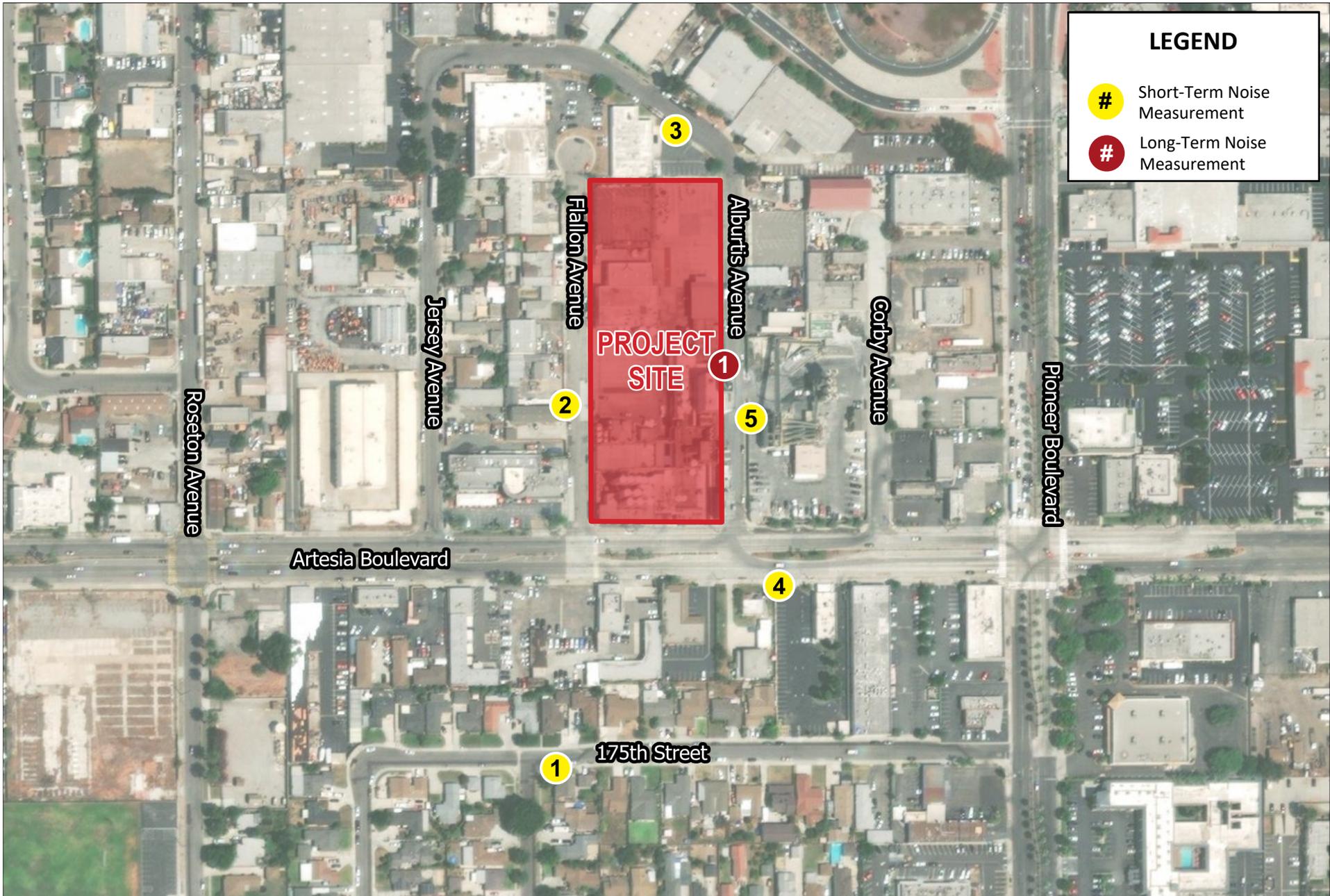


EXHIBIT 4.7-1: NOISE MEASUREMENT LOCATIONS

Artesia Place Project (Artesia Boulevard Corridor Specific Plan Amendment)

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4.7.3 Regulatory Setting

STATE

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of “normally acceptable”, “conditionally acceptable”, “normally unacceptable”, and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 CNEL and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State’s noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, hotel rooms, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings and habitable rooms (including hotels), the acceptable interior noise limit for new construction is 45 dBA CNEL.

LOCAL

City of Artesia General Plan

The City of Artesia General Plan 2030 (General Plan) Noise Sub-Element determined a number of policies that are directed at controlling or mitigating environmental noise effects. **Table 4.7-4: Noise and Land Use Compatibility Matrix** illustrates the California State guidelines established by the State Department of Health Services for acceptable noise levels for each county and city. These standards and criteria are incorporated into the City’s land use planning process to reduce future noise and land use incompatibilities. **Table 4.7-4** is the primary tool that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.

Table 4.7-4: City of Artesia Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (CNEL dB)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single Family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	75 - 85
Multi-Family Homes	50 - 65	60 - 70	70 - 75	70 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	80 - 85
Transient Lodging - Motels, Hotels	50 - 65	60 - 70	70 - 80	80 - 85
Auditoriums, Concert Halls, Amphitheaters	-	50 - 70	-	65 - 85
Sports Arena, Outdoor Spectator Sports	-	50 - 75	-	70 - 85
Playgrounds, Neighborhood Parks	50 - 70	-	67.5 - 75	72.5 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	-	70 - 80	80 - 85
Office Buildings, Business and Professional Commercial	50 - 70	67.5 - 77.5	75 - 85	-
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	75 - 85	-

Notes:
Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: City of Artesia. (2010). City of Artesia General Plan 2030, Noise Element.

The City of Artesia General Plan Noise Sub-Element contains the following goals and policies that are applicable to the Project:

- Goal N 1** Land use planning decisions, including planning for new development, consider noise impacts.
- **Policy N 1.1:** Permit only those new development or redevelopment projects that have incorporated appropriate mitigation measures, so that standards contained in the Noise Sub-Element or adopted ordinances are met.
 - **Policy N 1.2:** Consider noise impacts associated with the development of non-residential uses in the vicinity of residential uses.

- Policy Action N 1.1.2: Require a noise impact evaluation for projects, if determined necessary through the environmental review process. If noise abatement is found necessary, require implementation mitigation measures based on a technical study prepared by a qualified acoustical professional.
- Policy Action N 1.1.3: Implement noise mitigation by placing conditions of approval on development projects and require a clear description of mitigation on subdivision maps, site plans, and building plans for inspection purposes.
- **Policy N 1.2:** Consider noise impacts associated with the development of non-residential uses in the vicinity of residential uses.
 - Policy Action N 1.2.1: Require that any proposed development near existing residential land uses demonstrate compliance with the City's Noise Ordinance prior to the approval of the project.

Goal N 2 Noise impacts from transportation sources are minimized.

Goal N 4 Noise impacts to noise-sensitive receptors are minimized, ensuring that City and State interior and exterior noise levels are not exceeded.

- **Policy N 1.1:** Ensure Community Noise Equivalent Levels (CNEL) for noise-sensitive land uses meet normally acceptable levels, as defined by State standards.
 - Policy Action N 4.1.1: Require buffers or appropriate mitigation of potential noise sources on noise-sensitive areas.

City of Artesia Municipal Code

The City of Artesia established citywide interior and exterior noise level standards in a comprehensive Noise Ordinance within the Artesia Municipal Code (AMC). The purpose of the Ordinance is to control loud, unnecessary, and unusual noises, sounds, or vibrations emanating from areas of the City. The Noise Ordinance (AMC Title 5, Chapter 2: Noise) establishes daytime and nighttime permissible sound limits or levels for all residentially zoned properties in the City as well as prohibited noises.¹

Section 5-2.03 Permissible Exterior Sound Limits or Levels

- A. The noise, sound or vibration limits or levels imposed by this section shall apply to all residentially zoned properties in the City.
- B. Except as otherwise allowed in AMC Chapter 2 Noise, no person, from any location within the City, shall create or allow the creation of noise, sound or vibration on any property owned, leased, occupied, or other controlled by such person, which causes the noise level on any residential property to exceed the greater of either the actual measured ambient

¹ City of Artesia. (2010). City of Artesia General Plan 2030 – Noise Sub-Element.
<http://www.cityofartesia.us/DocumentCenter/View/226/Artesia-General-Plan?bidid=>

noise level, or the following ambient noise level for a cumulative period of more than thirty (30) minutes in any hour as measured at any property line:

Time Period	Noise Level
7:00 a.m. – 10:00 p.m.	55 dB(A)
10:00 p.m. – 7:00 a.m.	50 dB(A)

If the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, the permissible noise level set forth above shall be reduced by five (5) dB(A).

- C. If the intruding noise source is continuous and cannot be reasonably discontinued for sufficient time in which the ambient noise level can be determined, the presumed ambient noise level shall be used.
- D. Increases in noise levels prescribed in this section are permitted in accordance with the following:

Increase in Noise Level	Duration of Increase in Minutes Per Hour
5 dB(A)	15
10 dB(A)	5
15 dB(A)	1
20 dB(A)	Less than one minute

Section 5-2.04 Permissible Interior Sound Limits or Levels

- A. The noise, sound or vibration limits or levels imposed by this section shall apply to all interior spaces within buildings or structures on residentially zoned properties in the City.
- B. Except as otherwise allowed in this chapter, no person, from any location within the City, shall create or allow the creation of noise, sound or vibration on any property owned, leased, occupied, or other controlled by such person, which causes the noise level on any residential property to exceed the greater of either the actual measured ambient noise level, or the following ambient noise level for a cumulative period of more than five (5) minutes in any hour:

Time Period	Noise Level
7:00 a.m. – 10:00 p.m.	55 dB(A)
10:00 p.m. – 7:00 a.m.	45 dB(A)

If the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, the permissible noise level set forth above shall be reduced by five (5) dB(A).

- C. If the intruding noise source is continuous and cannot be reasonably discontinued for sufficient time in which the ambient noise level can be determined, the presumed ambient noise level shall be used.
- D. Increases in noise levels prescribed in this section are permitted in accordance with the following:

Increase in Noise Level	Duration of Increase in Minutes Per Hour
5 dB(A)	1
10 dB(A)	Less than one minute

Section 5-2.05 – Prohibited Noises—General Standard

Notwithstanding any other provision of this chapter, and in addition thereto, it is unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, or unusual noise, sound or vibration that unreasonably disturbs the peace and quiet of any neighborhood or causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The factors that shall be considered in determining whether such noise violates the provisions of this section shall include, but not be limited to, the following:

- a. The volume of the noise;
- b. The intensity of the noise;
- c. Whether the nature of the noise is usual or unusual;
- d. Whether the origin of the noise is natural or unnatural;
- e. The volume and intensity of the background noise, if any;
- f. The proximity of the noise to residential sleeping facilities;
- g. The nature and zoning of the area within which the noise emanates;
- h. The density of the inhabitation of the area within which the noise emanates;
- i. The time of the day or night the noise occurs;
- j. The duration of the noise;

- k. Whether the noise is recurrent, intermittent, or constant; and
- l. Whether the noise is produced by a commercial or noncommercial activity. (Ord. 599, § 1)

Section 5-2.06 Prohibited Noises – Specific Violations

Except as set forth in Section 5-2.07 of the AMC Chapter 2 Noise, the following act and the causing or permitting thereof, is specifically declared to be a violation of the AMC Chapter 2:

- A. *Radios, Phonographs, Etc.* The using, operating or permitting to be played used or operated between the hours of 10:00 p.m. and 7:00 a.m. of any radio, musical instrument, phonograph, television set, or instrument or device similar to those heretofore specifically mentioned (hereinafter “device”) for the production or reproduction of sound in volume sufficiently loud as to be plainly audible at a distance of fifty (50) feet or more from the property line of the property from which the noise, sound or vibration is emanating, and the using, operating or permitting to be played, used or operated between the hours of 7:00 a.m. and 10:00 p.m. of any such device for the production or reproduction of sound in volume sufficiently loud as to be plainly audible at a distance of two hundred (200) feet or more from the property line of the property from which the noise, sound or vibration is emanating.
- B. *Band or Orchestral Rehearsals.* The conducting of or carrying on, or allowing the conducting or carrying on of band or orchestral concerts or rehearsals or practice between the hours of 10:00 p.m. and 7:00 a.m. sufficiently loud as to be plainly audible at a distance of fifty (50) feet or more from the property line of the property where the concert, rehearsal or practice is occurring, and the conducting of or carrying on, or allowing the conducting or carrying on of band or orchestral concerts or rehearsals or practice between the hours of 7:00 a.m. and 10:00 p.m. sufficiently loud as to be plainly audible at a distance of two hundred (200) feet or more from the property line of the property where the concert, rehearsal or practice is occurring.
- C. *Engines, Motors and Mechanical Devices Near Residential District.* The sustained, continuous or repeated operation or use between the hours of 8:00 p.m. and 7:00 a.m. of any motor or engine or the repair, modification, reconstruction, testing or operation of any automobile, motorcycle, machine, contrivance, or mechanical device or other contrivance or facility unless such motor, engine, automobile, motorcycle, machine or mechanical device is enclosed within a sound insulated structure so as to prevent noise and sound from being plainly audible at: (1) a distance of fifty (50) feet or more from the property line of the property from which the noise, sound or vibration is emanating or (2) the exterior wall of any adjacent residence, whichever is less.
- D. *Motor Vehicles.* Racing the engine of any motor vehicle or needlessly bringing to a sudden start or stop of any motor vehicle.

- E. *Loading and Unloading.* Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between the hours of 8:00 p.m. and 7:00 a.m. in volume sufficiently loud as to be plainly audible at a distance of fifty (50) feet or more from the property line of the property where the activity is occurring.
- F. *Construction.* Operating or causing the operation of any tools, equipment, impact devices, derricks, or hoists used on construction, drilling, repair, alteration, demolition, or earthwork, between the hours of 7:00 p.m. and 7:00 a.m. on weekdays or at any time on Sunday or Federal holiday.
- G. *Nonemergency Signaling Devices.* Sounding or permitting the sounding of any bell, chime, siren, whistle, or similar device, intended primarily for nonemergency purposes between the hours of 8:00 p.m. and 7:00 a.m. Sound sources included within this provision may be exempted by a variance issued by the Planning Commission.
- H. *Emergency Signaling Devices*
 - (1) The intentional sounding, or permitting the sounding, outdoors of any emergency signaling device including fire, burglar, civil defense alarm, siren, whistle, or similar emergency signaling device, for testing, except as provided in Subsection 5-2.06(h)(2).
 - (2) Testing of an emergency signaling device shall not occur between the hours of 8:00 p.m. and 7:00 a.m. Any such testing shall use only the minimum cycle test time. In no case shall such test time exceed sixty (60) seconds. Testing of the emergency signaling system shall not occur more than once in each calendar month.
 - (3) Sounding or permitting the sounding of any exterior burglar or fire alarm unless such alarm is terminated within fifteen (15) minutes of activation.
 - (4) Sounding or permitting the sounding of any motor vehicle alarm unless such alarm is terminated within five (5) minutes of activation.
 - (5) Sounding or permitting the sounding of any motor vehicle alarm more than three (3) times of any duration in any twenty-four (24) hour period.
- I. *Commercial Establishments Adjacent to Residential Property.* Continuous, repeated, or sustained noise, sound, or vibration from the premises of any commercial establishment, including any outdoor area that is a part or under the control of the establishment, which is licensed by the City and is adjacent to one or more residential dwelling units, between the hours of 10:00 p.m. and 7:00 a.m., that is plainly audible from the exterior wall of the adjacent residential dwelling unit
- J. *Leaf Blowers.* The use or operation or allowing the use or operation of any leaf blower, as defined and regulated in Chapter 12 of Title 5 of this Code, between the hours of 8:00 p.m. and 8:00 a.m. of the next day. (Ord. 599, § 1)

Section 5-2.07 – Exemptions.

The following activities shall be exempted from the AMC Chapter 5.2 (Noise):

- A) Outdoor events, such as gatherings, fairs, bazaars, festivals, and similar events if and to the extent the events are conducted pursuant to a temporary use permit issued by the City.
- B) The emission of sound for the purpose of alerting persons to the existence of an emergency or the emission of sound in the performance of emergency work. For the purposes of this section, “emergency” means a condition that constitutes an immediate threat to public safety, health, or welfare or to property.
- C) Noise sources associated with the maintenance of real property such as the operation of any mechanically powered saw, sander, drill, grinder, lawn or garden tool or similar tool, provided such activities take place between 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on weekends and holidays.
- D) Any activity to the extent regulation thereof has been preempted by State or Federal law.
- E) Activities of the Federal, State, or local jurisdiction while performing governmental duties.
- F) Warning devices necessary for the protection of public safety as for example, police, fire and ambulance sirens and train horns.
- G) Activities conducted on public playgrounds, public or private school grounds including, but not limited to, school athletic and school entertainment events and band or orchestral rehearsals for school athletic or school entertainment events.

4.7.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions concerning noise and vibration. The issues presented in the Environmental Checklist have been used as thresholds of significance in this section. Accordingly, the Project may create a significant environmental impact if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (see Impact 4.7-1)
- Generate excessive groundborne vibration or groundborne noise levels (see Impact 4.7-2)
- For a project located within the vicinity of a private airstrip or 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, expose people residing or working in the Project area to excessive noise levels (see **Section 7.0: Effects Found Not To Be Significant**)

4.7.5 Methodology

CONSTRUCTION NOISE

Construction noise levels were based on typical noise levels generated by construction equipment published by the Federal Transit Administration (FTA) and the FHWA. Construction noise is assessed in dBA L_{eq} . This unit is appropriate because L_{eq} can be used to describe noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Construction noise modeling was conducted using the FHWA Roadway Construction Noise Model (RCNM). For modeling purposes, construction equipment has been distributed evenly between the center of the construction site and the nearest noise-sensitive receptor. Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise. The City of Artesia does not establish quantitative construction noise standards. As such, this analysis uses the FTA's threshold of 80 dBA (8-hour L_{eq}) for residential uses, 85 dBA (8-hour L_{eq}) for commercial uses, and 90 dBA (8-hour L_{eq}) for industrial uses to evaluate construction noise impacts.

OPERATIONAL NOISE

The analysis of the "Without Project" and "With Project" noise environments is based on noise prediction modeling and empirical observations. Reference noise level data are used to estimate Project operational noise levels from stationary sources. Noise levels are collected from field noise measurements and other published sources from similar types of activities are used to estimate noise levels expected with the Project's stationary sources. The reference noise levels are used to represent a worst-case noise environment as noise levels from stationary sources can vary throughout the day. Operational noise is evaluated based on the City's Noise Ordinance and General Plan standards. Traffic noise impacts were assessed using methodologies consistent with the FHWA.

VIBRATION

Groundborne vibration levels associated with Project construction-related activities were evaluated utilizing typical groundborne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential groundborne vibration impacts related to building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria.

Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20

in/sec is considered safe and would not result in any vibration damage. Human annoyance is evaluated in vibration decibels (VdB) (the vibration velocity level in decibel scale) and occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. The FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA Noise and Vibration Manual) identifies 80 VdB as the threshold for buildings where people normally sleep.

4.7.6 Impacts and Mitigation Measures

Impact 4.7-1 *Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Level of Significance Before Mitigation: Potentially Significant

IMPACT ANALYSIS

Construction

Construction noise typically occurs intermittently and varies depending on the construction activity's nature or phase (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect noise-sensitive receptors near the construction site. However, it is noted that construction activities would occur throughout the Project site and would not be concentrated at a single point near noise-sensitive receptors.

Project construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. Such activities may require:

- Industrial saws, excavators, and dozers for demolition;
- Dozers and tractors during site preparation;
- Excavators, graders, dozers, and tractors during grading;
- Cranes, forklifts, generators, tractors, and welders during building construction;
- Pavers, rollers, mixers, and paving equipment during paving; and
- Air compressors during architectural coating.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction equipment noise, including earth movers, material handlers, and

portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in **Table 4.7-9: Typical Construction Noise Levels**. It is noted that the noise levels shown in **Table 4.7-9** are maximum noise levels (i.e., the equipment engine at maximum speed). However, equipment used on construction sites typically operates under less than full power conditions, or part power.

Table 4.7-9: Typical Construction Noise Levels		
Equipment	Typical Noise Level (dBA) at 50 Feet from Source	Typical Noise Level (dBA) at 95 Feet from Source
Air Compressor	80	74
Backhoe	80	74
Compactor	82	76
Concrete Mixer	85	77
Concrete Pump	82	76
Concrete Vibrator	76	79
Crane, Derrick	88	76
Crane, Mobile	83	70
Dozer	85	82
Generator	82	77
Grader	85	79
Impact Wrench	85	76
Jack Hammer	88	79
Loader	80	79
Paver	85	82
Pneumatic Tool	85	74
Pump	77	79
Roller	85	95
Saw	76	89
Scraper	85	79
Shovel	82	71
Truck	84	84

Source: Federal Transit Administration. (2018). *Transit Noise and Vibration Impact Assessment Manual*.

Following the methodology for quantitative construction noise assessments in the FTA Noise and Vibration Manual, the FHWA RCNM model was used to predict construction noise at the nearest off-site receptors. RCNM is a computer program used to assess construction noise impacts and allows for user-defined construction equipment and user-defined noise limit criteria. Noise levels were calculated for each construction phase and are based on the equipment used, distance to the nearest property/receptor, and acoustical use factor for equipment.

Following FTA methodology, when calculating construction noise, all construction equipment is assumed to operate simultaneously at the Project site's center. Because in reality, equipment would be operating throughout the site and not all of the equipment would be operating at the point closest to the noise-sensitive receptors and considering the distance between the Project site's center and the noise-sensitive receptors is a reasonable assumption. Therefore, the distances used in the RCNM model were approximately 175 feet to the nearest residential receptors to the west, 150 feet to the industrial uses to the east, and 255 feet to the commercial uses to the west

of the center of the Project site; refer to **Appendix 4.7-1** for RCNM modeling results. **Table 4.7-10: Project Construction Noise Levels**, show estimated exterior construction noise levels at the nearest receptors without accounting for attenuation from physical barriers or topography.

As shown in **Table 4.7-10**, construction activities would not exceed the applicable FTA noise standards at the nearest receptors in the Project vicinity. It is also noted that construction would occur during the City’s allowable construction hours between 7:00 a.m. and 7:00 p.m. Monday through Saturday and would be prohibited on Sundays or Federal holidays. Therefore, construction related noise impacts would be less than significant.

Table 4.7-10: Project Construction Noise Levels						
Construction Phase	Receptor Location			Modeled Exterior Noise Level (dBA Leq) ²	FTA Noise Threshold (dBA Leq (8-hour))	Exceeded?
	Land Use	Direction	Distance (feet) ¹			
Demolition	Residential	West	175	75.6	80	No
	Commercial	West	255	72.3	85	No
	Industrial	East	150	76.9	90	No
Site Preparation	Residential	West	175	76.7	80	No
	Commercial	West	255	73.5	85	No
	Industrial	East	150	78.1	90	No
Grading	Residential	West	175	76.4	80	No
	Commercial	West	255	73.1	85	No
	Industrial	East	150	77.7	90	No
Building Construction	Residential	West	175	73.7	80	No
	Commercial	West	255	70.4	85	No
	Industrial	East	150	75.0	90	No
Paving	Residential	West	175	76.8	80	No
	Commercial	West	255	73.5	85	No
	Industrial	East	150	78.1	90	No
Architectural Coating	Residential	West	175	62.8	80	No
	Commercial	West	255	59.5	85	No
	Industrial	East	150	64.1	90	No
Notes:						
1. Following FTA methodology, all equipment is assumed to operate at the center of the Project site because equipment would operate throughout the Project site and not at a fixed location for extended periods of time.						
2. Modeled noise levels assume the simultaneous operation of all pieces of equipment.						
Source: Federal Highway Administration. (2006). <i>Roadway Construction Noise Model</i> . Refer to Appendix 4.7-1 for noise modeling results.						

Operations

Project implementation would create new sources of noise in the Project vicinity. The major noise sources that would potentially impact existing nearby noise-sensitive receptors are stationary noise equipment (e.g., air conditioners, etc.); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); truck deliveries and trash/recycling pickups; landscape maintenance; and off-site traffic noise.

Mechanical Equipment

The nearest noise-sensitive receptors to the Project site are the multi-family residences directly to the west of the Project site. Potential stationary noise sources related to long-term Project operation would include mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment), which typically generates noise levels of approximately 52 dBA at 50 feet.² As indicated in **Table 4.7-11: Stationary Source Noise Levels**, noise levels from the Project's proposed mechanical equipment at the nearest noise-sensitive receptors would be below the City's noise standards. Therefore, the Project would result in a less than significant impact concerning mechanical equipment noise levels.

Parking Lot Noise

The Project would provide 216 onsite parking spaces and 22 offsite parking spaces (along Fallon Avenue and Alburdis Avenue). Parking spaces would be a combination of ground-floor garage spaces for each residential unit, surface lot parking spaces in the southern portion of the site near the proposed commercial uses, and street parking along Fallon Avenue and Alburdis Avenue. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA³ and may be an annoyance to nearby noise-sensitive receptors. As shown in **Table 4.7-11**, noise levels from the Project's proposed parking lot at the nearest noise-sensitive receptor would be below the City's noise standards, which are in the L_{eq} (30 min) noise metric. A less than significant impact would occur in this regard.

Truck Deliveries and Trash/Recycling Collection

The proposed Project would involve occasional deliveries and weekly trash/recycling collection from slow-moving trucks during normal daytime hours. Low speed truck noise results from a combination of engine, exhaust, and tire noise as well as the intermittent sounds of back-up alarms and releases of compressed air associated with truck air-brakes. Medium-sized delivery trucks and trash collection trucks typically generate noise levels of 70 dBA at a distance of 50 feet.⁴ The nearest noise-sensitive receptors (multi-family residences) would be located approximately 115 feet northwest of the closest trash/recycling/truck delivery area at the Project site. At this distance, noise levels from truck deliveries and trash/recycling collection trucks would be approximately 52.8 dBA and would not exceed the City's exterior or interior noise standards at the nearest residential uses; see **Table 4.7-11**. It is also noted that trash/recycling and truck delivery operations occur at the Project site under existing conditions and are considered part of standard operations in the area. Therefore, noise levels from truck deliveries and trash/recycling collection would result in a less than significant impact would occur in this regard.

² Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. (2015). *Noise Navigator Sound Level Database with Over 1700 Measurement Values*.

³ Kariel, H. G. (1991). *Noise in Rural Recreational Environments*, *Canadian Acoustics* 19(5), 3-10.

⁴ Urban Crossroads. (2015). *Lake Elsinore Walmart 2015 Noise Impact Analysis*.

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Table 4.7-11: Stationary Source Noise Levels									
Nearest Land Use	Direction	Distance (feet)	Reference Noise Level at 50 feet, dBA	Exterior Noise				Interior Noise	
				Noise Level at Receiver, dBA <i>L_{eq}</i> (30 min)	Ambient Noise Level, dBA <i>L_{eq}</i> ¹	Noise Standard dBA <i>L_{eq}</i> (30 min) ²	Exceeds Standard?	Interior Noise Level at Receiver, dBA ¹⁰	Exceeds 45 dBA Interior Noise Standard?
Mechanical Equipment									
Residential	West	60	52.0 ^{3,4}	45.4 ⁵	57.4	57.4	No	20.4	No
Parking Area									
Residential	West	60	61.0 ³	44.6 ⁶	57.4	57.4	No	19.6	No
Truck Deliveries and Trash/Recycling Collection									
Residential	West	115	70.0 ⁷	52.8 ⁶	57.4	57.4	No	27.8	No
Landscape Maintenance									
Residential	West	70	58.4 ³	52.5 ⁶	57.4	57.4	No	27.5	No
Combined Noise Level (Mechanical Equipment + Parking Area + Truck Deliveries and Trash/Recycling Collection + Landscape Maintenance)									
Residential	West	N/A ⁵	70.8 ⁹	56.4 ⁶	57.4	57.4	No	31.4	No
Notes: 1. Ambient noise levels obtained by Kimley-Horn on June 29, 2022; see Table 4.7-2 . 2. The applicable noise standard is the higher of the measured ambient noise level or the base ambient noise levels identified in AMC Section 5-2.03(b). As indicated in Table 4.7-2 , the measured ambient noise levels obtained by Kimley-Horn on June 29, 2022, exceed the City's base ambient noise levels. Therefore, the measured ambient noise levels are used to analyze impacts from the Project in accordance with AMC Section 5-2.03(b). 3. Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. (2015). <i>Noise Navigator Sound Level Database with Over 1700 Measurement Values</i> . 4. Mechanical equipment is conservatively assumed to run in a continuous manner. 5. Includes a 5 dBA reduction from the rooftop parapet/screening walls at onsite buildings. 6. Noise level calculated using the Inverse Square Law of sound propagation and a maximum of 15 minutes of total operation within a 30-minute time period. 7. Urban Crossroads. (2015). <i>Lake Elsinore Walmart 2015 Noise Impact Analysis</i> . 8. Distances vary based on the location of the noise source, as identified above. 9. Calculated based on the logarithmic decibel scale and the reference noise levels for mechanical equipment, parking, truck deliveries and trash/recycling collection, and landscape maintenance noise levels identified above. 10. Interior noise levels were calculated assuming an exterior-interior sound reduction of 25 dBA from standard construction practices, per the United States Department of Housing and Urban Development Noise Guidebook. (2009). https://www.hudexchange.info/resource/313/hud-noise-guidebook/ .									
Source: Federal Transit Administration. (2018). <i>Transit Noise and Vibration Impact Assessment Manual</i> .									

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Landscape Maintenance Activities

Operation of the Project would also include new landscaping that would require periodic maintenance. However, landscape maintenance activities would operate during daytime hours for brief periods of time and would be consistent with existing landscape maintenance activities at surrounding uses. In addition, landscape maintenance noise is exempt from the City's noise standards per AMC Section 5-2.07(c). Nonetheless, noise from landscape maintenance activities at the Project site would not exceed the City's exterior or interior noise standards at the nearest residential uses (see **Table 4.7-11**), and a less than significant impact would occur in this regard.

Combined Noise Levels

Conservatively assuming a worst-case scenario where all noise sources identified above are simultaneously and continuously generating noise, the composite noise level at the nearest residential uses to the west would be approximately 56.4 dBA and would not exceed the City's exterior or interior noise standards; see **Table 4.7-11**. It is also noted that onsite mechanical equipment would be the primary noise source during the nighttime hours, which would generate noise levels up to 45.4 dBA at the nearest residences to the west (see **Table 4.7-11**) and would not exceed the City's nighttime exterior noise standard of 50 dBA. Therefore, noise levels from onsite Project operations would be less than significant.

On-Site Noise⁵

As previously noted, the concrete mixing plant located east of the Project site along Albutris Avenue and vehicular traffic along Artesia Boulevard located to the south are the primary noise sources in the Project vicinity. As depicted on **Exhibit 2-4: Conceptual Site Plan**, the Project proposes residential uses (i.e., townhomes and shopkeeper live/work units) along Albutris Avenue, but commercial uses are proposed along Artesia Boulevard. Based on the noise measurement data for LT-1 (see **Table 4.7-2**), exterior noise levels at the proposed residences along Albutris Avenue would be approximately 71.2 dBA CNEL, which is within the City's normally unacceptable land use compatibility noise standard of 70-75 dBA CNEL for multi-family residential uses. The General Plan Noise Element specifies that a normally unacceptable noise level requires that noise insulation features be included in the design to ensure interior noise levels are below the California Building Code interior noise standard of 45 dBA CNEL. Therefore, the Project would result in potentially significant impacts related to on-site noise. To address potential impacts, the Project would be subject to mitigation measure (**MM**) **NOI-1**, which requires implementation of sound insulation to minimize interior noise levels at habitable rooms of residences along Albutris Avenue to ensure the Project would be consistent with California Code of Regulations Title 24, Part 2, Section 1206.4 (Allowable Interior Noise Levels). With implementation of **MM NOI-1**, the interior noise levels would be reduced to below the California Building Code interior noise standard of 45 dBA CNEL and on-site noise impacts would be reduced to less than significant.

⁵ The California Supreme Court in a December 2015 opinion (*California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 [No. S 213478]) confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, this analysis is not required under CEQA, and the following discussion addresses compliance with City and State Building Code noise standards.

Off-Site Traffic Noise

Project implementation would generate increased traffic volumes along nearby roadway segments. Based on the Project's Local Transportation Assessment (see **Appendix 4.10-2**), the proposed Project would result in approximately 2,585 daily trips. "2025 Opening Year Without Project" and "2025 Opening Year With Project" scenarios are compared in **Table 4.7-12: Opening Year Traffic Noise Levels**. As shown in **Table 4.7-12**, roadway noise levels without the Project would range from 50.3 dBA CNEL to 64.3 dBA CNEL and with the Project between 58.8 dBA CNEL and 64.7 dBA CNEL. Project generated traffic would result in substantial traffic noise increases⁶ of 8.4 dBA along Fallon Avenue (north of Artesia Boulevard) and 7.7 dBA CNEL (north of Artesia Boulevard). However, as indicated in **Table 4.7-12**, the With Project noise levels at these roadway segments would not exceed the City's normally acceptable community noise exposure standards of 60 dBA CNEL for single-family residential and/or 65 dBA CNEL for multi-family residential uses. Therefore, the proposed Project would not result in a substantial permanent increase in traffic noise levels above the City's noise standards, and a less than significant impact would occur.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated

MITIGATION MEASURES

MM NOI-1 Noise Insulation. To comply with California Code of Regulations Title 24, Part 2, Section 1206.4 (Allowable Interior Noise Levels), the Project applicant shall install exterior building materials with sufficient Sound Transmission Class (STC) ratings to reduce interior noise levels at residential units to 45 CNEL or lower. To reduce potential noise impacts to future Project residents, habitable rooms⁷ of residential units located within 30 feet of Alburdis Avenue shall incorporate design measures for windows, walls, and doors that achieve a composite STC rating of at least 27 and all exterior doors and windows shall be installed such that there are no air gaps or perforations. Both aforementioned STC rating standard requirements shall be incorporated into the building plans and submitted to the City of Artesia Building Department for review and approval prior to issuance of building permits. An acoustical analysis shall be performed prior to the issuance of an occupancy permit to demonstrate that noise levels in the interior livable spaces do not exceed the interior noise standard of 45 CNEL in any habitable room as set forth by the City and California Code of Regulations, Title 24, Section 1206.4.

⁶ Per the *Techniques for Reviewing Noise Analyses and Associated Noise Reports* (FHWA, 2018), the FHWA considers a noise increase over 3 dBA to be barely perceptible and would not have an effect on the existing noise environment.

⁷ According to the California Building Code, a habitable room is "A space in a building for living, sleeping, eating or cooking. Bathrooms, toilet rooms, closets, halls, storage or utility spaces and similar areas are not considered habitable spaces."

Roadway Segment		2025 Opening Year Without Project		2025 Opening Year With Project		Change	Exceeds 3 dBA? ²	Residential Land Use Compatibility Standard (SF/MF), dBA CNEL	Significant Impact ³
		ADT	dBA CNEL ¹	ADT	dBA CNEL ¹				
Artesia Boulevard	West of Fallon Avenue	16,660	64.3	18,212	64.7	0.4	No	60/65	No
	East of Fallon Avenue	16,790	64.3	19,376	64.9	0.6	No	60/65	No
	West of Alburdis Avenue	16,790	64.3	19,376	64.9	0.6	No	60/65	No
	East of Alburdis Avenue	17,046	64.4	20,666	65.2	0.8	No	60/65	No ⁴
Fallon Avenue	North Artesia Boulevard	434	50.4	3,020	58.8	8.4	Yes	60/65	No
Alburdis Avenue	North Artesia Boulevard	535	50.3	3,121	58.0	7.7	Yes	60/65	No
<p>Notes:</p> <p>ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level; SF = single-family; MF = multiple-family.</p> <ol style="list-style-type: none"> Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography. An increase of 3 dBA is barely perceptible. Therefore, an increase of 3 dBA or more is considered significant. Potential impacts occur when the Project change exceeds 3 dBA and the land use compatibility standard is exceeded (i.e., both must occur). Although the modeled traffic noise level exceeds the applicable land use compatibility standard(s) at 100 feet from the roadway centerline, the nearest residential uses are located over 350 feet from the roadway centerline. At 350 feet, traffic noise levels would attenuate to approximately 59.6 dBA CNEL and would be below the City's land use compatibility standards. In addition, the Project would result in an imperceptible noise increase (less than 3 dBA). <p>Source: Based on traffic data within the Local Transportation Assessment (see Appendix 4.10-2). Refer to Appendix 4.7-1 for traffic noise modeling assumptions and results.</p>									

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Impact 4.7-2 *Would the Project generate excessive groundborne vibration or groundborne noise levels?*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

Construction

Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

Table 4.7-13: Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet for typical construction equipment. Vibration levels at 20 feet, the distance from the Project construction area to the nearest existing structure to the north are also included in **Table 4.7-13**. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 4.7-13**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 inches per second (in/sec) peak particle velocity (PPV) at 25 feet from the source of activity.

Table 4.7-13: Typical Construction Equipment Vibration Levels		
Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 20 Feet (in/sec)¹
Large Bulldozer	0.089	0.124
Caisson Drilling	0.089	0.124
Loaded Trucks	0.076	0.106
Jackhammer	0.035	0.049
Small Bulldozer/Tractors	0.003	0.004
Notes:		
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , 2018; D = the distance from the equipment to the receiver.		
Source: Federal Transit Administration. (2018). <i>Transit Noise and Vibration Impact Assessment Manual</i> .		

The nearest structure to the Project construction area is located approximately 20 feet to the north. **Table 4.7-13** shows that at 20 feet, the maximum vibration velocities from construction equipment would be 0.124 in/sec PPV, which is below the FTA's 0.20 in/sec PPV threshold for building damage and Caltrans' 0.40 in/sec PPV threshold for human annoyance. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with Project construction would be less than significant.

Operations

Once operational, the Project would not be a significant source of ground-borne vibration. Ground-borne vibration surrounding the Project currently result from heavy-duty vehicular travel (e.g., trash/recycling trucks, heavy duty trucks, and delivery trucks, etc.) on the nearby local roadways. Due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. Therefore, vibration impacts from the Project would be less than significant.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

4.7.7 Cumulative Impacts

For purposes of the noise analysis, cumulative impacts are considered for cumulative development within Artesia, according to the related projects; see **Table 3-1: List of Cumulative Projects**. The geographic context for cumulative analysis of noise is the Artesia Boulevard Corridor Specific Plan Area and adjacent areas in the City; see also **Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues**.

CUMULATIVE CONSTRUCTION NOISE

The Project's construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise would be periodic and temporary noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. The nearest cumulative development project is located approximately 0.11-mile to the west at 17172 Roseton Avenue (a 4,758 SF office/warehouse). However, based on distance attenuation and the presence of intervening structures and traffic noise along Artesia Boulevard, construction noise emanating from the Project site would not cumulatively contribute to construction noise generated at the nearest cumulative development project. All other cumulative development projects are located more than 0.20 miles from the Project site.

In addition, construction activities at other planned and approved projects near the Project site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the AMC, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning construction noise. Therefore, the Project would not cause a cumulatively considerable impact concerning construction noise.

CUMULATIVE OPERATIONAL NOISE

Cumulative Off-Site Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the proposed Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity.

Cumulative increases in traffic noise levels were estimated by comparing the Existing and Opening Year Without Project scenarios to the Opening Year Plus Project scenario. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds the perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- Combined Effect. The cumulative with Project noise level ("Opening Year With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project.
- Incremental Effects. The "Opening Year With Project" causes a 1.0 dBA increase in noise over the "Opening Year Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded and the With Project noise levels exceed the acceptable noise levels on the land use compatibility matrix (refer to **Table 4.7-5**). Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the general area would contribute to cumulative noise impacts.

Table 4.7-14: Cumulative Off-Site Traffic Noise Levels identifies the traffic noise effects along roadway segments in the Project vicinity for "Existing," "Opening Year Without Project," and "Opening Year With Project," conditions, including incremental and net cumulative impacts.

Table 4.7-14 shows that although cumulative traffic noise levels would exceed the combined and incremental effects as a result of the Project, the Opening Year With Project noise levels would not exceed the City's land use compatibility standards at the nearest residential uses. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning off-site traffic noise. Therefore, the Project would not cause a cumulatively considerable impact concerning off-site traffic noise.

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Table 4.7-14: Cumulative Off-Site Traffic Noise Levels								
Roadway Segment		Existing dBA CNEL ¹	Opening Year Without Project ¹ dBA CNEL	Opening Year With Project ¹ dBA CNEL	Combined Effects	Incremental Effects	Residential Land Use Compatibility Standard (SF/MF), dBA CNEL	Cumulatively Significant Impact?
					Difference In dBA Between Existing and Opening Year With Project	Difference In dBA Between Opening Year Without Project and Opening Year With Project		
Artesia Boulevard	West of Flallon Ave	64.1	64.3	64.7	0.6	0.4	60/65	No
	East of Flallon Ave	64.2	64.3	64.9	0.7	0.6	60/65	No
	West of Alburdis Ave	64.2	64.3	64.9	0.7	0.6	60/65	No
	East of Alburdis Ave	64.2	64.4	65.2	1.0	0.8	60/65	No ³
Flallon Avenue	North Artesia Blvd	50.3	50.4	58.8	8.5	8.4	60/65	No
Alburdis Avenue	North Artesia Blvd	50.2	50.3	58.0	7.8	7.7	60/65	No
<p>Notes:</p> <p>ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level; SF = single-family; MF = multiple-family.</p> <ol style="list-style-type: none"> Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography. Potential cumulative impacts occur when the combined and incremental effects are exceeded, and the Opening Year Plus Project noise level exceeds the City's land use compatibility standard (i.e., all must occur). Although the modeled traffic noise level exceeds the applicable land use compatibility standard(s), the nearest residential uses are located over 350 feet from the roadway centerline and noise levels would attenuate below land use compatibility standards. <p>Source: Based on traffic data within the Local Transportation Assessment (see Appendix 4.10-2). Refer to Appendix 4.7-1 for traffic noise modeling assumptions and results.</p>								

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Cumulative Stationary Noise

Stationary noise sources of the proposed Project would result in an incremental increase in non-transportation noise sources in the Project vicinity. However, as discussed above, operational noise caused by the proposed Project would be less than significant. Similar to the proposed Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby noise-sensitive receptors, if necessary. As stationary noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Given that noise dissipates as it travels away from its source, operational noise impacts from onsite activities and other stationary sources would be limited to the Project site and vicinity. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning stationary noise. Therefore, the Project would not cause a cumulatively considerable impact concerning stationary noise.

4.7.8 Significant Unavoidable Impacts

No significant unavoidable impacts concerning noise have been identified.

4.7.9 References

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Population And Housing



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4.8 POPULATION AND HOUSING

4.8.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions concerning population and housing, identify potential impacts that could result from Project implementation, and as necessary, recommend mitigation to avoid or reduce the significance of impacts. The demographics are examined in the context of existing and forecast population, housing, and employment for the Project site, City of Artesia (City), and County of Los Angeles (County).

This section is based on demographic data obtained from the following sources:

- Artesia General Plan 2030 (General Plan),
- California Department of Finance (DOF) Population and Housing Report E-5 (2022), and
- Southern California Association of Governments (SCAG) Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Demographics and Growth Forecast.

4.8.2 Environmental Setting

Population

Table 4.8-1: Population Estimates and Forecasts (Persons, 2022-2045), shows the County's and City's existing (2022) and forecast 2045 populations. The Department of Finance (DOF) population estimates are derived by multiplying the number of occupied housing units (i.e., households) by the average persons per household. The DOF estimates the County's existing (2022) population is approximately 9,861,224 persons and the City's is approximately 16,226 persons. The City ranks as the 71st largest City in the County, representing less than one percent of the County's total population.

Table 4.8-1: Population Estimates and Forecasts (Persons, 2022-2045)			
Jurisdiction	2022^{1, 2}	2045³	Change (Numeric/Percent)⁴
County of Los Angeles	9,861,224	11,674,000	+1,812,776 +18.4%
City of Artesia	16,226	17,800	+1,574 +9.7%

Notes:

1. State of California, Department of Finance, E-5 Population Housing and Estimates for Cities, Counties, and the State, 2020-2022. Sacramento, California, May 2022.
2. The DOF derived population estimates by multiplying the number of occupied housing units (households) by the average persons per household.
3. SCAG Connect SoCal 2020-2045 RTP/SCS Technical Report- Demographics and Growth Forecast.
4. Percent is rounded.

The RTP/SCS provides population, household, and employment data for counties and cities in the SCAG region for 2045. SCAG's forecasts are based on a jurisdiction's existing land uses and General Plan land use designations. Population forecasts are calculated based on household growth and household size. As shown in **Table 4.8-1**, the RTP/SCS forecasts that County and City

populations would increase by approximately 18 percent and 10 percent, respectively, between 2022 and 2045.

Housing

As identified in **Table 4.8-2: Housing Estimates (2022)**, the DOF estimates that the County's housing stock totals 3,635,136 housing units, with 3,420,628 households and an average of 2.80 persons per household. The DOF also estimates that the City's housing stock totals 4,760 housing units, with 4,593 households and an average of 3.38 persons per household. The DOF estimates housing units by adding new construction and land annexations and subtracting housing that is removed (e.g., demolition) and adjusting for units lost or gained by conversions. Annual housing unit change data are supplied to the DOF by local jurisdictions and the U.S. Census Bureau.

Table 4.8-2: Housing Estimates (2022)		
	County of Los Angeles	City of Artesia
Single-Family Homes: Attached and Detached	1,981,094	3,764
Multi-Family Homes: Two to more than Five Units	1,595,006	960
Mobile Homes	59,035	36
Total Housing Units	3,635,136	4,760
Vacancy Rate	5.3%	3.5%
Average Persons Per Household	2.8	3.38
Total Occupied Units (Households)	3,420,628	4,593
<small>Note: Household population estimates are derived by multiplying the number of occupied housing units by the current persons per household. The persons per household estimates are based on 2020 Census benchmark data and are adjusted by raking the current county population series into these estimates. Because timeliness and coverage in these series vary, corrections, smoothing, and other adjustments may be applied.</small>		
<small>Sources: 1. State of California, Department of Finance, E-5 Population Housing and Estimates for Cities, Counties, and the State, 2020-2022. Sacramento, California, May 2022</small>		

The County's and City's vacancy rates are estimated at approximately 5.3 percent and 3.38 percent, respectively; see **Table 4.8-2**. As reported by the DOF, the vacancy rate is a measure of the availability of housing in a community. The vacancy rate also correlates the types of units available to the market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range; a high supply of vacant units may indicate either the existence of a high number of desired units or an oversupply of units.

Table 4.8-3: Housing Estimates and Forecasts (Households, 2022-2045), shows the County's and City's forecast 2045 households and the growth from 2022 estimates. As shown in **Table 4.8-3**, the RTP/SCS forecasts that County and City households would increase by approximately 20 percent and 8.9 percent, respectively, between 2022 and 2045.

Table 4.8-3: Housing Estimates and Forecasts (Households, 2022-2045)

Jurisdiction	2022 ¹	2045 ²	Change (Numeric/Percent)
County of Los Angeles	3,420,628	4,119,000	+698,372 +20.4%
City of Artesia	4,593	5,000	+407 +8.9%

Sources:
 1. State of California, Department of Finance, E-5 Population Housing and Estimates for Cities, Counties, and the State, 2020-2022. Sacramento, California, May 2022/
 2. SCAG Connect SoCal 2020-2045 RTP/SCS Technical Report- Demographics and Growth Forecast/

SCAG forecasts total housing need for each community in southern California based on three general factors: (1) the number of housing units needed to accommodate future population and employment growth; (2) the number of additional units needed to allow for housing vacancies; and (3) the number of very low, low, moderate, and above moderate-income units needed in the community. Additional factors used to determine the Regional Housing Needs Assessment (RHNA) include tenure, the average rate of units needed to replace housing units demolished, proximity to high quality transit areas, and other factors.

The City's Final RHNA allocation for the October 2021 through October 2029 period is shown in **Table 4.8-4: City of Artesia Final RHNA Allocation**. The City is required to ensure that sufficient sites that are planned and zoned for housing are available to accommodate its need and to implement proactive programs that facilitate and encourage the production of housing commensurate with its housing needs.

Table 4.8-4: City of Artesia Final RHNA Allocation

Income Level	Percent of AMI	Target (Units)	Percent Change
Very Low	0-50%	312	29%
Low	50-80%	168	16%
Moderate	80-120%	128	12%
Above Moderate	120%+	461	43%
Total		1,069	100%

Notes: AMI = Area Median Income
 Source:
 1. SCAG. (2021). SCAG 6th Cycle Final RHNA Allocation Plan. https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785. Accessed September 2, 2022.

Employment

Because of the effects that COVID-19 on local and regional employment, the California Economic Development Department employment numbers for 2019 have been used because they more accurately represent employment in the area. As shown in **Table 4.8-5: Employment Estimates and Projections (2020-2045)**, the County's 2019 employment totaled 4,894,300 jobs and is forecast to increase by approximately 10.0 percent to 5,382,000 jobs between 2019 and 2045. The City's 2019 employment totaled 7,700 jobs and is forecast to decrease by 14.3 percent to 6,600 jobs between 2019 and 2045.

Table 4.8-5: Employment Estimates and Projections (2020-2045)			
Jurisdiction	2019 ¹	2045 ²	Change (Numeric/Percent)
County of Los Angeles	4,894,300	5,382,000	+487,700 +10.0%
City of Artesia	7,700	6,600	-1,100 -14.3%
Sources: 1. California Economic Development Department, Annual Average 2019 employment. 2. SCAG Connect SoCal 2020-2045 RTP/SCS Technical Report- Demographics and Growth Forecast.			

Jobs to Housing Balance

SCAG states that “a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply.” Jobs and housing are considered in balance when a subregion has enough employment opportunities for most people who live there and enough housing opportunities for most of the people who work there. The jobs/housing balance is one indicator of a project's effect on growth and quality of life in a project area. SCAG uses the jobs/housing ratio to assess the relationship between housing and employment growth.

Alternatively, the 2020-2045 RTP/SCS states that “an imbalance between employment and housing in a community is a key contributor to local traffic congestion. These types of origin/destination disparities may also be considered an impediment to environmental justice.” According to SCAG, improvements in the jobs to housing balance may result in a reduction of transportation congestion and related air quality problems. Communities with more than 1.5 jobs per dwelling unit (DU) are considered “jobs rich” and those with fewer than 1.5 jobs per DU are considered “housing rich.”

Table 4.8-6: Jobs/Housing Ratio (2019/22-2045) presents the County's and City's jobs/housing balance. As identified in **Table 4.8-6**, the County's and City's jobs/housing ratios indicates both are housing rich and would need more job growth to provide greater balance. Comparatively, the City's jobs/housing balance is higher (more jobs rich) than the County's.

Jurisdiction	2019/2022	2045
County of Los Angeles		
Jobs	4,894,300 ¹	5,382,000 ²
Housing Units	3,635,136	4,119,000 ²
Jobs/Housing Ratio	1.35	1.31
City of Artesia		
Jobs	7,700 ¹	6,600 ²
Housing Units	4,760	5,000 ²
Jobs/Housing Ratio	1.62	1.32
Sources:		
1. California Economic Development Department, Annual Average 2019 employment. Because of the effects that COVID-19 on local and regional employment, the California Economic Development Department employment numbers for 2019 have been used because they more accurately represent employment in the area.		
2. SCAG Connect SoCal 2020-2045 RTP/SCS Technical Report- Demographics and Growth Forecast.		

4.8.3 Regulatory Setting

STATE

California Housing Element Law

The Housing Element is one of the seven General Plan Elements that are mandated by the State of California (California Government Code §§65580 to 65589.8). California State law requires that the Housing Element provide, “an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing” (California Government Code §65580).

State law requires that each city and county identify and analyze existing and forecasted housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs.

LOCAL

Southern California Association of Governments

SCAG is a Joint Powers Agency established under California Government Code Section 6502 et seq. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency, and a Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, Ventura, San Bernardino, Riverside, and Imperial Counties. The region encompasses a population exceeding 18 million persons in an area that encompasses more than 38,000 square miles. As the designated MPO, SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local governments. Gardena is a member of the Gateway Cities COG, one of the 14 subregional organizations in the SCAG region.

SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of anticipated growth in the region. In September 2020, SCAG adopted Connect SoCal, its 2020 - 2045 RTP/SCS. Major themes in the 2020-2045 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increase capacity through improved systems managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth and opportunity; promoting the links between public health, environmental protection and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan.

Regional Housing Needs Assessment

The RHNA is an assessment process performed periodically as part of the General Plan Housing Element updates at the local level. The RHNA process begins with the California Department of Housing and Community Development's projection of future statewide housing growth need, and the apportionment of this need to regional councils of governments throughout the State. SCAG is the agency responsible for developing an allocation methodology to allocate the region's assigned share of statewide need to cities and counties by income level.

This "fair share" allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of its resident population, as well as the jurisdiction's projected share of regional housing growth across all income categories. Regional growth needs are defined as the number of units that would have to be added in each jurisdiction to accommodate the forecasted number of households, as well as the number of units that need to be added to compensate for anticipated demolitions and changes to achieve an ideal vacancy rate. SCAG defines a "household" as an occupied DU.

The 6th RHNA cycle covers the planning period from October 2021 to October 2029. The housing construction need is determined for four broad household income categories: very low (households making less than 50 percent of area median income), low (50 to 80 percent of area median income), moderate (80 to 120 percent of area median income), and above moderate (more than 120 percent of area median income). The intent of the future needs allocation by income groups is to relieve the undue concentrations of very low-income and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

City of Artesia General Plan

The General Plan Land Use Sub-Element contains the following goals and policies that are applicable to the Project:

- Goal LU 1** A well planned community with sufficient land uses and intensities to meet the needs of anticipated growth and achieve the community's vision.
- **Policy LU 1.1:** Identify appropriate locations for residential and non-residential development to accommodate growth through the year 2030 on the General Plan Land Use Diagram.
 - **Policy LU 1.2:** Encourage a wide variety of retail and commercial services in appropriate locations.
 - **Policy LU 1.4:** Ensure mixed-use developments are integrated with surrounding uses to become part of the neighborhood by utilizing cohesive architecture, lively streetscapes, interesting urban spaces and attractive landscaping.

- Goal LU 2** Stable, well-maintained residential neighborhoods.
- **Policy LU 2.1:** Protect residential areas from the effects of potentially incompatible uses.
 - **Policy LU 2.2:** Encourage uniformly high standards of residential property maintenance to preserve real estate values and high quality of life.
 - **Policy LU 2.3:** Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a neighborhood.
 - **Policy LU 2.4:** Ensure that the distinct character of Artesia's neighborhoods are preserved and reflected in all new development and redevelopment projects.

The City's 2021-2029 Housing Element was adopted by the City Council on March 14, 2022 and submitted to the Department of Housing and Community Development (HCD) on March 15, 2022; however, as of February 2023, the Housing Element has not yet been certified by HCD. The City is currently working with HCD to revise the Housing Element in order to receive HCD certification. The adopted General Plan Housing Sub-Element contains the following goals and policies for the treatment of housing:

- Goal HE 1** Provide affordable, decent, safe and sanitary housing of all types and costs, regardless of race, color, religion, sex, sexual orientation, marital status, national origin, ancestry, familial status, source of income, or disability.
- **Policy H 1.2:** Increase the extremely-low-, very-low-, low-, and moderate-income housing stock.
 - **Policy HE 1.3:** Encourage mixed-use (residential/commercial) development on existing commercial zoned land.

- **Policy HE 4.1:** Implement land use policies that allow for a range of residential densities.
- Goal HE 3** Provide suitable sites for housing development to accommodate all ranges of housing type, size, location, and price.
- **Policy HE 3.1:** Identify properties within the City that are suitable for housing development.
- Goal HE 5** Remove governmental constraints to development, maintenance, and improvement of housing stock.
- **Policy HE 5.1:** Provide guidance for decision-making regarding quality, inventory, and conservation of the City's housing stock.

4.8.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions concerning population and housing. The issues presented in the Environmental Checklist have been used as thresholds of significance in this section. Accordingly, the Project may create a significant environmental impact if it would:

Induce substantial unplanned 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). (see Impact 4.8-1)

Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. (see **Section 7.0: Effects Found Not To Be Significant**)

4.8.5 Impacts and Mitigation Measures

Impact 4.8-1	<i>Would the Project induce substantial unplanned 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)?</i>
Level of Significance Before Mitigation: Less Than Significant	

IMPACT ANALYSIS

The General Plan designates the Project site as Gateway Community Commercial, which provides for a complimentary mix of job-creating industrial and manufacturing uses, and local/regional-serving commercial retail and office uses. The City's Zoning Map classifies the Project stie as Artesia Boulevard Corridor Specific Plan (ABCSP). Within Quadrant 2, the City's primary goal is to establish a retail, commercial, and industrial center. Project implementation would require both a General Plan amendment to permit integrated, mixed-use commercial and residential development, as well as a Zoning Code Text Amendment to amend the ABCSP to permit residential uses. The Project proposes 80 DU and approximately 11,257 gross square feet (GSF) of non-residential

(commercial and office) land uses, which would generate approximately 30 jobs.¹ The General Plan Amendment and Zoning Code Text Amendment are required to allow the proposed mix-use development.

Change From Existing Conditions. Table 4.8-7: City Housing, Population, and Employment Forecasts (Existing With Project Conditions), shows the City's existing housing stock and population and forecast growth with Project implementation. As previously identified, the City's housing stock as of January 1, 2022 was 4,760 DU. The Project proposes 80 DU, including two-, three-, and four-bedroom units. The Project's proposed housing would increase the City's housing stock to 4,840 DU, or approximately 1.7 percent over the existing housing stock of 4,760 DU. As also shown in **Table 4.8-7**, based on the City's average household size of 3.38 persons per household, the Project's proposed 80 DU could generate a population growth of approximately 270 persons, or approximately 1.7 percent over the City's existing population of 16,226 persons. With Project implementation, the City's existing 2022 population would increase to 16,496 persons. Therefore, the Project would induce population growth in the City directly through construction of new homes.

Description	Housing (Dwelling Units)	Persons Per Household	Population (Persons)	Employment (Jobs)
Existing	4,760 ¹	3.38 ¹	16,226 ¹	7,700 ²
Proposed Project	+80		+270	+30
Total Existing + Project	4,840		16,496	7,730
Project % Change Over Existing	+1.7%		+1.7%	+0.4%

Notes:
 1. Year 2022 estimates. State of California, Department of Finance, E-5 Population Housing and Estimates for Cities, Counties, and the State, 2020-2022. Sacramento, California, May 2022.
 2. California Economic Development Department, Annual Average 2019 employment.

As discussed above, the Project would require both a General Plan amendment to permit integrated, mixed-use commercial and residential development, as well as a Zoning Code Text Amendment to amend the ABCSP to permit residential uses. Thus, the Project's proposed residential development would induce an unplanned direct population growth in the City of approximately 270 persons. However, this forecast population growth from new housing is not considered substantial in the context of General Plan buildout and SCAG growth forecasts, as concluded below.

As shown in **Table 4.8-7**, the Project would generate approximately 30 jobs, which would increase the City's existing employment by approximately 0.4 percent over the City's existing employment of 7,700 jobs. With Project implementation, the City's existing 2019 employment would increase to 7,730 jobs. However, it is not anticipated that the Project would induce direct population growth in the City directly through construction of the proposed approximately 11,257 GSF of commercial

¹ Employment generation factors are based on data provided in Table II-B of the SCAG Employment Density Study Summary Report. Based on the Summary Report, restaurants and retail uses generate approximately 1 employee/424 square feet (SF), and office uses generate approximately 1 employee/319 SF. Based on the 8,814 SF of restaurant and retail uses, the Project would generate 22 employees. Based on the 2,443 SF of office uses from the live/work units, the Project would generate 8 employees. Therefore, the Project would generate a total of 30 employees.

and office land uses given that approximately 14 of the 30 anticipated jobs would be associated with the proposed shopkeeper and live/work townhome units. For these units, it is anticipated that the persons working in these units also reside there. Additionally, it is anticipated that the remaining approximately 17 jobs would be filled by persons who already reside in the City. Therefore, it is not anticipated that the Project would induce population growth in the City directly through construction of new businesses.

Change From General Plan Buildout. General Plan EIR Tables 2 and 3 present the City's forecast buildout capacity as 22,329 DU, with a population of approximately 63,799 persons. Buildout was estimated to occur over 20 years. **Table 4.8-8: City Housing and Population Forecasts (General Plan Buildout With Project Conditions)**, provides the Project's housing and population growth, in the context of General Plan buildout. As shown in **Table 4.8-8**, the Project's proposed housing would increase the City's buildout housing stock to 22,409 DU, or approximately 0.4 percent over the buildout housing stock of 22,329 DU. As also shown in **Table 4.8-8**, the Project's proposed 80 DU could generate a population growth of approximately 270 persons, or approximately 0.4 percent over the City's buildout population of approximately 63,799 persons. With Project implementation, the City's buildout population would increase to 64,074 persons.

Table 4.8-8: City Housing, Population, and Employment Forecasts (General Plan Buildout With Project Conditions)			
Description	Housing (Dwelling Units)	Persons Per Household	Population (Persons)
General Plan (GP) Buildout	22,329 ¹	N/A	63,799 ¹
Proposed Project	+80	3.38 ²	+270
Total GP Buildout + Project	22,409		64,069
Project % Change Over GP Buildout	+0.4%		1.7%
Notes:			
1. General Plan Tables 2 and 3.			
2. Year 2022 estimate. State of California, Department of Finance, E-5 Population Housing and Estimates for Cities, Counties, and the State, 2020-2022. Sacramento, California, May 2022.			

The Project would require a General Plan amendment to permit integrated, mixed-use commercial and residential development. Thus, the Project's proposed residential development would induce an unplanned direct population growth in the City of approximately 270 persons. However, the Project's forecast population growth from new housing is not considered substantial in the context of General Plan buildout given it would constitute only approximately 0.4 percent growth over the City's buildout population of approximately 63,799 persons. Additionally, the City would be well under its buildout population, given the City's existing with Project population of 16,496 persons would comprise only approximately 26 percent of the City's buildout population of approximately 63,799 persons.

Change From SCAG Growth Forecasts. SCAG's Connect SoCal RTP/SCS forecasts 5,000 households and a population of 17,800 persons in the City by 2045. **Table 4.8-9: City Housing and Population Forecasts (SCAG Growth Forecasts With Project Conditions)**, provides the Project's housing and population growth, in the context of SCAG forecasts. As shown in **Table 4.8-9**, the Project's proposed housing would increase SCAG's forecast housing stock to 5,080 DU, or approximately 1.6 percent over their forecast 5,000 households. As also shown in **Table 4.8-9**, the

Project's proposed 80 DU could generate a population growth of approximately 270 persons, or approximately 1.5 percent over SCAG's forecast population for the City of approximately 17,800 persons. With Project implementation, SCAG's forecast population for the City would increase to 18,070 persons. The Project's forecast population growth of 1.5 percent is considered nominal. Additionally, the Project's forecast population growth of 270 persons would be within SCAG's forecast population growth for the City of 1,574 persons (or 9.7% between 2022 and 2045); see **Table 4.8-1**. Therefore, the Project's forecast population growth would not conflict with SCAG's projections for the City and is not considered substantial population growth. A less than significant impact would occur, and no mitigation is required.

Description	Housing (Households/Dwelling Units)	Persons Per Household	Population (Persons)
SCAG 2045 Forecasts	5,000 ¹	N/A	17,800 ¹
Proposed Project	+80	3.38 ²	+270
Total SCAG Forecasts + Project	5,080		18,070
Project % Change Over Forecasts	+1.6%		1.5%

Notes:
 1. SCAG Connect SoCal 2020-2045 RTP/SCS Technical Report- Demographics and Growth Forecast.
 2. Year 2022 estimate. State of California, Department of Finance, E-5 Population Housing and Estimates for Cities, Counties, and the State, 2020-2022. Sacramento, California, May 2022.

SCAG's 2021-2029 RHNA allocation for the City is 1,069 DUs, of which 461 DUs would be moderate/above moderate. The Project proposes market rate units. Therefore, the Project would represent approximately 17.4 percent of the moderate/above moderate rate allocation. The proposed 80 DUs is within the forecasted housing growth in the City. The Project would provide needed housing based on the RHNA allocation.

SCAG forecasts a decrease of 1,100 jobs between 2019 and 2045 for the City. SCAG's Connect SoCal RTP/SCS assumes 6,600 jobs in the City by 2045. The Project would generate approximately 30 jobs, or approximately 0.3 percent of the existing (2019) jobs and 0.5 percent of SCAG's forecast 2045 jobs in the City. The proposed 30 jobs would increase the forecasted employment for the City.

As previously discussed, communities with more than 1.5 jobs per DU are considered "jobs rich" and those with fewer than 1.5 jobs per DU are considered "housing rich." The City's jobs-to-housing ratio indicates it is currently jobs rich and needs housing growth. The City's employment is forecast to decrease by 14.3 percent between 2019 and 2045. The jobs-to-housing ratio is projected to trend slightly towards "housing rich" in 2045 (1.32). In addition, by providing the Project's type of housing with pedestrian connectivity and live/work spaces, the Project is anticipated to encourage job growth in the area as employers look to housing opportunities in developing areas to attract potential employees.

The General Plan Housing Element's Housing Needs Assessment states that:

- New housing is needed to encourage and as regional employment and population growth generate a demand for new housing throughout Southern California.
- Multifamily housing is needed as the prevalent housing type in Artesia is single-family detached, and a majority of Artesia's housing stock is renter-occupied.
- New housing is needed as Artesia's current population increases and ages.
- New construction housing is needed to replace some of Artesia's older housing stock (e.g., more than 50 years old) that is too severely deteriorated to rehabilitate.
- New housing is needed when vacancy rates are low to ensure reasonable levels of choice and mobility in the marketplace.

It is also the City's goal (General Plan Goal HE 3) to "provide suitable sites for housing development to accommodate all ranges of housing type, size, location, and price." Additionally, General Plan Housing Sub-Element Policy HE 1.3 encourages "mixed-use (residential/commercial) development on existing commercial zoned land." The Project would be in furtherance of this goal and policy by providing additional housing types in the City and by constructing a mixed-use development on the Project site. General Plan Housing Sub-Element Policy HE-1.4 states "implement land use policies that allow for a range of residential densities." Please see **Table 4.6-1 of Section 4.6: Land Use and Planning**, which provides a consistency analysis of the Project with applicable General Plan goals and policies.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

4.8.6 Cumulative Impacts

For purposes of the population and housing impact analysis, cumulative impacts are considered for cumulative development within Artesia, according to the related projects; see **Table 3-1: List of Cumulative Projects**. The geographic context of cumulative analysis for population and housing is the City and County; see also **Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues**.

Potential cumulative population and housing impacts are assessed relative to the General Plan and regional plans, including SCAG's Connect SoCal 2020-2045 RTP/SCS population, housing, and employment projections. SCAG's regional growth projections reflect recent and past trends, key demographic and economic assumptions and include local and regional policies. Local justifications participate in the growth forecast development process.

Cumulative impacts would occur if development of the Project, together with other cumulative projects would induce substantial unplanned population growth. The Project would not conflict with the General Plan, which identifies the need for new housing to meet demands throughout southern California and specifically within the City, to account for a growing and aging population, replacement of older housing stock, and to ensure reasonable levels of choice and mobility in the marketplace. Other projects under development would also be subject to project-

level review and project-specific measures would be required, as needed, to reduce significant impacts. Given the Project's consistency with General Plan and SCAG policies, as well as the potential for other related projects to be generally consistent with the population and housing policies, the Project would not result in significant population and housing impacts, and therefore, taken with past, present, and reasonably foreseeable future projects, Project impacts are not considered cumulatively considerable, and no mitigation is required.

4.8.7 Significant Unavoidable Impacts

No significant unavoidable impacts concerning population and housing have been identified.

4.8.8 References

California Department of Finance. (2020). *Report E-5 Population and Housing Estimates for Cities, and Counties, and the State*. Sacramento, CA: California Department of Finance.

California Economic Development Department Labor Market Information Division. (2019). *Monthly Labor Data for Cities and Census Designated Places*, Sacramento, CA: Employment Development Department.

City of Artesia. (2010). *City of Artesia General Plan 2030*. Artesia, CA.

City of Artesia. (2021). *2021-2029 Housing Element Draft*. Artesia, CA.

Natelson Company, Inc. (2001). *Employment Density Study Summary Report Prepared for SCAG*.

Southern California Association of Governments (2020). *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*.

Southern California Association of Governments (2020). *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy: Demographics and Growth Forecast Technical Report*.

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Public Services And Recreation



Prepared by
Kimley»Horn
Expect More. Experience Better.



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4.9 PUBLIC SERVICES AND RECREATION

4.9.1 Introduction

The purpose of this section is to describe the existing environmental and regulatory conditions related to public services (i.e., fire and police protection, schools, and libraries) and parks/recreational facilities. Additionally, the section analyzes whether the Project would increase the use of existing recreational facilities. This section focuses on the Project’s potential to cause the need for new or physically altered public service facilities, the construction of which would cause a significant environmental impact, and as necessary, recommend mitigation to avoid or lessen the significance of impacts.

4.9.2 Environmental Setting

FIRE PROTECTION

The City of Artesia (City) contracts with the County of Los Angeles Fire Department (LACFD) to provide fire and emergency services. The LACFD protects 4.1 million residents in 60 cities and unincorporated areas of Los Angeles County (County).¹ The LACFD is responsible for fire response, vehicle accidents, public assistance, medical emergencies, water rescue, and hazardous material response. They are also responsible for disaster preparedness and other services such as building plan review, fire prevention, and fire hydrant testing.

LACDF operates two fire stations within the City that would serve the Project site. **Table 4.9-1: Fire Stations Serving the Project Site** shows the Fire Station locations and distances to the Project site. The City is also in an automatic response agreement with the cities of Norwalk and Cerritos to provide dispatch regardless of City boundaries.

Station Number	Address	Distance to Project Site (miles)
Fire Station 30	19030 Pioneer Boulevard Cerritos, CA 90703	1.3
Fire Station 115	11317 Alondra Boulevard Norwalk, CA 90650	1.8

Source: County of Los Angeles Fire Department. *Fire Station Locator*. <https://locator.lacounty.gov/fire>. Accessed on October 10, 2022.

Emergency Medical Services

The LACFD also provides Emergency Medical Services (EMS) to Artesia. The LACFD requires all uniformed personnel to be trained to a minimum Emergency Medical Technician 1 standard (EMT-1), providing basic evaluation, life support and first aid, and employment of an Emergency

¹ County of Los Angeles Fire Department. (2021). *Annual Report*. https://fire.lacounty.gov/wp-content/uploads/2022/08/LACoFD-2020-Annual-Report_Final_081722.pdf. Accessed on September 30, 2022.

Medical Technician defibrillator.² Paramedic squad personnel are also required to provide advanced lifesaving support including drug therapy.

The LAFCD's emergency ambulance services are provided through a contract with CARE Ambulance. CARE Ambulance is the 911 emergency ambulance service provider and responds alongside LACFD paramedics to provide emergency transport services.³

Fire Flow

Fire flow is closely related to land use, building type, type of construction, size, and presence of an automatic fire sprinkler system. LACFD's fire flow requirements are outlined in **Table 4.9-2, Fire Flow Requirements**. The water system must be able to provide the required fire flow at a minimum residual pressure of 20 psi.

Land Use	Fire Flow (Gallons Per Minute)	Duration
Single-Family Residential	1,250	Two Hours
Two-Family Residential	1,500	Two Hours
Medium Density Residential, Apartments	2,500	Two Hours
Light Commercial, Neighborhood Shopping Center	3,000	Three Hours
Schools, Medium Commercial	3,500	Three Hours

Source: City of Artesia. (2010). *City of Artesia General Plan Update Community Safety Element Table B.3-1, Fire Flow Requirements*. <http://www.cityofartesia.us/DocumentCenter/View/108/Sec0511PublicSrvcsRecreation?bidId=>. Accessed on October 3, 2022.

POLICE PROTECTION

The Los Angeles County Sheriff's Department provides police protection services to Artesia. The City is served by the Lakewood Sheriff's Station located at 5130 Clark Avenue, City of Lakewood. The Lakewood Station provides general and specialized community-oriented law enforcement services to over 270,000 residents in the contract cities of Artesia, Bellflower, Hawaiian Gardens, Lakewood, and Paramount.⁴

SCHOOLS

The Project site is within the jurisdictional boundaries of ABC Unified School District (ABCUSD), which provides educational services and facilities for students from kindergarten through 12th grade. ASBCUSD serves over 19,000 students at 29 schools in the Cities of Artesia, Cerritos, Hawaiian Gardens, Lakewood, Long Beach, and Norwalk.⁵ In the 2019/2020 school year, the ABCUSD school

² City of Artesia. (2010). *City of Artesia General Plan 2030 Environmental Impact Report*. Page 5.11-2. <http://www.cityofartesia.us/DocumentCenter/View/92/Sec00TableofContents?bidId=>. Accessed on September 22, 2022.

³ Ibid.

⁴ Los Angeles Department Sheriff's Department. (2022). *Lakewood Sheriff's Station*. <https://lasd.org/lakewood/>. Accessed on September 30, 2022.

⁵ ABC Unified School District. Superintendent Message. Retrieved from Superintendent's Message – Superintendent's Office – ABC Unified School District (abcusd.us), Accessed on October 11, 2022.

facilities had a capacity of 22,997 students and an excess capacity of 2,709 students as shown in **Table 4.9-3: ABCUSD School Facilities Capacity and Student Enrollment.**

School Level	Facilities Capacity 2019/2020	Student Enrollment 2019/2020	Excess/Shortage
Elementary School (Grades K-6)	12,270	10,399	1,871
Middle School (Grades 7-8)	3,384	3,284	100
High School (9-12)	7,343	6,609	734
Total	22,997	20,292	2,705

Source: ABC Unified School District. (2020). *Residential and Commercial/Industrial Development School Fee Justification Study, Table 1, Existing School Facilities Capacity and Student Enrollment.* Page 14. <https://4.files.edl.io/60a9/10/22/20/190750-c177b75a-5123-47d3-a71e-5a651c3e9973.pdf>. Accessed on October 13, 2022.

The Project site is located within ABCUSD Trustee Area 1⁶, where students are recommended to attend Burbank Elementary School (K-6), Ross Middle School (7-8), and Gahr High School (9-12) depending on their grade level.⁷ **Table 4.9-4: School Facilities** includes the school facilities that would serve the Project site, as well as their capacity, enrollment, and distance to the Project site.

School ¹	Capacity ²	Enrollment (2020-2021)	Distance to Project Site (Miles and Direction)
Burbank Elementary School (K-6)	635	448	0.4 SW
Ross Middle School (7-8)	679	599	0.6 SE
Gahr High School (9-12)	1,666	1,892	0.7 E

Notes:
 1. ABC Unified School District. (2022). *School Search.* https://www.abcusd.us/apps/pages/index.jsp?uREC_ID=1185677&type=d&pREC_ID=1444428. Accessed on October 24, 2022.
 2. School capacity was calculated by dividing each school's total square footage by the recommended space per student from the California Department of Education: Elementary 55-70 sq. ft. per student, Middle 75-100 sq. ft. per student, High 86-110 square feet per student. The highest recommended space per student was used from each range to report the most conservative capacity. (Richards, Steven, ABC Unified School District, personal communication, October 28, 2022)
 3. Burbank Elementary School. (2021). *Burbank Elementary School 2020-21 School Accountability Report Card.* Page 3. <https://4.files.edl.io/c191/06/22/22/213327-dc5b779a-a23e-4c0d-b126-811a5c49c78d.pdf>. Accessed on October 24, 2022.
 4. Ross Middle School. (2021). *Ross Middle School 2020-21 School Accountability Report Card.* Page 3. <https://4.files.edl.io/02ee/03/07/22/221906-4cb81616-3fea-4e7b-8f4f-e00a02564ce6.pdf>. Accessed on October 24, 2022.
 5. Gahr High School. (2021). *Gahr High- STEAM Magnet School 2020-21 School Accountability Report Card.* Page 3. <https://4.files.edl.io/9da4/02/08/22/224552-88da76fd-8853-43e3-8c41-871ec9a06ea2.pdf>. Accessed on October 24, 2022.

PARKS AND RECREATION

Artesia is in a highly urbanized area and is generally built out with no undeveloped/open spaces. The City's open spaces are predominantly developed as recreational areas.⁸ The City's open space and recreational resources include parks, community centers, and school facilities. **Table**

⁶ ABC Unified School District. (2015). Trustee Area Map. Retrieved from: https://www.abcusd.us/apps/pages/index.jsp?uREC_ID=1206894&type=d&pREC_ID=1423639, Accessed on November 30, 2022.

⁷ ABC Unified School District. (2022). School Search. Available at https://www.abcusd.us/apps/pages/index.jsp?uREC_ID=1185677&type=d&pREC_ID=1444428, Accessed on October 24, 2022.

⁸ City of Artesia. (2010). City of Artesia General Plan 2030 Environmental Impact Report. Page 5.11-17. Retrieved from <http://www.cityofartesia.us/DocumentCenter/View/92/Sec00TableofContents?bidId=>, Accessed on September 22, 2022.

4.9-5: Parks and Recreational Facilities in the City of Artesia shows the parks and recreational facilities available to City residents.

Table 4.9-5: Parks and Recreational Facilities				
Recreational Facility	Address	Classification	Size (acres)	Distance from Project Site (miles/direction)
City of Artesia				
Artesia Park	18750 Clarkdale Avenue	Community Park	14.79	1.2 SE
A.J. Padelford Park	11870 169 th Street	Neighborhood Park	1.56	0.8 NE
Baber Park	17189 Baber Avenue	Pocket Park	0.9	0.6 NW
Subtotal			17.25	
ABC Unified School District Properties				
Faye Ross Junior High	17707 Elaine Avenue	Joint Use	12.99	0.7 SE
John H. Niemes Elementary	16715 Jersey Avenue	Joint Use	7.74	0.8 N
Luther Burbank Elementary	17711 Roseton Avenue	Joint Use	4.96	0.4 SW
William F. Elliot Elementary	18415 Cortner Avenue	Joint Use	5.72	1.5 SE
Subtotal			31.41	
Total			48.66	
Regional Parks				
Don Knabe Community Regional Park	19700 Bloomfield Avenue Cerritos, CA	Regional Park	84.00	2.9 SE
Ralph B. Clark Regional Park	8800 Rosecrans Avenue Buena Park, CA	Regional Park	105.00	7.9 NE
Subtotal			189.00	
Sources: City of Artesia. <i>Recreation Facilities</i> . https://ca-artesia2.civicplus.com/367/Recreation-Facilities . Accessed on October 10, 2022. City of Artesia. (2010). <i>City of Artesia General Plan 2030</i> . Table 5.11-5 Inventory of Recreational Facilities. Page 5.11-20.				

The City currently owns and maintains three parks totaling 17.25 acres; see **Table 4.9-5**. The City also has a joint-use agreement with the ABCUSD to utilize school sites as a community open space resource.⁹ ABCUSD properties (also called Joint-Use properties) are currently developed as school sites but maintain a considerable amount of open space for community use when school is not in session. The ABCUSD owns and maintains four school sites that provide 31.41 acres of open space within the City; see **Table 4.9-5**. Regional recreational facilities are situated outside Artesia City limits but are within a reasonable travelling distance for City residents. Combined, City and ABCUSD facilities provide approximately 49 acres of parkland/open space. The Don Knabe Community Regional Park in the City of Cerritos and the Ralph B. Clark Regional Park in the City of

⁹ City of Artesia. (2010). *General Plan Environmental Impact Report*. Page 5.11-24. Available at: Sec0511PublicSrvcRecreation (cityofartesia.us). Accessed on October 24, 2022.

Buena Park provide supplemental recreational opportunities and amenities to Artesia residents; see **Table 4.9-5**.

OTHER PUBLIC FACILITIES

The Los Angeles County Public Library (LACL) system serves the City and provides library services to over 3.4 million residents living in unincorporated and incorporated cities within the County.¹⁰ The LACL is responsible for maintenance and library improvements to meet future library service's demands. The LACL *Strategic Plan* identifies goals and objectives including financial management and fundraising strategies to maintain and enhance library facilities to meet future demands. Strategic initiatives associated with the Strategic Plan include Tell the Library Story; Affirm the Library as a Center for Learning; Expand and Support the Digital Library; Transform the Role of the Library as Place; Support and Cultivate the Community's Creativity; Develop the Library as a Center for Community Engagement; and Develop Staff Prepared for the Future.

Table 4.9-6: Library Facilities, provides the LACL branches within a two-mile radius of the Project site.

Table 4.9-6: Library Facilities		
Library	Address	Distance to Project Site (Miles and Direction)
The Artesia Library	18801 Elaine Ave, Artesia, CA 90701	1.4 SE
The Alondra Library	11949 Alondra Blvd, Norwalk, CA 90650	1.5 NE
The Cerritos Library	18025 Bloomfield Ave, Cerritos, CA 90703	1.7 SE
Source: Los Angeles County Public Library. (2022). <i>Library Locator</i> . https://lacountylibrary.org/library-locator/ . Accessed on October 24, 2022.		

The library nearest the Project site is the Artesia Library, which was rebuilt and opened to the public in 2017. The Artesia Library provides basic library services to Artesia and Cerritos residents. Services available include reference services, in-person and telephone research assistance, children's programs, online homework help center, and publicly available computers with Internet access.¹¹

4.9.3 Regulatory Setting

FIRE PROTECTION

STATE

California Fire Code

The 2019 California Fire Code (California Code of Regulations [CCR] Title 24 Part 9) (CFC) contains regulations consistent with nationally recognized and accepted practices for safeguarding life and property from the hazards of fire and explosion, dangerous conditions arising from the storage, handling, and use of hazardous materials and devices, and hazardous conditions in the use or occupancy of buildings or premises. The CFC also contains provisions to assist emergency

¹⁰ Los Angeles County Library. *About the Library*. <https://lacountylibrary.org/aboutus/>. Accessed on October 10, 2022.

¹¹ Los Angeles County Library. *Artesia Library*. <https://lacountylibrary.org/artesia-library/>. Accessed on October 10, 2022.

response personnel. These fire-safety-related building standards are referenced in other parts of Title 24. The CFC is issued on a three-year cycle; the 2019 edition took effect on July 1, 2019. The 2019 CFC was adopted and incorporated by reference in Artesia Municipal Code (AMC) Title 8 Chapter 7, Fire Code. The 2022 CFC was published July 1, 2022, with an effective date of January 2023.

California Building Code

The California Building Code (CCR Title 24 Part 2) (CBC) contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. The CBC provisions provide minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures and certain equipment. The CBC is currently updated every three years. The most recent update is the 2022 CBC, effective starting January 1, 2023. It is based on the 2018 International Building Code but amended to account for California conditions. The CBC is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local needs. Commercial and residential buildings are plan-checked by City building officials for compliance with the CBC. Typical fire safety requirements of the CBC include installing sprinklers in all high-rise buildings; establishing of fire resistance standards for fire doors, building materials, and particular types of construction; and clearing debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Health and Safety Code

The California a Health and Safety Code §13000 et seq. includes fire regulations for building standards (also in the CBC), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise buildings and childcare facilities standards, and fire suppression training

California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration establishes minimum standards for fire suppression and emergency medical services in accordance with CCR, Title 8, §1270, "Fire Prevention," and 6773, "Fire Protection and Fire Fighting Equipment." The standards include guidelines for handling combustible materials, firehouse sizing requirements, restrictions on the use of compressed air, access roads, etc.

Los Angeles County Fire Department Strategic Fire Plan

The LACFD is one of six County agencies that executed a contract with the State of California to provide wildland fire protection in State Responsibility Areas. LACFD has the responsibility as a contract county to implement the 2010 Strategic Fire Plan in the County. As such, the LACFD operates as a unit of the CAL FIRE and is responsible for all Strategic Fire Plan activities within the County. The LACFD 2021 Strategic Fire Plan replaces the previous LACFD 2020 Strategic Fire Plan.

2020 Los Angeles County Fire Code – Title 32

Los Angeles County Fire Code Title 32 (LACFC Title 32) establishes minimum requirements consistent with nationally recognized good practices for providing a reasonable level of life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures, and premises. It also provides a reasonable level of safety to firefighters and emergency responders during emergency operations. LACFC Title 32 establishes regulations affecting or relating to structures, processes, premises, and safeguards regarding, but not limited to, fire hydrant systems, water supply, fire equipment access, and posting of fire equipment access.

LOCAL

City of Artesia General Plan

The General Plan Community Safety Sub-Element provides the following goals and polices relevant to fire protection and disaster planning:

- Goal SAF 6** Artesia’s residents, employees and visitors are protected from the threat of urban fires.
- **Policy SAF 6.1:** Ensure quality fire prevention and protection services are provided to meet the needs of all Artesia community members.
 - **Policy SAF 6.2:** Ensure that new structures and alterations to existing structures are properly designed and constructed to minimize fire hazards.

City of Artesia Municipal Code

The Artesia Municipal Code (AMC) Title 8 Chapter 7, Fire Code adopts LACFC Title 32, as the City’s Fire Code Ordinance. Fire codes are intended to provide reasonable protection of life and property from the hazards of fire and explosive materials.

Resolution No. 19-2742

On May 13, 2019, the City of Artesia City Council adopted Resolution No. 19-2742, *Adopting a Development Impact Fee Schedule for New Development within the City of Artesia for Public, Traffic, Storm Drain, Parks and Recreation, and Community Center Facilities Fees, and Making a Determination of Exemption under CEQA*. Development Impact Fees (DIFs) are used to mitigate the impacts of new residents and visitors on the community as a result of new development. DIFs may not exceed the cost of providing the services or facilities necessitated by the development and proceeds must be spent on such services or facilities.

POLICE PROTECTION

STATE

California Penal Code

The California Penal Code established the basis for the application of criminal law in California.

LOCAL

City of Artesia General Plan

The General Plan Community Safety Sub-Element provides the following goals and polices relevant to police protection:

- Goal SAF 1** Community Safety is achieved through ongoing collaborative efforts between the community, the City of Artesia, and outside agencies.
- **Policy SAF 1.1:** Provide opportunities for community involvement in crime prevention and control through community policing and public participation programs.
- Goal SAF 5** Artesia is a community with low crime rates and safe neighborhoods.
- **Policy SAF 5.1:** Ensure quality police protection services are provided to meet the needs of all Artesia community members.

City of Artesia Municipal Code

The AMC does not contain any standards concerning police protection.

Resolution No. 19-2742

See **Section 4.9.3: Regulatory Setting [Fire Protection, Local]** above.

SCHOOLS

STATE

California State Assembly Bill 2926 - Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential, commercial, and industrial development. AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Government Code §§66000 et seq. Under this statute, payment of school impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

Senate Bill 50

Senate Bill (SB) 50 (1998), which is funded by Proposition 1A, limits the power of cities and counties to require mitigation of developers as a condition of approving new development and provides instead for a standardized fee. SB 50 generally provides for a 50/50 State and local school facilities match. SB 50 also provides for three levels of statutory impact fees. The application level depends on whether State funding is available; whether the school district is eligible for State funding; and whether the school district meets certain additional criteria involving bonding capacity, year-round schools, and the percentage of moveable classrooms in use.

LOCAL

City of Artesia Municipal Code

The AMC does not contain any standards concerning schools.

PARKS AND RECREATION

STATE

Quimby Act

Cities and counties have been authorized since the passage of the 1975 Quimby Act (California Government Code §66477) to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. The fees must be paid, and land conveyed directly to the local public agencies that provide park and recreation services community-wide.

LOCAL

City of Artesia General Plan

The General Plan Sustainability and Open Space Sub-Elements provides the following goals and polices relevant to public services and recreation:

Goal SUS 4 Preserve, sustain, and restore natural resources within the local, regional, and global community in order to increase opportunities for interaction with nature.

- **Policy SUS 4.1:** Increase tree canopy and provide natural landscape elements throughout the City.
- **Policy SUS 4.2:** Expand public space in the City by establishing new parks, civic plazas, and open space as funding allows. Prioritize development of new park facilities in currently underserved areas within the City.

Goal OS 1 Parks and open space are preserved, enhanced, and expanded to provide access to open space in all of Artesia's Neighborhoods.

- Policy Action OS 1.1.1: Continue joint-use agreements with the ABC Unified School District to utilize school sites as community open space resources.
- **Policy OS 1.2.4:** Pursue available resources to fund parkland acquisitions and development including Federal, State, and local funding grants or donations.

City of Artesia Municipal Code

The AMC does not contain any standards concerning parks and recreation.

Artesia Boulevard Corridor Specific Plan

The Project site is zoned Artesia Boulevard Corridor Specific Plan (ABCSP). The ABCSP establishes a vision for a 21-acre area along Artesia Boulevard, between Gridley Road and Pioneer Boulevard. The ABCSP provides information and guidelines for development and implementation of uses within the ABCSP boundaries, including concerning open space and recreational amenities. The open space requirements of the ABCSP Design Standards and Guidelines specify a project must provide a minimum of 150 SF per unit of common open space and a minimum of 50 SF per unit of private open space. The ABCSP Design Standards and Guidelines also require projects of 10 units or more to provide one common recreational amenity for each 25 units or fraction thereof. Projects exceeding 25 units must provide a mix of recreational amenities. Facilities that serve more people than others, have a wider interest in appeal, and/or occupy more area may be counted as two amenities. The amenities that satisfy the recreational facilities requirements include:

- Clubhouse (two)
- Swimming pool (two)
- Tennis court (one per court)
- Basketball court (one per court)
- Racquetball court (one per court)
- Weightlifting facility
- Children's playground equipment
- Sauna
- Jacuzzi
- Day care facility
- Other recreational amenity/facility deemed adequate by the Community Development Director or designee.

Resolution No. 19-2742

See **Section 4.9.3: Regulatory Setting [Fire Protection, Local]** above.

4.9.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions pertaining to public services and recreation. The issues presented in the Environmental Checklist have been used as significance criteria in this section. The Project would have a significant environmental impact if it would:

- 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:
 - Fire protection (see Impact 4.9-1),
 - Police protection (see Impact 4.9-2),
 - Schools (see Impact 4.9-3),
 - Parks (see Impact 4.9-4),

- Other Public Facilities (see Impact 4.9-5),
- 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 (see Impact 4.9-6), and
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (see Impact 4.9-4).

4.9.5 Impacts and Mitigation Measures

Impact 4.9-1 *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:*

i. Fire protection?

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

The LACFD operates two fire stations that serve the City, but the fire station nearest the Project site is Station 30, which is approximately 1.3-miles south of the Project site.

The Project proposes a mixed-use development comprised of 80 dwelling units (DU) and approximately 11,257 gross square feet (GSF) of non-residential (commercial and office) land uses. As concluded in **Section 4.8: Population and Housing**, the Project's forecast population and employment growth is approximately 270 persons and approximately 30 jobs, respectively. The Project's forecast population growth and non-residential land uses would incrementally increase the demand for fire protection and emergency medical services to the Project site. However, because the Project site is located in a suburban setting where fire protection services and equipment/infrastructure are already in place, the Project is not anticipated to require construction of new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts. A less than significant impact would occur, and no mitigation is required.

It is noted, the LACFD Fire Prevention Division has reviewed the Project regarding firefighter and fire truck access, water system, fire flow, fire hydrant type/location, building address numbers, etc. (see **Appendix 4.9-1: Los Angeles County Fire Department Review**) requirements. LACFD Fire Prevention Division granted approval/clearance of access and public fire hydrant requirements and Vesting Tentative Tract Map #83834 on September 23, 2022. This clearance is subject to compliance with the following LACFD Conditions of Approval (COA):

- All propose structures accessed by the Fire Department for emergency response from Fallon Avenue shall be addressed from Fallon Avenue.

- All proposed structures accessed by the Fire Department for emergency response from Artesia Boulevard shall be addressed from Artesia Boulevard.
- All proposed structures accessed by the Fire Department for emergency response from Albutis Avenue shall be addressed from Albutis Avenue.
- Install one public fire hydrant(s) as noted by the Fire Department on the Tentative Map mark-up dated September 22, 2022.
 - All required public fire hydrants shall be installed, tested, and accepted prior to beginning construction.
 - All fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Code. Fire Code 501.4

Compliance with LACFD COA would enhance the Project's fire protection. The Project would also be subject to compliance with City Resolution No. 19-2742, which requires payment of DIFs to mitigate the impacts of new residents and visitors on public facilities (i.e., fire protection services) as a result of new development, thereby offsetting the demand for additional personnel or equipment due to the incremental increase in demand for fire protection services.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

Impact 4.9-2 *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:*

ii. Police protection?

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

The Project would be served by the Los Angeles County Sheriff's Department. The sheriff station nearest to the Project site is the Lakewood Sheriff's Station at 5130 Clark Avenue in the City of Lakewood, approximately 4.5 miles southwest of the Project site. The Project proposes a mixed-use development comprised of 80 DU with a forecast population growth of approximately 270 persons (see **Section 4.8**) and approximately 11,257 GSF of non-residential land uses. The Project's forecast population growth and non-residential land uses would incrementally increase the demand for police protection services to the Project site. However, because the Project site is located in a suburban setting where police protection services and equipment/infrastructure are already in place, the Project is not anticipated to require construction of new or physically altered

police protection facilities, the construction of which could cause significant environmental impacts. A less than significant impact would occur, and no mitigation is required.

The Project would also be subject to compliance with City Resolution No. 19-2742, which requires payment of DIFs to mitigate the impacts of new residents and visitors on public facilities (i.e., police protection services) as a result of new development, thereby offsetting the demand for additional personnel or equipment due to the incremental increase in demand for police protection services. Additionally, through the City's Site Plan Review process, the Artesia Planning Department and Building and Safety Department would review the Project concerning access and other safety measures, which would enhance the Project's police protection.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

Impact 4.9-3 *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:*

iii. Schools?

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

The Project proposes 80 DUs including townhomes, shopkeeper units, and live/work townhomes. **Table 4.9-7: Project Forecast Student Generation**, provides the student generation rates by school level¹² and the Project's forecast student generation. As shown in **Table 4.9-7**, the Project is forecast to generate a student population growth of approximately 43 new students to the ABCUSD.

The Project's forecast student population growth would incrementally increase the demand for school facilities and services. As shown in **Table 4.9-8: Project Forecast Student Generation by School**, there is sufficient available capacity at the existing schools to accommodate the Project's forecast student population growth, except at Gahr High School, which is overcapacity. However, as shown in **Table 4.9-7**, there is also student capacity at high schools throughout the ABCUSD. Further, the Project would be subject to payment of school impact fees in accordance with SB 50. Pursuant to Government Code §65995(3)(h), "payment of statutory fees is deemed to be full and

¹² ABC Unified School District. (2020). *Residential and Commercial/Industrial Development School Fee Justification Study*, Table 22: Maximum J, Adjusted Student Generation Factors. Page 14. <https://4.files.edl.io/60a9/10/22/20/190750-c177b75a-5123-47d3-a71e-5a651c3e9973.pdf>. Accessed on October 13, 2022.

complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property..."

Table 4.9-7: Project Forecast Student Generation

School Level	Student Generation Rates (per Dwelling Unit) ¹	Project Forecast Student Population	Available Capacity ²
Elementary School	0.2758	22	1,871
Middle School	0.0863	7	100
High School	0.1754	14	734
Total		43	2,705

Notes:
 1. Rates are for multi-family attached units.
 2. See **Table 4.9-3: ABCUSD School Facilities Capacity and Student Enrollment**.

Source: ABC Unified School District. (2020). *Residential and Commercial/Industrial Development School Fee Justification Study, Table 4, Adjusted Student Generation Factors*. Page 14. <https://4.files.edl.io/60a9/10/22/20/190750-c177b75a-5123-47d3-a71e-5a651c3e9973.pdf>. Accessed on October 13, 2022.

Table 4.9-8: Project Forecast Student Generation by School

Schools Serving the Project Site	Available Capacity	Project Forecast Student Population	Proposed Capacity with Project Included
Burbank Elementary School (K-6)	187	22	165
Ross Middle School (7-8)	80	7	63
Gahr High School (9-12)	(226)	14	(240)

The Project does not propose, and would not create a need for, new or physically altered school facilities to maintain acceptable service ratios and standards. Therefore, the Project would not result in adverse physical impacts associated with the provision of such facilities. Impacts would be less than significant impact concerning schools, and no mitigation is required.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

Impact 4.9-4 *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:*

iv. Parks?

Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Level of Significance Before Mitigation: Potentially Significant

IMPACT ANALYSIS

The Project's forecast population growth is approximately 270 persons; see **Section 4.8**. By Quimby Act standards of 3.0 acres per 1,000 population, the Project's forecast population growth would create a demand for an additional 0.83 acre of parkland. However, the Project does not propose to provide or physically alter a park facility. Therefore, the Project would not result in adverse physical impacts associated with such facilities. In lieu of constructing additional parkland, the Project would be subject to compliance with City Resolution No. 19-2742, which requires payment of DIFs to mitigate the impacts of new residents and visitors on parks and recreation facilities (i.e., parkland) as a result of new development. Payment of in-lieu fees, as permitted by the Quimby Act, would minimize the Project's impacts concerning demand for parkland.

Additionally, the Project's demand for parkland and recreational facilities would be partially offset by the proposed onsite private residential open space, publicly accessible but privately operated and maintained open space, and recreational amenities (i.e., pool and pool building). The Project's proposed open spaces, which are provided throughout the Project site and total approximately 39,803 SF, consists of the following:

- Green Space (Common): 6,679 SF
- Residential Decks (Private): 5,160 SF
- Common Paseos (Common): 12,428 SF
- Live/work Mall Terrace: 4,288 SF
- Retail Plaza and Courts: 11,248 SF

Therefore, the Project includes open spaces and recreational facilities, which might have an adverse physical effect on the environment. The environmental effects of the Project's proposed open spaces and recreational amenities are analyzed throughout this EIR. As concluded in **Section 4.1** through **Section 4.12**, following compliance with the established regulatory framework, the environmental effects associated with these improvements would result in no impact or less than significant impacts for all resource areas analyzed, except concerning air quality, cultural resources (archaeological resources), geology and soils (paleontological resources), and noise, which would result in less than significant impacts with mitigation incorporated; see **Section 4.1**, **Section 4.2**, **Section 4.4**, and **Section 4.7**, respectively.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated

MITIGATION MEASURES

See **Section 4.1** for MM AQ-1: Construction Health Risk, **Section 4.2** for MM CUL-1: Inadvertent Discovery of an Archeological Resource, **Section 4.4** for MM GEO-1: Inadvertent Discovery of a Paleontological Resource, and **Section 4.7** for MM NOI-1: Noise Insulation.

Impact 4.9-5 *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:*

v. Other public facilities?

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

The Project's forecast population growth would incrementally increase the demand for library services. The LACL facilities nearest the Project site are the Artesia Library, approximately 1.4 miles to the south, the Alondra Library, approximately 1.5 miles to the north, and the Cerritos Library, approximately 1.7 miles to the southeast. Given that there are three public libraries within a 2.0-mile radius of the Project site, the Project would not stimulate the need for new facilities as adequate facilities are available. The Project does not propose, and would not create a need for, new or physically altered library facilities to maintain acceptable service ratios and standards. Therefore, the Project would not result in adverse physical impacts associated with the provision of such facilities. Project impacts to libraries would be less than significant, and no mitigation is required.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

Impact 4.9-6 *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?*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

The City owns and maintains three parks totaling 17.25 acres; see **Table 4.9-5**. The park nearest the Project site is Baber Park, which is 0.6 mile to the northwest, at 17189 Baber Avenue. Additionally, the ABCUSD owns and maintains four school sites that provide 31.41 acres of open space within the City; see **Table 4.9-5**. The Project's forecast population growth of approximately 270 persons could incrementally increase the use of existing neighborhood and regional parks and/or other recreational facilities. However, as discussed in Impact 4.9-4 above, the Project would provide open space and recreational facilities to serve the Project residents, reducing the impact on existing City parks and other recreational facilities. As discussed in Impact 4.9-4 above, the Project would also be subject to compliance with City Resolution No. 19-2742, which requires payment of DIFs to mitigate the impacts of new residents and visitors on public facilities (i.e., park and recreational facilities) as a result of new development. Therefore, the incremental increase in use of existing parks or other recreational facilities resulting from the Project would not be such that substantial physical deterioration of existing facilities would occur or be accelerated. A less than significant impact would occur in this regard.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

4.9.6 Cumulative Impacts

For purposes of the public services and recreation impact analysis, cumulative impacts are considered for cumulative development within Artesia, according to the related projects; see **Table 3-1: List of Cumulative Projects**. The geographic contexts for cumulative analysis for public services and recreation are provided below; see also **Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues**.

As concluded above, the Project would not result in adverse physical impacts associated with the provision of new/physically altered governmental facilities (i.e., fire protection, police protection, schools, and others), as none are proposed or needed. Project impacts concerning park facilities are considered less than significant following compliance with the established regulatory framework and payment of DIFs. The proposed Project, combined with cumulative development projects would result in an incremental increase in public service and parkland demands as residential and non-residential uses would increase.

The Project's environmental effects associated with construction of recreational facilities would involve no impact or less than significant impacts for all resource areas analyzed, except concerning air quality, cultural resources (archaeological resources), geology and soils

(paleontological resources), and noise, which would result in less than significant impacts with mitigation incorporated; see **Section 4.1**, **Section 4.2**, **Section 4.4**, and **Section 4.7**, respectively.

FIRE PROTECTION

The geographic context for the cumulative analysis of fire protection services is the LACFD service area. As previously noted, the LACFD operates on a regional aid approach where emergency response units are dispatched as needed based on unit availability, rather than municipal or determined service boundaries. This regional response concept ensures that service levels are maintained throughout the entire LACFD service area. Further, as the cumulative development would occur as redevelopment in suburban areas where government services and facilities are already provided, cumulative development is not anticipated to result in adverse physical impacts associated with the provision of new/physically altered fire protection facilities, as it is anticipated none would be needed. Consequently, the Project combined with other cumulative development would result in less than significant cumulative environmental impacts concerning fire protection. Therefore, the Project would not cause a cumulatively considerable impact concerning fire protection services.

POLICE PROTECTION

The geographic context for the cumulative analysis of police protection services is the Los Angeles County Sheriff's Department service area. Through the City's Site Plan Review process, the Artesia Planning Department and Building and Safety Department would review the cumulative development projects on a project-by-project basis concerning access and other safety measures. Further, as the cumulative development would occur as redevelopment in suburban areas where government services and facilities are already provided, cumulative development is not anticipated to result in adverse physical impacts associated with the provision of new/physically altered police protection facilities, as it is anticipated none would be needed. Consequently, the Project combined with other cumulative development would result in less than significant cumulative environmental impacts concerning police protection. Therefore, the Project would not cause a cumulatively considerable impact concerning police protection services.

SCHOOLS

The geographic context for the cumulative analysis of schools is the ABCUSD jurisdiction. Construction of the Project, along with cumulative development of projects within ABCUSD jurisdiction, would incrementally increase student population and thus demand for ABCUSD facilities. The potential growth associated with cumulative development within the ABCUSD is not anticipated to require new or physically altered school facilities, as excess capacity currently exists the ABCUSD would assess development fees against cumulative residential, commercial, and industrial development, which would mitigate impacts resulting from the increased demand for school-related facilities services. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning schools. Therefore, the Project would not cause a cumulatively considerable impact concerning schools.

PARKS AND RECREATION

The geographic context for the cumulative analysis of parks and recreation is the City of Artesia. Development of the proposed Project, combined with other cumulative development, would

create additional demand on the existing City parks and recreational facilities due to population growth. Through the development review process, cumulative developments would be evaluated on a project-by-project basis to determine their parkland demands and the conditions for their establishment and operation. Payment of Quimby fees, DIFs, and/or land dedications by cumulative developments would mitigate the impacts from cumulative demands for parkland to less than significant levels. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning parks and recreational facilities. Therefore, the Project would not cause a cumulatively considerable impact concerning parks and recreational facilities.

OTHER PUBLIC SERVICES

The geographic context for the cumulative analysis of libraries is the LAACL system. Development of the proposed Project, combined with other cumulative development, would create additional demand on the LAACL system. Through the development review process, cumulative development would be evaluated on a project-by-project basis to determine their Library demands and the conditions for their establishment and operation. Further, as the cumulative development would occur as redevelopment in suburban areas where government services and facilities are already provided, cumulative development is not anticipated to result in adverse physical impacts associated with the provision of new/physically altered library facilities, as it is anticipated none would be needed. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning libraries. Therefore, the Project would not cause a cumulatively considerable impact concerning libraries.

4.9.7 Significant Unavoidable Impacts

No significant unavoidable impacts concerning public services and recreation have been identified.

4.9.8 References

ABC Unified School District. (2020). *Residential and Commercial/Industrial Development School Fee Justification Study, Table 22: Maximum J, Adjusted Student Generation Factors*. Page 14. <https://4.files.edl.io/60a9/10/22/20/190750-c177b75a-5123-47d3-a71e-5a651c3e9973.pdf>. Accessed on October 13, 2022.

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Transportation



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4.10 TRANSPORTATION

4.10.1 Introduction

The purpose of this section is to describe the existing environmental and regulatory setting conditions related to transportation, identify the Project's potential impacts, and as necessary, recommend mitigation to avoid or lessen the significance of impacts. Information in this section is based primarily on transportation data provided in **Appendix 4.10-1: Vehicle Miles Traveled Analysis Technical Memorandum** and **Appendix 4.10-2: Local Transportation Assessment**. Additional resource information was obtained from available public resources, including among others, the Artesia General Plan (General Plan).

4.10.2 Environmental Setting

REGIONAL ACCESS

Exhibit 2-1: Regional Vicinity Map illustrates the Project's regional setting and indicates the Project is well served by regional freeways. Two major freeways provide regional access to the Project site: Artesia Freeway (State Route 91 [SR-91]) to the north; and Interstate 605 (I-605) to the west. From SR-91, access to the Project site is provided via Pioneer Boulevard, which is east of the Project site. From I-605, local access to the Project site is provided via Artesia Boulevard, which bisects the Artesia Boulevard Corridor Specific Plan (ABCSP) area.

LOCAL ACCESS

The City is served by a traditional grid system of north-south and east-west arterials, with approximately 0.5-mile spacing and signals at each arterial intersection. Smaller collector and neighborhood streets connect neighborhoods and commercial land uses to the arterial street system.

Local access to the Project site is provided via Fallon Avenue and Alburdis Avenue. There are multiple driveways providing access to individual parcels on both sides of Artesia Boulevard within the ABCSP area, including 19 curb cuts on the north side along the Project site frontage.

ROADWAY FACILITIES

Roadway Functional Classification System

The existing regional and local roadway network in the City is a hierarchical system of highways and local streets developed to provide regional traffic movement and local access. The General Plan identifies a hierarchy of streets providing routes and road types consistent with those found throughout the County of Los Angeles (County). There are no scenic highways designated within the City's boundaries.

The City has six basic functional classes of roads (i.e., Freeways, Primary Highway, Primary Arterial Highway, Secondary Highway, Secondary Arterial Highway, and Collector Road), as detailed in the General Plan Circulation and Mobility Sub-Element.

- **Freeway:** A four or six-lane divided arterial highway with full control of access and with grade separations at intersections. Freeways serve as the principal arterials of the inter-

and intrastate system of highways, carrying traffic between cities, traffic generators, and points of interest.

- **Primary Highway / Primary Arterial Highway:** A divided six- or four-lane road with intersections at grade and partial control of access. Primary Highways and Primary Arterial Highways serve as the highest types of facilities carrying local traffic within communities, with an emphasis on traffic-carrying capability. These roads serve as principal access routes to shopping areas, places of employment, community centers, recreational areas, and other places of assembly.
- **Secondary Highway / Secondary Arterial Highway:** An undivided four-lane road with intersections at grade and partial control of access. Secondary Highways and Secondary Arterial Highways serve as secondary types of arterial facilities carrying local traffic within communities. These highways frequently serve as access to shopping centers, shopping centers, employment centers, recreational areas, residential areas, and places of assembly.
- **Collector Road:** A two-lane undivided road with intersections at grade and designed to take a minimum interference of traffic from driveways. Collector Roads provide principal access to residential areas or connect streets of higher classifications to permit adequate traffic circulation.

Artesia Boulevard

Artesia Boulevard is a four-lane divided east-west Primary Arterial Highway providing regional access to and through the Project area. Artesia Boulevard passes under I-605 approximately one-half mile west of Gridley Road and has a full interchange with SR-91 approximately one mile east of Pioneer Boulevard. The posted speed limit along Artesia Boulevard through the ABCSP area is 40 miles per hour (mph). A westbound bike lane is provided on the street's north side. On-street parking is prohibited on the street's north side (adjacent to the Project site) and generally permitted on the south side.

Through the Project area, Artesia Boulevard provides two travel lanes in each direction with a raised landscaped median. Between Gridley Road and Roseton Avenue, the median is continuous except for a break to provide left-turn ingress and egress for the East West Ice Palace. Between Roseton Avenue and Pioneer Boulevard, the median has left-turn pockets at each of the minor cross streets on the north side of Artesia Boulevard, except for Corby Avenue.

Within the ABCSP vicinity, Artesia Boulevard has signalized intersections with Gridley Road, Roseton Avenue, and Pioneer Boulevard. Dedicated left-turn lanes are provided at all three intersections. Protected left-turn phasing is provided on all approaches at the intersection of Artesia Boulevard and Pioneer Boulevard, while left-turn movements are permissive at the other two signalized intersections.

Artesia Boulevard has four unsignalized street intersections within the corridor: Jersey Avenue, Flallon Avenue, Alburdis Avenue, and Corby Avenue. At these intersections, traffic movements on the minor streets are stop-controlled, while traffic on Artesia Boulevard is uncontrolled. Median breaks and left-turn pockets on Artesia Boulevard are provided at each of these side streets, except Corby Avenue.

Roseton Avenue

Roseton Avenue is a two-lane north-south Local Street cutting through the center of the ABCSP area. Within the ABCSP area, Roseton Avenue is approximately 36 feet wide without any lane markings. Roseton Avenue provides direct access for residential and commercial uses on both sides of Artesia Boulevard. The posted speed limit is 25 mph.

On-street parking is generally permitted on both sides of the street, although parking is prohibited on Thursdays for street sweeping. All parcels that have frontage on Roseton Avenue also have at least one driveway on Roseton Avenue. Roseton Avenue extends approximately 0.25 mile on the north side of Artesia Boulevard before ending in a cul-de-sac.

Flallon Avenue

Flallon Avenue is a two-lane north-south unsignalized Local Street that intersects with Artesia Boulevard and forms the western boundary of the Project site. On-street parking is generally permitted. The posted speed limit on Flallon Avenue is 25 mph.

Alburtis Avenue

Alburtis Avenue is a two-lane north-south unsignalized Local Street that intersects with Artesia Boulevard which forms the eastern boundary of the Project site. On-street parking is generally permitted. There is no posted speed limit for Alburtis Avenue.

Pioneer Boulevard

Pioneer Boulevard is a four-lane north-south Primary Arterial Highway with a raised median separating traffic. The posted speed limit is 35 mph. On-street parking is prohibited on both sides of the street.

PUBLIC TRANSIT FACILITIES

Public transit service within Artesia and the surrounding area is provided by the City of Cerritos (Cerritos on Wheels), the Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transportation Authority (Metro), Norwalk Transit System (NTS), and Long Beach Transit (LBT). The bus stops nearest the Project site are at the Pioneer Boulevard and Artesia Boulevard intersection. The nearby transit routes are described below.

City of Cerritos (Cerritos on Wheels) Route 1C (Cerritos to Artesia) operates between Cerritos College and Civic Center along Pioneer Boulevard, 183rd Street, Gridley Road, South Street, and Bloomfield Avenue. Route 1C operates Monday through Saturday from approximately 9:00 a.m. to 5:00 p.m. with approximately 1-hour headways.

OCTA Route 30 (Cerritos to Anaheim) operates between Los Cerritos Center and Anaheim along 183rd Street, Gridley Road, South Street, and Orangethorpe Avenue. Route 30 operates every day from approximately 7:00 a.m. to 7:45 p.m. with approximately 1-hour headways.

Metro Local Line 62 (Downtown Los Angeles to Hawaiian Gardens) operates between Downtown Los Angeles and Hawaiian Gardens along 6th Street, 7th Street, Olympic Boulevard, Telegraph Road, Norwalk Boulevard, Pioneer Boulevard, and Gridley Road. Route 62 operates on weekdays

from approximately 4:15 a.m. to 11:00 p.m. with approximately 30-minute headways, and on weekends from approximately 4:30 a.m. to 11:00 p.m. with approximately 1-hour headways.

NTS Route 2 (Metro C [Green] Line Norwalk Station to Gridley to 183rd Street) operates in a loop between the Metro C Line Norwalk Station in Norwalk, south on Pioneer Boulevard to Artesia, west on 183rd Street, and back north to the Metro C Line Norwalk Station. Route 2 operates from 6:00 a.m. to 7:33 p.m. on weekdays with approximately 37-minute headways. Route 2 operates from 9:16 a.m. to 5:54 p.m. on weekends with approximately 1-hour 15 minute headways.

LBT Route 172 (Artesia to Long Beach) operates between Palo Verde Avenue and Downtown Long Beach along Long Beach Boulevard, Pacific Avenue, Pacific Coast Highway, Palo Verde Avenue, South Street, Studebaker Road, and 183rd Street. Route 172 operates weekdays from approximately 5:30 a.m. to 7:00 p.m. with approximately 30-minute headways. No bus service is provided on the weekends.

LBT Route 173 (Artesia to Long Beach) operates between Studebaker Road and Downtown Long Beach along 183rd Street, Gridley Road, Norwalk Boulevard, Carson Street, and Pacific Avenue. Route 173 operates weekdays from approximately 5:00 a.m. to 9:45 p.m. with approximately 30-minute headways, and on weekends from approximately 6:45 a.m. to 9:45 p.m. with approximately 1-hour headways.

LBT Route 192 (Artesia to Downtown Long Beach) operates between 183rd Street and Magnolia Avenue along 183rd Street, Gridley Road, South Street, Long Beach Boulevard, Santa Fe Avenue, Anaheim Street, and Magnolia Avenue. Route 192 operates weekdays from approximately 5:00 a.m. to 10:00 p.m. with approximately 30-minute headways, and on weekends from approximately 5:30 a.m. to 9:00 p.m. with approximately 1-hour headways.

Additionally, Artesia provides free curb-to-curb transportation to City residents who are 60 and older and for disabled persons. There are no existing passenger rail lines through the City.

BICYCLE FACILITIES

The City's existing bicycle facility network is comprised of one multi-use path and three bicycle lane corridors, making up 3.1 miles of bikeways. The Artesia Active Transportation Plan, adopted by the City Council on February 14, 2022, designates the portion of Artesia Boulevard along the Project site as a Class II Bicycle Lane and the portion of Pioneer Boulevard from 166th Street to 183rd Street as a proposed Class II Bicycle Lane. Class II Bicycle Lanes are one-way facilities that carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street and are between the adjacent travel lane and curb, road edge, or parking lane. They are not physically separated from motor vehicle traffic.

PEDESTRIAN FACILITIES

Sidewalks are provided along both sides of Artesia Boulevard within the ABCSP area. For most of its length, Artesia Boulevard provides an eight-foot-wide sidewalk with utility poles and some street furniture. Along the frontage of some recently developed parcels, such as the East West Ice Palace, the commercial center between Jersey Avenue and Fallon Avenue, and the cement factory (just outside the ABCSP area), a planter strip and a meandering sidewalk are provided.

In the Project vicinity, Artesia Boulevard provides striped pedestrian crosswalks with pedestrian push buttons and phasing at all three signalized intersections, on all four approaches. Pedestrian access to the properties along Artesia Boulevard from the public street is generally unencumbered. A clear path of travel to the public entrance for each building is maintained for each property (with the exception of those currently vacant properties which have security fencing across the property frontage).

TRUCK ROUTES

ABCSPA Exhibit 4-5: Existing Truck Routes depicts the City's truck routes and shows three roadways designated as truck routes traverse the City: Artesia Boulevard, Pioneer Boulevard, and South Street. Existing truck routes in the Project vicinity are along the entire length of the Artesia Boulevard corridor. The intent of designating a truck route is to direct truck movements to these designated routes, and to minimize the amount of noise and other impacts caused by trucks to sensitive land uses such as residential neighborhoods by confining truck traffic to major arterials.

The existing cement factory (immediately east of the Project site) currently generates a substantial amount of heavy truck traffic.¹ Truck trips for the cement factory are generally concentrated on Artesia Boulevard between Alburdis Avenue and Pioneer Boulevard, and on Alburdis Avenue and Corby Avenue. The trucks primarily arrive and depart to the east.

4.10.3 Regulatory Setting

The City is bordered by the City of Norwalk to the north, and the City of Cerritos to the south, east, and west; therefore, circulation issues and travel patterns extend beyond the City's limits. Arterial roadways extend through the City and beyond the City boundaries into neighboring cities. The land use and traffic patterns in nearby jurisdictions have the potential to affect the quality of traffic flow and mobility in the City, and conversely, traffic conditions and decisions made by the City can affect its neighbors.

FEDERAL

Americans with Disabilities Act

The 1990 Americans with Disabilities Act (ADA) prohibits discrimination toward people with disabilities and guarantees they have the same opportunities as the rest of society to become employed, purchase goods and services, and participate in government programs and services. The ADA includes requirements pertaining to transportation infrastructure. The Department of Justice's regulations for Titles II and III of the ADA, known as the 2010 ADA Standards for Accessible Designs, set minimum requirements for newly designed and constructed or altered State and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. These standards apply to accessible walking routes, curb ramps, and other facilities.

¹ See the intersection turning movement counts for the Artesia Boulevard and Alburdis Avenue intersection in Appendix B of the Local Transportation Assessment (**Appendix 4.10-2**).

Highway Performance Monitoring System (HPMS)

The Highway Performance Monitoring System (HPMS) is a Federally mandated inventory system and planning tool designed to assess the nation's highway system. HPMS is used as a management tool by state and Federal governments and local agencies to analyze the system's condition and performance. The HPMS data are used for the allocation of Federal funds, identification of travel trends and future forecasts, Environmental Protection Agency air quality conformity tracking, and biennial reports to the United States Congress on the state of the nation's highways. The HPMS is administered by Caltrans, with additional technical data provided by local agencies.

STATE

Sustainable Communities Strategies: Senate Bill 375

Senate Bill (SB) 375 provides a planning process to coordinate land use planning and regional transportation plans (RTP) and funding priorities in order to help California meet the greenhouse gas (GHG) reduction goals established in Assembly Bill (AB) 32. SB 375 requires that RTPs developed by metropolitan planning organizations (MPO) (e.g., Southern California Association of Governments [SCAG]) incorporate a "sustainable communities strategy" (SCS) that would achieve GHG emission reduction targets set by the California Air Resources Board (CARB). SB 375 also includes provisions for streamlined CEQA review for some infill projects, such as Transit-Oriented Developments (TODs).

Senate Bill 743

SB 743, approved in 2013, mandated a change in the way transportation impacts are determined according to the California Environmental Quality Act (CEQA). The Governor's Office of Planning and Research (OPR) directed the use of vehicle miles traveled (VMT) as the replacement for automobile delay-based level of service (LOS) for purposes of determining a significant transportation impact under CEQA. As of December 2018, the Natural Resources Agency finalized updates to the State CEQA Guidelines to incorporate SB 743 (i.e., VMT). To assist in the implementation of VMT as the primary measure of a transportation impact under CEQA, the OPR published an updated Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR Technical Advisory) in December 2018. Statewide application of the new guidelines went into effect on July 1, 2020.

The OPR Technical Advisory includes the following main components for the assessment of development projects.

- Analysis Methodologies – Identification of potential thresholds that can be considered when establishing thresholds of significance for VMT assessment and recommendations of analysis methodologies for VMT impact screening and analysis
- Mitigation Memorandum – Types of mitigation that can be considered for VMT mitigation

The City has not yet adopted a methodology and significance threshold for use in CEQA compliance. Therefore, the Project's VMT analysis was based on the Los Angeles County

Transportation Impact Analysis Guidelines (TIA Guidelines) (July 23, 2020), which are based on the OPR Technical Advisory.

REGIONAL

Los Angeles Metro Long Range Transportation Plan (LRTP)

Metro's 2020 Long Range Transportation Plan (LRTP) provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The LRTP will guide future funding plans and policies needed to move Los Angeles County forward for a more mobile, resilient, accessible, and sustainable future.

Regional Transportation Plan/Sustainable Communities Strategy

In compliance with SB 375, on September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council adopted the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS). The 2020-2045 RTP/SCS is a long-range visioning plan that incorporates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. The 2020-2045 RTP/SCS builds on the long-range vision of SCAG's prior 2016-2040 RTP/SCS to balance future mobility and housing needs with economic, environmental, and public health goals. A substantial concentration and share of growth is directed to Priority Growth Areas (PGAs), which include high quality transit areas (HQTAs), Transit Priority Areas (TPAs), job centers, Neighborhood Mobility Areas (NMAs), and Livable Corridors. These areas account for four percent of SCAG's total land area but most of the directed growth.

The 2020–2045 RTP/SCS' "Core Vision" prioritizes maintenance and management of the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Strategies to achieve the Core Vision include but are not limited to: Smart Cities and Job Centers; Housing Supportive Infrastructure; Go Zones; and Shared Mobility. Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include but are not limited to a five percent reduction in VMT per capita, nine percent reduction in VMT, and a two percent increase in work-related transit trips.

Access Services

Access Services is a State-mandated local governmental agency created by Los Angeles County's public transit agencies to administer and manage the delivery of regional ADA paratransit service. Access Services was established by 44 public fixed route transit operators in the County. It is governed by a nine-member board appointed by the County municipal fixed-route operators, the Los Angeles County local fixed route operators, the City of Los Angeles, the County of Los Angeles, the Transportation Corridor Representatives of the Los Angeles branch of the League of Cities, the Los Angeles County Commission on Disabilities, and the Coalition of Independent Living Centers. Access Services promotes access to all modes of transportation and provides quality ADA paratransit service on behalf of public transit agencies in Los Angeles County, including those serving Artesia.

Los Angeles County Bicycle Transportation Strategic Plan

The Los Angeles County Bicycle Transportation Strategic Plan is “designed to be used by the cities, the County, and transit agencies in planning regionally significant bicycle facilities, setting priorities for improving mobility through the use of bicycles with transit, and filling gaps in the inter-jurisdictional bikeway network.” The goal is to integrate bicycle use in all transportation planning: existing and future transit and transportation-oriented development. This Plan provides a new look at bicycle use to relieve congestion, improve air quality, reduce VMT, and increase transit viability.” One gap identified in the inter-jurisdictional bicycle network falls within Artesia along the West Santa Ana Branch Metro Right-of-Way with the suggested improvement of a bike path between Bellflower and Coyote Creek/Orange County border.

LOCAL

City of Artesia General Plan

The General Plan Community Development Element provides a Circulation and Mobility Sub-Element that contains the following goals and policies that are applicable to the Project:

Goal CIR 4: Reduce vehicle miles traveled.

- **Policy CIR 4.1:** Promote a balance of residential, commercial, institutional, and recreational uses with adjacencies that reduce vehicle miles traveled.
- **Policy CIR 4.2:** Encourage practices which reduce dependency on single-occupant vehicle trips.

Goal CIR 5: Increased awareness and use of alternate forms of transportation to circulate in the City and to/from surrounding communities.

- **Policy CIR 5.1:** Promote the use of Public Transit.
- **Policy CIR 5.2:** Encourage bicycling as an alternate mode of transportation in the City.
- **Policy CIR 5.3:** Provide for safe pedestrian access throughout the City.

Artesia Municipal Code

Artesia Municipal Code (AMC) Title 9, Chapter 2, Article 11.5, Transportation Demand Management, requires environmental review of a project's transit impacts and specifies travel demand management measures to be incorporated into certain non-residential development projects in the City.

AMC §9-2.1153, Environmental Review of Transit Impacts, specifies that “prior to approval of any development project for which an Environmental Impact Report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted with.” The “Transit Impact Review Worksheet,” contained in the Los Angeles County Congestion Management Program (CMP) Manual, or similar worksheets, shall be used in assessing impacts. This section requires that transit operators be given

opportunity to comment on a project's impacts, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network.

4.10.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G: Environmental Checklist Form, includes questions concerning transportation. The issues presented in the Environmental Checklist have been used as thresholds of significance in this section. Accordingly, the Project may create a significant environmental impact if it would:

- Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (see Impact 4.10-1);
- Conflict or be inconsistent with State CEQA Guidelines §15064.3(b) (see Impact 4.10-2);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (see Impact 4.10-3);
- Result in inadequate emergency access (see **Section 7.0: Effects Found Not To Be Significant**).

4.10.5 Methodology

TRANSIT TRIPS

In compliance with AMC §9-2.1153, Environmental Review of Transit Impacts, the "Transit Impact Review Worksheet," contained in the Los Angeles County Congestion Management Program (CMP) Manual (CMP Manual) was used to assess the Project's potential transit impacts. According to CMP Manual Appendix D, Section 8.4, assigned transit trips may be calculated as follows:

- Multiply the total [average daily] trips generated by 1.4 to convert vehicle trips to person trips;
- For each time period, multiply the result by one of the following factors:
 - 3.5 percent of Total Person Trips Generated for most cases, except:
 - 10 percent primarily Residential within 0.25 mile of a CMP transit center
 - 15 percent primarily Commercial within 0.25 mile of a CMP transit center
 - 7 percent primarily Residential within 0.25 mile of a CMP multi-modal transportation center
 - 9 percent primarily Commercial within 0.25 mile of a CMP multi-modal transportation center
 - 5 percent primarily Residential within 0.25 mile of a CMP transit corridor
 - 7 percent primarily Commercial within 0.25 mile of a CMP transit corridor
 - 0 percent if no fixed route transit services operate within 1.0 mile of a project

The Project site is not within a CMP transit center, CMP multi-modal transportation center, or CMP transit corridor. Further, there are no CMP monitoring intersections within the City. Therefore, the Project's person trips were adjusted by 3.5 percent.

VEHICLE MILES TRAVELED SCREENING

As previously noted, the City has not yet adopted a methodology and significance threshold for use in CEQA compliance. Therefore, the Project's VMT analysis was based on the Los Angeles County Transportation Impact Analysis Guidelines (TIA Guidelines) (July 23, 2020), which are based on the OPR Technical Advisory. In compliance with the TIA Guidelines, a VMT Analysis (see **Appendix 4.10-1**) was prepared to evaluate the Project's potential transportation impact concerning VMT.

To identify when a project may be presumed to have a less than significant transportation impact concerning VMT without conducting a detailed study, the TIA Guidelines provide screening criteria for land development projects that meet one of the screening criteria below:

1. Non-Retail Project Trip Generation Screening: Does the development project generate a net increase of 110 or more daily vehicle trips?
2. Retail Project Site Plan Screening: Does the project contain retail uses that exceed 50,000 square feet of gross floor area?
3. Proximity to Transit Based Screening: Is the project located near a major transit stop or high-quality transit corridor? If yes, does the project:
 - (1) have a floor area ratio less than 0.75;
 - (2) provide more parking than required by the County Code;
 - (3) have inconsistencies with the Southern California Association of Government (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); and
 - (4) replace residential units set aside for lower income households with a smaller number of market-rate residential units?
4. Residential Land Use Based Screening: Does the project have 100 percent of the units, excluding manager's units, set aside for lower income households?

A land use project needs to meet only one of the above screening criteria to be presumed to have a less than significant impact on transportation and circulation, under CEQA and pursuant to SB 743. The Project would not be 100 percent affordable; therefore, that criteria is not further discussed.

The Project components were each evaluated below under Impact 4.10-2 to determine their potential to meet any one of the above screening criteria. Project components that meet the

above screening criteria are presumed to have a less than significant transportation impact concerning VMT. For any Project component not meeting the above criteria, a detailed VMT analysis was conducted to determine the transportation impact concerning VMT.

VEHICLE MILES TRAVELED IMPACT THRESHOLDS

Per State CEQA Guidelines § 15064.3(b)(1), a lead agency has the discretion to choose the most appropriate method to evaluate a project's VMT, and the City, as the lead agency, has the discretion to select the appropriate thresholds of significance and methodologies for evaluating a project's VMT, including whether or not to express the change in absolute terms, per capita, per household or in another measure. As previously noted, the City has not adopted specific guidelines for evaluating VMT. However, as detailed in the OPR Technical Advisory, a lead agency has the discretion to rely on thresholds recommended by other agencies. As such, the City has recognized thresholds from the County's TIA Guidelines to determine VMT impacts.²

The County's TIA Guidelines recommend the following impact criteria:

A residential project would result in a potentially significant VMT impact if the Project's residential VMT³ per capita would not be 16.8 percent below the existing residential VMT per capita for the Baseline Area in which the project is located.

The VMT analysis for the Project's non-screened component (i.e., 80 dwelling units [DU]) was conducted using the 2016 SCAG RTP model with 2020 Socio-Economic Data (SED). The Project site was coded into traffic analysis zone (TAZ) 21822100 and the Arkansas Specific Plan Project (Arkansas Project)⁴ into TAZ 21822200. Consistent with standard modeling practice, to isolate Project VMT, the existing land uses in the TAZs were moved to the adjacent TAZ (21816100). Also, the Project's land uses were converted to population based on the City's average persons per household. As detailed in **Table 4.8-7: City Housing, Population, and Employment Forecasts**, the Project's proposed 80 DU are forecast to generate a population growth of approximately 270 persons.

The Citywide threshold values for residential VMT per Capita were computed using the latest available SCAG travel demand model as part of the Arkansas Project. As the City has not yet adopted impact thresholds for VMT analysis, the County's adopted threshold of 16.8 percent below existing Citywide or Countywide average was used. It is noted that the City and County's residential VMT per Capita were both the same (13.9 VMT per Capita). For residential projects in the City, considering a threshold of 16.8 percent below existing Citywide or Countywide average, a threshold of 11.6 VMT per Capita (or 13.9×0.832) is applicable.

² Because the Project's non-residential component would screen out of further VMT analysis (see Impact 4.10-2 below), only thresholds and methodology related to the residential component are provided herein.

³ Residential VMT is the VMT generated by Home-Based Work and Home-Based Other trip productions.

⁴ The 11700 Arkansas Mixed Use Project (Arkansas Street Specific Plan Project) VMT Analysis, dated June 15, 2022, was conducted using guidance from the OPR Technical Guidance with baselines set using the existing VMT for the City.

4.10.6 Impacts and Mitigation Measures

Impact 4.10-1 *Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

The Project is evaluated below concerning transit, roadway, bicycle, and pedestrian facilities. Additionally, **Table 4.6-1: Artesia General Plan Consistency**, evaluates the Project's consistency with the applicable General Plan policies that address the circulation system (e.g., transit, roadway, bicycle, and pedestrian facilities). The analysis found that the Project is consistent with the applicable General Plan policies addressing the circulation system.

Transit. In accordance with AMC §9-2.1153 and CMP Manual requirements, the Transit Impact Review Worksheet was used to assess the Project's potential transit impacts. Project transit trips were calculated by converting vehicle trips to person trips, then adjusting the person trips, based on site location criteria; see **Section 4.10.5: Methodology** above. Thus, the Project's 2,585 net average daily trips⁵ were converted to 3,619 person trips. Of the Project's person trips, 3.5 percent, or 127 transit trips would be assigned to transit, for the a.m. peak hour and p.m. peak hour periods.

As discussed above, public transit service to the Project area is provided by the City of Cerritos, OCTA, Metro, NTS, and LBT. Nearby bus routes provide service at Pioneer Boulevard and Artesia Boulevard. In accordance with AMC §9-2.1153 requirements and the State CEQA Guidelines, this Draft EIR was made available to each of these transit operators. This is in furtherance of City Policy CIR 5.1, which is to "promote the use of Public Transit." The City requested input from the City of Cerritos, OCTA, Metro, NTS, LBT, and Caltrans on January 10, 2023. As of February 1, 2023, no responses have been received.

Therefore, the Project would not conflict with AMC §9-2.1153 or City Policy CIR 5.1 concerning transit.

Roadway. Vehicular access to the Project would be provided at 9 locations: 4 full-access driveways and 1 full-access private street along Fallon Avenue, and 3 full-access driveways and 1 full-access private street along Albutis Avenue. No access to the site is proposed along Artesia Boulevard. The proposed private streets would be 20 feet wide, which has been approved by the Los Angeles County Fire Department. All nine access locations would be stop-controlled at outbound approach only. Parking for the residential units would be accessed directly via the four private alley driveways along Fallon Avenue and three private alley driveways along Albutis Avenue. Parking for the commercial uses would be accessed via the two private streets along Fallon Avenue and Albutis Avenue. Striped bulb-outs are proposed at the driveways on Albutis Avenue to facilitate line of sight for vehicles leaving the Project site. All roadway and driveway improvements would be constructed pursuant to City and Los Angeles County Fire Department

⁵ See Table 4: Summary of Project Trip Generation from the Local Transportation Assessment (**Appendix 4.10-2**).

requirements. Therefore, the Project would not conflict with a program, plan, ordinance, or policy concerning roadways.

Bicycle. As previously noted, the Artesia Active Transportation Plan designates the portion of Artesia Boulevard along the Project site as a Class II Bicycle Lane and the portion of Pioneer Boulevard from 166th Street to 183rd Street as a proposed Class II Bicycle Lane. The Project would not impede or alter the designated Class II Bicycle Lanes proposed under the Artesia Active Transportation plan, as no Project site access driveways are proposed along Artesia Boulevard or Pioneer Boulevard. The Project does propose 40 bicycle parking spaces. As such, the Project would be in furtherance of City Policy CIR 5.2, which is to “encourage bicycling as an alternate mode of transportation in the City.” Therefore, the Project would not conflict with the City’s Artesia Active Transportation Plan, City policy, or existing facilities, concerning bicycle facilities.

Pedestrian. The Project proposes pedestrian-oriented accessible walkways to all of its uses. A central pedestrian walkway is proposed between the uses and also down the site’s center. The walkway would lead through landscaped courtyards towards a recreational area and the pool. This pedestrian walkway causes the private alleys to terminate, thereby restricting traffic from “cutting-through” the Project site via the private alleys. The two private streets are separated by a drivable mountable raised “plaza.” This feature is intended to enhance pedestrian safety, provide “traffic calming,” and deter “cut-through” traffic. Sidewalks are proposed on all Project site frontages and boundaries. The residential units that front the adjacent streets would include lockable gate access to the walkways that would connect with the surrounding streets. As such, the Project would be in furtherance of Policy CIR 5.3, which is to “provide for safe pedestrian access throughout the City.” Therefore, the Project would not conflict with a program, plan, ordinance, or policy concerning pedestrian facilities.

As is evidenced by the analyses presented above, as well as in **Table 4.6-1**, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Project would result in a less than significant impact, and no mitigation is required.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

<i>Impact 4.10-2</i>	<i>Would the Project conflict or be inconsistent with State CEQA Guidelines §15064.3(b)?</i>
Level of Significance Before Mitigation: Less Than Significant	

IMPACT ANALYSIS

As identified in the TIA Guidelines, some project types and sizes have been identified as having the presumption of a less than significant VMT impact. The uses described below can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local-serving in nature:

- Retail Project Site Plan Screening: Local-serving retail uses less than 50,000 gross square feet (GSF)
- Non-Retail Project Trip Generation Screening: Projects generating less than a net increase of 110 daily vehicle trips

The Project proposes one retail component (8,814 GSF) and two non-retail components (2,443 GSF of office space and 80 DU). Based on the above screening criteria, the Project's retail component would screen out of VMT analysis because it totals 8,814 GSF, which is less than the 50,000 GSF screening criterion. Based on the above screening criteria, the Project's office component would screen out of VMT analysis because it would generate approximately 35 daily trips,⁶ which is less than the 110 daily trip screening criteria. However, the Project's residential component would generate 539 daily trips, which is more than the 110 daily trip screening criteria, thus, would not screen out based on Project Type and Size screening. Therefore, the Project's residential component would require further VMT analysis.

Proximity to Transit-Based Screening

As described in the TIA Guidelines, projects located within a one-half mile radius of a major transit stop⁷ or an existing stop along a high-quality transit corridor⁸ can be screened out if the project does not meet the four Proximity to Transit Based Screening criteria listed above in **Section 4.10.5: Methodology**. Metro and NTS are the transit providers serving the Project site. Bus stops located at Artesia Boulevard and Pioneer Boulevard serve the Project site with Metro Line 62 (from 4:20 a.m. to 11:00 p.m.) and NTS Route 2 (from 6:00 a.m. to 7:33 p.m.). Both lines operate along Pioneer Boulevard within one-half mile of the Project site. These bus routes operate with headways varying from approximately 1-hour to 1-hour 15 minute headways. Because these headways are not consistently 15 minutes or less during the peak commute periods, these routes do not meet the criteria to be considered major transit stops or a high-quality transit corridor. Therefore, the Project does not screen out of a VMT analysis based on proximity to transit screening.

Screening Conclusion

A land use project needs only meet one of the above screening thresholds to be presumed to result in no significant impact under CEQA pursuant to SB 743. As mentioned above, the Project's retail and office components would screen out of further VMT analysis based on Retail Project Site Plan and Non-Retail Project Trip Generation Screening, respectively, thus, are presumed to have a less than significant transportation impact concerning VMT. However, the Project's residential component would not meet any of the screening criteria above. Therefore, a VMT analysis was conducted for the Project's residential component to further analyze the VMT impacts.

The Citywide threshold values for residential VMT per Capita were computed using the latest available SCAG travel demand model as part of the Arkansas Project. As the City has not yet

⁶ See Table 4: Summary of Project Trip Generation from the Local Transportation Assessment (**Appendix 4.10-2**).

⁷ The OPR Technical Advisory defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (California Public Resources Code §21064.3).

⁸ The OPR Technical Advisory defines a "high-quality transit corridor" as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (California Public Resources Code §21155).

adopted impact thresholds for VMT analysis, the County's adopted threshold of 16.8 percent below the existing Citywide or Countywide average was used. It is noted that the City and County's residential VMT per Capita were both the same (13.9 VMT per Capita). For residential projects in the City, considering a threshold of 16.8 percent below the existing Citywide or Countywide average, the following threshold would be applicable:

- 16.8 percent below City or County: $13.9 \times 0.832 = 11.6$ VMT per Capita

The proposed Project falls within the same SCAG Model TAZ as the Arkansas Project TAZ (21822200), and the proposed Project's residential component is similar and with slightly less housing, when compared to the Arkansas Project's residential component. Therefore, the residential VMT results for the proposed Project are anticipated to be similar to what was derived for the Arkansas Project, considering that both projects are within the same TAZ; see Exhibit 2 of the VMT Analysis Technical Memorandum (**Appendix 4.10-1**). For consistency between both projects' VMT analyses, the residential VMT per Capita for the proposed Project was assumed to be the same as the residential VMT per Capita for the Arkansas Project. **Table 4.10-1: Project Demographics and VMT** summarizes the demographics and VMT results for the proposed Project and Arkansas Project.

Efficiency Metric	Arkansas Project	Artesia Place Project
Total Households	99	80
Total Population	331	270
Total Homebased (HB) VMT	4,011	3,332
Residential VMT Per Capita	12.1	12.3

Source: Kimley-Horn and Associates. (2022). *Artesia Place Project – VMT Analysis*. See **Appendix 4.10-1: Vehicle Miles Traveled Analysis Technical Memorandum**.

Nine of the proposed Project's 80 DU would be live/work, which would reduce home-based work (HBW) VMT. Additionally, the retail components of the proposed Project's eight shopkeeper units are expected to be occupied by the shopkeeper unit owner, thus would further reduce the Project's HBW VMT. To account for the HBW VMT reductions from the live/work and shopkeeper units, the average HBW VMT per Employee for the Project TAZ was used from the Arkansas Project. The average HBW VMT per Employee for the proposed Project TAZ is 16.8 miles per working resident. To account for residents working in the live/work and shopkeeper units, a conservative number of one worker per unit was assumed to work in the live/work space and shopkeeper units, although this number could be higher (for example, a family business where all adult family members are involved). Since there are 9 live/work units and 8 shopkeeper units, it was assumed that 17 workers would work within the proposed Project. Therefore, based on an average HBW VMT per Employee of 16.8 miles per working resident and 17 workers, the proposed Project's VMT would decrease by at least 286 miles. **Table 4.10-2: Proposed Project VMT Summary** shows calculations for the proposed Project's live/work and shopkeeper adjustments.

Table 4.10-2: Proposed Project VMT Summary	
Efficiency Metric	Artesia Place Project
Total Households	80
Total Population	270
Total Unadjusted Homebased (HB) VMT	3,332
HBW Production VMT for 9 Live-Work and 8 Shopkeeper Units (Reduction)	-286
Total Adjusted Homebased (HB) VMT	3,042
Project Residential VMT Per Capita	11.3
Source: Kimley-Horn and Associates. (2022). <i>Artesia Place Project –VMT Analysis</i> . See Appendix 4.10-1: Vehicle Miles Traveled Analysis Technical Memorandum .	

As shown in **Table 4.10-2**, the proposed Project's VMT per Capita is 11.3, which is less than the County's threshold of 16.8 percent below existing Citywide or Countywide VMT (or 11.6 VMT per Capita); accordingly, the proposed Project's residential component is presumed to result in a less than significant transportation impact concerning VMT. Additionally, as concluded above, the proposed Project's non-residential components were each screened from further analysis and presumed to have a less than significant transportation impact concerning VMT. As such, in furtherance of City Policy CIR 4.1, the Project would "promote a balance of residential, commercial, institutional, and recreational uses with adjacencies that reduce vehicle miles traveled." Therefore, the proposed Project is not expected to conflict or be inconsistent with State CEQA Guidelines § 15064.3(b). Impacts would be less than significant.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

Impact 4.10-3 *Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

Construction and Operations

Full vehicular access (i.e., left-turn and right-turn ingress/egress turning movements) is currently provided at the existing Project site driveways located along Alburdis Avenue and Fallon Avenue; see also **Appendix 4.10-2**. The Project would be accessed via a left-turn pocket on eastbound Artesia Boulevard onto Alburdis Avenue, and via westbound Artesia Boulevard onto Alburdis Avenue and Fallon Avenue. Vehicular access would be provided at 9 locations: 4 full-access driveways and 1 full-access private street along Fallon Avenue, and 3 full-access driveways and 1 full-access private street along Alburdis Avenue. No access to the site is proposed via Artesia Boulevard. The private streets are 20 feet wide and have been approved by the Los Angeles County Fire Department; see **Appendix 4.9-1: Los Angeles County Fire Department Review**. All nine

access locations would be stop-controlled at outbound approach only. Parking for the residential units would be accessed directly via the four private alley driveways along Fallon Avenue and three private alley driveways along Alburdis Avenue. Parking for the commercial uses would be accessed via the two private streets along Fallon Avenue and Alburdis Avenue.

The Project does not propose any off-site roadway improvements that could substantially increase hazards due to a design feature. All on-site and site-adjacent improvements and Project driveways would be constructed as approved by the City of Artesia Public Works Department. Striped bulb-outs are proposed at the driveways on Alburdis Avenue to facilitate line of sight for vehicles leaving the Project site. Sight distance at Project access points would be subject to compliance with applicable AMC/California Department of Transportation sight distance standards. Additionally, the Project would provide pedestrian-oriented accessible walkways to all of its components. A central pedestrian walkway is proposed between the uses and also down the site's center. The walkway leads through landscaped courtyards toward a recreational area and the pool. Sidewalks would be provided on all Project site frontages and boundaries. The residential units that front the adjacent streets would be lockable gate access to the walkways that connect with the surrounding streets. Therefore, the Project would not increase transportation hazards due to a geometric design feature.

The Project does not propose use of any incompatible vehicles or onsite equipment, such as farm equipment that could create a transportation hazard. The Project proposes construction and operation of a mixed-use development comprised of 80 DU and approximately 11,257 GSF of non-residential land uses. These land uses are typical of suburban areas, such as the City of Artesia, and would not create a transportation hazard due to an incompatible use. Therefore, the Project would not increase transportation hazards due to incompatible uses, and impacts would be less than significant.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

4.10.7 Cumulative Impacts

For purposes of the transportation impact analysis, cumulative impacts are considered for cumulative development within Artesia, according to the related projects; see Table 3-1: List of Cumulative Projects. The geographic contexts of the transportation cumulative analyses are the City, County, and SCAG planning region; see also Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues.

CONSISTENCY WITH APPLICABLE PLANS, ORDINANCES, AND POLICIES

As substantiated above, the Project would comply with applicable plans, ordinances, and policies that guide circulation. Similar to the proposed Project, each cumulative project would be expected to show its consistency with existing programs, plans, ordinances, and policies that address the City's circulation system (such as the General Plan Circulation and Mobility Sub-Element). Additionally, each cumulative project would be expected to show consistency with

SCAG's Connect SoCal. No significant cumulative impacts are anticipated to which both the proposed Project and the cumulative projects would contribute concerning City circulation policies or standards adopted to protect the environment and support multimodal transportation options. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning consistency with applicable plans, ordinances, and policies. Therefore, the Project would not cause a cumulatively considerable impact concerning consistency with applicable plans, ordinances, and policies.

VEHICLE MILES TRAVELED

A development project would have a cumulative VMT impact if it were deemed inconsistent with SCAG's RTP/SCS, the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects that are consistent with this plan in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. As discussed above, the Project would not have a significant impact on VMT according to the County's TIA Guidelines. Additionally, the Project is in an infill location with convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, VMT, and GHG emissions. In addition, the Project's mixed-use nature would encourage Project residents to walk to nearby destinations to meet their shopping needs, thereby reducing VMT and GHG emissions. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning VMT. Therefore, the Project would not cause a cumulatively considerable impact concerning VMT.

HAZARDOUS GEOMETRIC DESIGN FEATURES

A potentially cumulative impact may occur if the Project would combine with a cumulative project to create or substantially increase hazards due to geometric design features or incompatible uses. The nearest related projects to the Project site are shown in **Exhibit 3-1: Cumulative Projects Map**. The related projects would be required to provide their respective on-site and site-adjacent improvements and driveways, which would be subject to City of Artesia Public Works Department review/approval prior to construction, thereby reducing the potential for the improvements to create hazardous geometric features. Additionally, the Project's residential and commercial uses are typical of a suburban area and would not introduce incompatible uses. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning hazardous geometric design features. Therefore, the Project would not cause a cumulatively considerable impact concerning hazardous geometric design features.

4.10.8 Significant Unavoidable Impacts

No significant unavoidable impacts concerning transportation have been identified.

4.10.9 References

City of Artesia. (2010). *City of Artesia General Plan 2030*. Artesia, CA.

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Los Angeles County Public Works. (2020). *Transportation Impact Analysis Guidelines*. Los Angeles County, CA.

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Tribal Cultural Resources



Prepared by
Kimley»Horn
Expect More. Experience Better.



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4.11 TRIBAL CULTURAL RESOURCES

4.11.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions related to tribal cultural resources, identify potential impacts that could result from Project implementation, and as necessary, recommend mitigation to avoid or reduce the significance of impacts.

The analysis in this section is based, in part, on the following:

- A Sacred Lands File (SLF) search conducted by the California Native American Heritage Commission (NAHC); see **Appendix 4.11-1: Sacred Lands File Search Negative Letter**
- The Project notification letters submitted by the City of Artesia (City) to Native American tribes pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18; see **Appendix 4.11-2: Native American Tribal Consultation Correspondence**
- The *Cultural Resources Assessment for the Artesia Boulevard Corridor Specific Plan Amendment Project, City of Artesia, Los Angeles County California* (Cultural Resources Assessment); see **Appendix 4.2-1: Artesia Place Project Cultural Report**.

Potential impacts on other cultural resources (i.e., archaeological resources) are evaluated in **Section 4.2: Cultural Resources**.

Tribal cultural resources, as defined in Public Resources Code (PRC) §21074, include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources (CRHR) or included in a local register of historical resources or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. A cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of size and scope of the landscape. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be tribal cultural resources if they meet these criteria.

4.11.2 Environmental Setting

ETHNOGRAPHY

The name “Gabrieliño” is Spanish in origin and was used in reference to the Native Americans associated with the Mission San Gabriel. It is unknown what these people called themselves before the Spanish arrived, but today they call themselves “Tongva,” meaning “people of the earth.”

The Gabrieliño territory included coastal lands, present-day Los Angeles and Orange County and portions of present-day San Bernardino County.¹ The northern extent of this territory includes the

¹ Claremont Heritage. Gabrieliño/Tongva Native California Peoples. https://claremontheritage.org/gabrielino_tongva.html. Accessed on December 2, 2022.

San Fernando Valley, the southern extent is bounded by Aliso Creek, the eastern extent is located east of present-day County of San Bernardino along the Santa Ana River, and the western extent includes portions of the Santa Monica Mountains. The Gabrieliño also occupied several Channel Islands including Santa Barbara Island, Santa Catalina Island, San Nicholas Island, and San Clemente Island. Because of their access to certain resources, including a steatite source from Santa Catalina Island, this group was among the wealthiest and most populous aboriginal groups in all of southern California. Trade of materials and resources controlled by the Gabrieliño extended as far north as the San Joaquin Valley, as far east as the Colorado River, and as far south as Baja California.

The Gabrieliño lived in permanent villages and smaller, resource-gathering camps occupied at various times of the year depending upon the seasonality of the resource. Larger villages were comprised of several families or clans, while smaller, seasonal camps typically housed smaller family units. The coastal area between San Pedro and Topanga Canyon was the location of primary subsistence villages, while secondary sites were located near inland sage stands, oak groves, and pine forests. Permanent villages were located along rivers and streams, as well as in sheltered areas along the coast. As previously mentioned, the Channel Islands were also the locations of relatively large settlements.

The Gabrieliño tribe carried out food exploitation strategies that utilized local resources ranging from plants to animals; coastal resources were also exploited. Rabbit and deer were hunted and acorns, buckwheat, chia, berries, fruits, and many other plants were collected. Artifacts associated with their occupations include a wide array of chipped stone tools including knives and projectile points, wooden tools like digging sticks and bows, and ground stone tools like bedrock and portable mortars, metates, and pestles. Local vegetation was used to construct shelters as well as for medicinal purposes. Cooked foods were prepared on hearths. Acorns were one of the most important food resources utilized by the Gabrieliño and other Native American groups across California. The acorns were ground into a fine powder in order to make an acorn mush or gruel. A dietary staple, acorns provided a large number of calories and nutrients. The ability to store and create stockpiles in case of lean times also contributed to the importance of acorns as a vital natural resource. Much of the material evidence available to archaeologists concerning the Gabrieliño is a result of tools and technologies related to their subsistence activities.

The Gabrieliño's social structure is little known; however, there appears to have been at least three social classes: 1) the elite, which included the rich, chiefs, and their immediate family; 2) a middle class, which included people of relatively high economic status or long-established lineages; and 3) a class of people that included most other individuals in the society. Villages were politically autonomous units comprised of several lineages. During times of the year when certain seasonal resources were available, the village would divide into lineage groups and move out to exploit them, returning to the village between forays. Each lineage had its own leader, with the village chief coming from the dominant lineage. Several villages might be allied under a paramount chief. Chiefly positions were of an ascribed status, most often passed to the eldest son. Chiefly duties included providing village cohesion, leading warfare and peace negotiations with other groups, collecting tribute from the village(s) under his jurisdiction, and arbitrating disputes within the village(s). The status of the chief was legitimized by his safekeeping of the sacred bundle, a

representation of the link between the material and spiritual realms and the embodiment of power. Shamans were leaders in the spirit realm. The duties of the shaman included conducting healing and curing ceremonies, guarding the sacred bundle, locating lost items, identifying and collecting poisons for arrows, and making rain. Marriages were made between individuals of equal social status and, in the case of powerful lineages, marriages were arranged to establish political ties between the lineages. Men conducted most of the heavy labor, hunting, fishing, and trading with other groups. Women's duties included gathering and preparing plant and animal resources, and making baskets, pots, and clothing.

4.11.3 Regulatory Setting

FEDERAL

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites that are on federal and Indian lands.

National American Graves Protection and Repatriation Act of 1990

The Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony, referred to collectively in the statute as cultural items, with which they can show a relationship of lineal descent or cultural affiliation. This statute aims to provide greater protection for Native American burial sites and more careful control over the removal of Native American remains, funerary objects, sacred objects, and items of cultural patrimony on Federal and tribal lands. NAGPRA requires that Indian tribes or Native Hawaiian organizations be consulted whenever archaeological investigations encounter or are expected to encounter, Native American cultural items or when such items are unexpectedly discovered on Federal or tribal lands. Excavation or removal of any such items also must be done under procedures required by the Archaeological Resources Protection Act.

STATE

California Environmental Quality Act

California public agencies must consider the effects of their actions on both "historical resources" and "unique archaeological resources." Pursuant to PRC §21084.1, a "project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment." PRC §21083.2 additionally requires agencies to determine whether proposed projects would have effects on "unique archaeological resources."

"Historical resource" is a term with a defined statutory meaning. Under California Code of Regulations (CCR), Title 14, Chapter 3 (State CEQA Guidelines, §15064.5(a)) "historical resource" includes the following:

- A resource listed in or determined to be eligible by the State Historical Resources Commission (SHRC), for listing in the CRHR, (PRC §5024.1 and Title 14 CCR, §4850 et seq.).
- A resource included in a local register of historical resources, as defined in §5020.1(k) of the PRC or identified as significant in a historical resource survey meeting the requirements of §5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (PRC §5024.1 and Title 14 CCR §4852) including the following:
 - Criterion 1 - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - Criterion 2 - Is associated with the lives of persons important in our past;
 - Criterion 3 - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - Criterion 4 - Has yielded, or may be likely to yield, information important in prehistory or history.
- The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to §5020.1(k) of the PRC) or identified in an historical resources survey (meeting the criteria in §5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC §§ 5020.1(j) or 5024.1.

CEQA addresses significant impacts to historical resources. "A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." (State CEQA Guidelines §15064.5(b)(1)).

CEQA also requires agencies to consider whether projects will affect "unique archaeological resources." PRC §21083.2, subdivision (g), states that "'unique archaeological resources' means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized, important prehistoric or historic event or person.

Senate Bill 18

SB 18 requires a local government to notify and consult with California Native American tribes when the local government is considering the adoption or amendment of a general plan or a specific plan. SB 18 provides California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning, for the purpose of protecting or mitigating impacts on cultural places. Prior to the adoption or amendment of a general plan or a specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period pursuant to Government Code §65352(b).

SB 18 (Chapter 905 of the 2004 statutes) says, in pertinent parts:

Section 1(b): In recognition of California Native American tribal sovereignty and the unique relationship between California local governments and California tribal governments, it is the intent of the Legislature, in enacting this act, to accomplish all of the following:

- Recognize that California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places are essential elements in tribal cultural traditions, heritages, and identities.
- Establish meaningful consultations between California Native American tribal governments and California local governments at the earliest possible point in the local government land use planning process so that these places can be identified and considered.
- Establish government-to-government consultations regarding potential means to preserve those places, determine the level of necessary confidentiality of their specific location, and develop proper treatment and management plans.
- Ensure that local and tribal governments have information available early in the land use planning process to avoid potential conflicts over the preservation of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places.
- Enable California Native American tribes to manage and act as caretakers of California Native prehistoric, archaeological, cultural, spiritual, and ceremonial places.
- Encourage local governments to consider the preservation of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places in their land use planning processes by placing them in open spaces.
- Encourage local governments to consider the cultural aspects of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places early in land use planning processes.

And:

Government Code §65352.3 is as follows:

- a) (1) Prior to the adoption or any amendment of a city or county's general plan, proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American tribes that are on the contact list maintained by the NAHC for the purpose of preserving or mitigating impacts to places, features, and objects described in PRC §§ 5097.9 and 5097.995 that are located within the city or county's jurisdiction.

(2) From the date on which a California Native American tribe is contacted by a city or county pursuant to this subdivision, the tribe has 90 days in which to request a consultation, unless a shorter timeframe has been agreed to by that tribe.
- b) Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to §65040.2, the city or county shall protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects."

Assembly Bill 52

The Native American Historic Resource Protection Act (AB 52) took effect July 1, 2015 and incorporates tribal consultation and analysis of impacts to tribal cultural resources into the CEQA process. It requires tribal cultural resources to be analyzed like any other CEQA topic and establishes a consultation process for lead agencies and California tribes. Projects that require a Notice of Preparation of an EIR or Notice of Intent to adopt an ND or MND are subject to AB 52. A significant impact on a tribal cultural resource is considered a significant environmental impact, requiring feasible mitigation measures.

Tribal cultural resources must have certain characteristics:

1. Sites, features, places, cultural landscapes (must be geographically defined), sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. (PRC §21074(a)(1))
2. The lead agency, supported by substantial evidence, chooses to treat the resource as a tribal cultural resource. (PRC §21074(a)(2))

The first category requires that the tribal cultural resource qualify as a historical resource according to PRC §5024.1. The second category gives the lead agency discretion to qualify that resource—under the conditions that it supports its determination with substantial evidence and considers the resource's significance to a California tribe. The following is a brief outline of the process (PRC §21080.3.1–3.3).

1. A California Native American tribe asks agencies in the geographic area with which it is traditionally and culturally affiliated to be notified about projects. Tribes must ask in writing.

2. Within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it.
3. A tribe must respond within 30 days of receiving the notification if it wishes to engage in consultation.
4. The lead agency must initiate consultation within 30 days of receiving the request from the tribe.
5. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a tribal cultural resource, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached.
6. Regardless of the consultation outcome, the CEQA document must disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation that avoid or lessen the impact.

California Health and Safety Code

California Health and Safety Code §7050.5, states that every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without the authority of law is guilty of a misdemeanor, except as provided in PRC §5097.99. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further site excavation or disturbance or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Government Code Chapter 10 (commencing with §27460) of Part 3 of Division 2 of Title 3, that the remains are not subject to the provisions of Government Code §27491 or any other related provisions of law concerning the investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC §5097.98. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

LOCAL

City of Artesia General Plan

The City of Artesia General Plan 2030 (General Plan) Cultural and Historic Resources Sub-element provides an inventory of cultural and historic resources within the City, and offers the following goals and policies to celebrate the City's cultural heritage and preserve historic sites in order to improve tourism-related activities. The following goal and policy is applicable the Project:

Goal CHR 1 Resources with cultural and historic significance are preserved.

- **Policy CHR1.1:** Enhance and protect resources that have cultural and historic significance.

City of Artesia Municipal Code

The Artesia Municipal Code (AMC) does not contain any standards concerning tribal cultural resources.

4.11.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions concerning tribal cultural resources. Criteria under State CEQA Guidelines states that if a project causes a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k) (see Impact 4.11-1), or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the resource's significance to a California Native American tribe (see Impact 4.11-2).

According to PRC §21084.2, a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. While what constitutes a "substantial adverse change" to a tribal cultural resource is not defined in the section, guidance on what constitutes a substantial adverse change under CEQA can be drawn from State CEQA Guidelines §15064.5(b). Although applicable specifically to historical resources (as defined in §15064.5(a)), an analogy can be drawn when assessing if there has been a substantial adverse change to a tribal cultural resource. State CEQA Guidelines §15064.5(b)(1) defines a substantial adverse change as the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, resulting in material impairment of the historical resource. According to State CEQA Guidelines §15064.5(b)(2), the significance of a historical resource is materially impaired when a project:

- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to PRC §5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC §5024.1(g), unless the public agency reviewing the Project effects establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

In drawing an analogy, a substantial adverse change to a tribal cultural resource could be considered to be the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, resulting in material impairment of the tribal cultural resource.

Similarly, material impairment could include:

- Demolition or material alteration in an adverse manner those characteristics of a tribal cultural resource that justify its eligibility for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC §5020.1(k); or
- Demolition of material alteration in an adverse manner of those characteristics of a tribal cultural resource that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

PRC §21084.3 provides guidance on addressing impacts on tribal cultural resources and states that:

- Public agencies shall when feasible, avoid damaging effects to any tribal cultural resource.
- If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process provided in § 21080.3.2, the following are examples of mitigation measures that, if feasible, may be considered to avoid or minimize the significant adverse impacts:
 - Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning green space, parks, or other open spaces, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and resource meaning, including, but not limited to, the following: (a) protecting the resource's cultural character and integrity; (b) protecting the resource's traditional use; (c) protecting the resource's confidentiality.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource.

State CEQA Guidelines §15370 provides additional guidance on the types of mitigation that may be considered and includes avoiding impacts altogether; minimizing impacts; rectifying impacts through repair, rehabilitation, or restoration; reducing impacts through preservation; compensating for impacts by providing substitute resources.

PRC §21082.3(b) indicates that if a project may have a significant impact on a tribal cultural resource, the agency's environmental document shall discuss whether the proposed project has a significant impact on an identified tribal cultural resource and whether feasible alternatives or mitigation measures avoid or substantially lessen the impact on the identified tribal cultural resource.

PRC §21080.3.2 indicates that as part of the consultation pursuant to PRC §21080.3.1, California Native American tribes may propose mitigation measures, including, but not limited to, those recommended in PRC §21084.3, capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource. Also, the lead agency may incorporate changes or additions to a project even if not legally required to do so.

4.11.5 Methodology

The Project is evaluated against the significance criteria/thresholds as the basis for determining the impact's level of significance concerning tribal cultural resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impacts. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the potentially significant environmental impacts.

South Central Coastal Information Center

On May 19, 2022, a records search was conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within a 0.5-mile radius of the Project site. Additional resources reviewed included the National Register, the California Register, and documents and inventories published by the California Office of Historic Preservation. These include the California Historical Landmarks List, the California Points of Historical Interest List, the Listing of National Register Properties, and the Inventory of Historic Structures. Data from the SCCIC revealed that five previous cultural resources studies have taken place, and one cultural resource has been recorded within 0.5-mile of the Project site. None of the previous studies has assessed the Project site, and no cultural resources have been previously recorded within its boundaries.

Native American Heritage Commission

The NAHC performs searches of its Sacred Lands Inventory to alert agencies of the existence, but not the location, of Native American sacred sites in a project's Area of Potential Effects. A request for a SLF search was sent to the NAHC on April 21, 2022. The NAHC responded on May 23, 2022 and indicated that there are no sacred lands or resources known within the same USGS Quadrangle Township, Range, and Section as the Project.

Cultural Resource Investigations

BCR Consulting completed a Cultural Resources Assessment for the Project. A cultural resource records search, additional research, intensive-level pedestrian field survey, Sacred Land File Search with the NAHC, and paleontological overview were completed for the Project. The full Cultural Resources Assessment is included in **Appendix 4.2-1**. Additional research revealed that a dairy product processing, storage, and distribution facility was formerly located at the Project site. During the field survey, BCR personnel identified no cultural resources of any kind within the Project site boundaries.

Formal Consultation – Native American Outreach and Background Research

As part of the current CEQA process for the Project site, the City initiated formal tribal consultation under AB 52 and SB 18. City staff requested an updated SB 18 tribal consultation list from the NAHC. The following Tribes were notified:

SB 18 Consultation

- Gabrieliño Band of Mission Indians – Kizh Nation, Andrew Salas, Chairperson
- Gabrieliño/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson
- Gabrieliño/Tongva Nation, Sandonne Goad, Chairperson
- Gabrieliño Tongva Indians of California Tribal Council, Robert Dorame, Chairperson
- Gabrieliño Tongva Indians of California Tribal Council, Christina Conley, Tribal Consultant and Administrator
- Gabrieliño-Tongva Tribe, Charles Alvarez
- Juaneno Band of Mission Indians Acjachemen Nation – Belardes, Matias Belardes, Chairperson
- Juaneno Band of Mission Indians Acjachemen Nation – Belardes, Joyce Perry, Tribal Manager
- Santa Rosa Band of Cahuilla Indians, Lovina Redner, Tribal Chair
- Soboba Band of Luiseno Indians, Isaiah Vivanco, Chairperson
- Soboba Band of Luiseno Indians, Joseph Ontiveros, Cultural Resource Department

AB 52 Consultation

- Gabrieliño Band of Mission Indians – Kizh Nation, Andrew Salas, Chairperson
- Gabrieliño/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson
- Gabrieliño/Tongva Nation, Sandonne Goad, Chairperson
- Gabrieliño Tongva Indians of California Tribal Council, Christina Conley, Tribal Consultant and Administrator
- Gabrieliño Tongva Indians of California Tribal Council, Robert Dorame, Chairperson

- Gabrielino-Tongva Tribe, Charles Alvarez
- Juaneno Band of Mission Indians Acjachemen Nation – Belardes, Matias Belardes, Chairperson
- Santa Rosa Band of Cahuilla Indians, Lovina Redner, Tribal Chair
- Soboba Band of Luiseno Indians, Isaiah Vivanco, Chairperson

No tribal consultation was requested by any of the contacted Tribes identified above.

4.11.6 Impacts and Mitigation Measures

Impact 4.11-1 *Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC §5020.1(k), or*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

As discussed in **Section 2.0: Project Description**, the Project site was formerly developed with a dairy manufacturing plant (California Dairies, Inc.) totaling approximately 27,290 gross square feet and an associated surface parking lot. The plant, which has been closed since approximately June 2020, was demolished in 2022. The Project site is not listed in the CRHR, or eligible for listing by the California Historical Resources Commission for listing in the CRHR. Further, as discussed above, a record search conducted at SCCIC, which included a search of CRHR, did not identify any listed or eligible tribal cultural resources that could be adversely affected by the Project. Additionally, the NAHC SLF Search produced a negative result for tribal cultural resources in the Project vicinity. Therefore, the Project would not cause a substantial adverse change in the significance of a known tribal cultural resource, either listed in the CRHR or in a local register, or that is determined by the City, at its discretion and supported by substantial evidence, to be significant pursuant to PRC §5024.1, within the Project site. A less than significant impact would occur, and no mitigation is required.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

Impact 4.11-2 *Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC §5024.1. In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Level of Significance Before Mitigation: Potentially Significant

IMPACT ANALYSIS

AB 52 requires that lead agencies evaluate a project’s potential impact on “tribal cultural resources.” Such resources include “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the CRHR or included in a local register of historical resources.” AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a “tribal cultural resource.”

In compliance with PRC §21080.3.1(b), the City has provided formal notification to California Native American tribal representatives identified by the California NAHC. Native American groups may have knowledge about cultural resources in the area and may have concerns about the adverse effects of development on tribal cultural resources as defined in PRC §21074. The City has contacted the tribal representatives noted above.

Correspondence to and from tribal representatives is included in **Appendix 4.11-2**. As of the release date of this Draft EIR, the City has not received a request for consultation pursuant to AB 52 or SB 18.

The Project site has been previously disturbed by past development and the Cultural Resources Assessment has not indicated sensitivity for cultural resources within the Project boundaries. A SLF request was submitted to the NAHC. The results were negative; see **Appendix 4.11-1**. Therefore, it is unlikely that Native American tribal cultural resources are present on the Project site. Notwithstanding, the potential exists for accidental discovery of tribal cultural resources during ground-disturbing activities. To address potential impacts to tribal cultural resources during ground-disturbing activities, the Project is required to comply with mitigation measure **(MM) CUL-1** (see also **Section 4.2: Cultural Resources**), which details the appropriate steps should archaeological/tribal cultural resources be encountered during ground-disturbing activities. With **MM CUL-1** incorporated, the Project’s potential impacts concerning tribal cultural resources would be less than significant. As also discussed in **Section 4.2**, following compliance with the established regulatory framework (i.e., Health and Safety Code §§7050.5-7055 and PRC §5097.98 and §5097.99), the Project’s potential impacts concerning human remains would be less than significant.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated

MITIGATION MEASURES

See **Section 4.2** for MM CUL-1: Inadvertent Discovery of an Archeological Resource.

4.11.7 Cumulative Impacts

For purposes of the tribal cultural resources impact analysis, cumulative impacts are considered for cumulative development within Artesia, according to the related projects; see **Table 3-1: List of Cumulative Projects**. The geographic context for cumulative analysis of tribal cultural resources is the City and Los Angeles County; see also **Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues**.

As discussed above, the potential exists for undiscovered tribal cultural resources to be adversely impacted during Project construction. With the implementation of **MM CUL-1**, the Project would not cause a substantial adverse change in the significance of tribal cultural resources. Cumulative projects could involve actions that damage known, or as-yet-undiscovered, archaeological and tribal cultural resources specific to those development sites. However, as with the Project, all cumulative development would undergo environmental and design review on a project-by-project basis pursuant to State CEQA Guidelines to evaluate potential impacts on tribal cultural resources. This would include studies of historical, archaeological, and tribal cultural resources that are present or could be present within a development site. Additionally, cumulative development would be subject to compliance with the established federal, State, and local regulatory framework concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. The Project's cumulative impacts on tribal cultural resources would be less than significant given compliance with the established regulatory framework and site-specific mitigation would be required. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning tribal cultural resources. Therefore, the Project would not cause a cumulatively considerable impact concerning tribal cultural resources.

4.11.8 Significant Unavoidable Impacts

No significant unavoidable impacts concerning tribal cultural resources have been identified.

4.11.9 References

BRC Consulting. (October 19, 2022). *Cultural Resources Assessment for the Artesia Boulevard Corridor Specific Plan Amendment Project, City of Artesia, Los Angeles County, California*. Claremont, CA.

Utilities And Service Systems



Prepared by
Kimley»Horn
Expect More. Experience Better.



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4.12 UTILITIES AND SERVICE SYSTEMS

4.12.1 Introduction

The purpose of this section is to describe the existing environmental and regulatory conditions related to utilities and service systems (i.e., water, wastewater, stormwater drainage, electric power, natural gas, telecommunications, and solid waste), identify potential Project impacts, and as necessary, recommend mitigation to avoid or lessen the significance of impacts. Information in this section is based on utilities and service systems data provided in **Appendix 4.12-1: Dry Utilities Assessment and Cost Opinion**. Information in this section is based on available public resources, including among others, the City of Artesia General Plan 2030 (General Plan) and annual reports, and utility provider usage information.

4.12.2 Environmental Setting

WATER

The City receives most of its water service from the Golden State Water Company (GSWC). GSWC's Artesia System (GSWC Artesia), which serves most of the City's residents, covers approximately 4.3 square miles and is divided into two systems: the GSWC Artesia North Side (North Side); and the GSWC Artesia South Side (South Side).¹ The North Side serves the Project site.² The City areas not served by GSWC are served by Los Angeles County Water, Liberty Utilities (formerly Park Water), or Norwalk Water.³

GSWC operates a 16-inch water line in Artesia Boulevard and eight-inch water lines in Fallon Avenue and Alburto Avenue.⁴ The eight-inch water lines in Fallon Avenue and Alburto Avenue increase to 12-inches before connecting to the water line in Artesia Boulevard.

SEWER

The City is within the jurisdictional boundary of the Los Angeles County Sanitation District (LACSD). The LACSD consists of 24 independent districts and serves approximately 5.5 million people in the County of Los Angeles (County). The Project Site is within LACSD Sanitation District No. 2, which is located southeast of downtown Los Angeles and serves the northern portion of Artesia, Bellflower, Paramount, Downey, Pico Rivera, Bell Gardens, Commerce, Montebello, Monterey Park and San Gabriel Rosemead.⁵

Wastewater generated at the Project site is conveyed to and treated at the Joint Water Pollution Control Plant (JWPCP) in the City of Carson, or the Long Beach Water Reclamation Plant (LBWRP) in the City of Long Beach.⁶ The JWPCP has a capacity of 400 mgd and currently processes an

¹ Golden State Water Company. (2020). *Artesia Service Area, 2020 Urban Water Management Plan*. Page 2-6. Accessed on October 3, 2022.

² Ibid., Figure 2-1 GSWC Artesia Customer Service Area, page 2-2.

³ City of Artesia. *Utility Providers*. <https://www.cityofartesia.us/190/Utility-Providers>. Accessed on October 6, 2022.

⁴ C&V Consulting, Inc. (2022). *Vesting Tentative Tract Map No. 83834, Preliminary Utility Plan*.

⁵ Los Angeles County Sanitation District. (2022). *GIS Map of Sanitation District Service Area*.

<https://www.lacsd.org/home/showpublisheddocument/960/637983202009100000>. Accessed on October 6, 2022.

⁶ Ibid.

average flow of 243.1 mgd.⁷ The LBWRP has a capacity of 25 mgd and currently processes an average recycled flow of 12.7 mgd.⁸

STORMWATER

Runoff generated in Artesia is conveyed through storm drain systems primarily owned and operated by the Los Angeles County Department of Public Works. The Los Angeles County Department of Public Works provides flood control facilities for the Los Angeles Basin, San Fernando Valley, San Gabriel Valley, and Santa Clarita Valley.

The Project site generally slopes to the south with elevations ranging between 60.0 and 57.3 feet above mean sea level.⁹ The Project site's existing drainage generally surface flows southerly to confluence with the street flows to the existing catch basins at the public right of way adjacent to the Project site near the corner of Artesia Boulevard and Fallon Avenue.¹⁰ There is also an existing drainage inlet near the center of the Project site that collects portions of the drainage.

Runoff from the Project site is conveyed through storm drains primarily owned and operated by the Los Angeles County Department of Public Works. ABCSP Exhibit 5-3, Infrastructure Plan (Storm Water Drainage) depicts the existing storm water system that serves the ABCSP area and indicates the County storm drain line nearest the Project site is within Fallon Avenue. This line has a 63-inch diameter north of Artesia Boulevard and a 75-inch diameter south of Artesia Boulevard.¹¹

ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS

Southern California Edison (SCE) provides electricity to approximately 13 million people, 430 cities including Artesia, and communities in 50,000 square miles of service area encompassing eleven counties in central, coastal, and southern California.¹² The Project site is served by overhead SCE power lines.¹³

Artesia lies within the service territory of Southern California Gas Company (SoCalGas). SoCalGas is the nation's largest natural gas distribution utility and services 21.8 million consumers in more than 500 communities.¹⁴ The SoCalGas service territory is approximately 24,000 square miles throughout Central and Southern California.¹⁵ The existing underground gas lines near the Project site are in Artesia Boulevard, Fallon Avenue, and Alburdis Avenue.

Various companies including Frontier, Spectrum, Verizon, AT&T and Comcast provide telecommunication services in the City. Frontier and Spectrum currently serve the Project site from existing infrastructure.

⁷ Ibid.

⁸ Ibid.

⁹ C&V Consulting, Inc. (2022). *Preliminary Low Impact Development (LID) Plan*. page 4. Artesia, CA. Ryan Bittner, P.E.

¹⁰ C&V Consulting, Inc. (2022). *Preliminary Hydrology Study*. Page 1. Artesia CA. Ryan Bittner, P.E.

¹¹ City of Artesia. (2011). *Artesia Boulevard Corridor Specific Plan*. Page 139.

¹² Southern California Edison. (2022). *Who We Are*. <https://www.sce.com/about-us/who-we-are>. Accessed on November 17, 2022.

¹³ Southern California Utility Solutions, Inc. (2022). *Dry Utility Assessment and Cost Opinion*. 11709 Artesia Boulevard, Artesia, CA 90701.

¹⁴ Southern California Gas Company. (2022). *Company Profile*. <https://www.socalgas.com/about-us/company-profile>. Accessed on September 30, 2022.

¹⁵ Ibid.

SOLID WASTE

The City contracts with private waste haulers for collection of all refuse. The City has a franchise agreement with CR&R Environmental Services for collection and disposal of the City’s solid waste.¹⁶ CR&R serves more than 3 million people and 25,000 businesses throughout Orange, Los Angeles, San Bernardino, Imperial, and Riverside counties.¹⁷

Waste that is collected within the City is first brought to CR&R Intermediate Processing Center for source separated recyclables and Stanton Material Recovery Facility for mixed solid waste processing, food waste transfer, and green waste processing.¹⁸ The remaining waste is disposed of at Frank R. Bowerman Sanitary Landfill, Olinda Alpha Landfill, and/or Prima Deshecha Landfill, which are operated by County of Orange Waste and Recycling, or at Savage Canyon Landfill, which is operated by the City of Whittier. **Table 14.2-1: Solid Waste Disposal Facilities** describes the four landfills servicing Artesia.

Disposal Facility	Location	Max. Permitted Throughput (Tons Per Day)	Max. Permit Capacity (Cubic yards)	Remaining Capacity (Cubic Yards)	Estimated Closure Date
Frank R. Bowerman Landfill	Irvine	11,500	266,000,000	205,000,000	12/31/2053
Olinda Alpha Landfill	Brea	8,000	148,800,000	17,500,000	12/31/2036
Prima Deshecha Landfill	San Juan Capistrano	4,000	172,100,000	134,300,000	12/31/2102
Savage Canyon Landfill	Whittier	3,350	19,337,450	9,510,833	12/31/2055
Total		26,850	606,237,450	366,310,833	-

Source: California Department of Resources Recycling and Recovery (CalRecycle). (2019). *Solid Waste Information System (SWIS)*. <https://www2.calrecycle.ca.gov/SolidWaste/Site/Search>. Accessed on October 3, 2022.

4.12.3 Regulatory Setting

WATER SUPPLY

FEDERAL

Federal Safe Drinking Water Act of 1974

SDWA authorizes the U.S. Environmental Protection Agency (U.S. EPA) to set national health-based standards for drinking water to protect against both naturally occurring and manmade

¹⁶ City of Artesia. (2022). *Solid Waste and Recycling Services*. <https://www.cityofartesia.us/190/Utility-Providers>. Accessed on September 30, 2022.

¹⁷ CR&R Environmental Services. (2022). *City of Artesia*. <https://crwasteservices.com/cities/california/county-of-los-angeles/city-of-artesia/>. Accessed on September 30, 2022.

¹⁸ City of Artesia City Council. (2015). *Franchise Agreement between the City of Artesia and CR&R Incorporated for Solid Waste Handling Services*. <http://www.cityofartesia.us/DocumentCenter/View/1131/Item-1?bidId=>. Accessed on October 3, 2022.

contaminants that may be found in drinking water. U.S. EPA, states, and water systems then work together to make sure that these standards are met. Originally, SDWA focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments greatly enhanced the existing law by recognizing source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach ensures the quality of drinking water by protecting it from source to tap.

STATE

California Urban Water Management Planning Act

The California Urban Water Management Planning Act (California Water Code [CWC] Division 6, Part 2.6, §§10610-10656) addresses several State policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The California Urban Water Management Planning Act also requires water suppliers to prepare an Urban Water Management Plan (“UWMP”) every five years to identify short-term and long-term water demand management measures to meet growing water demands during normal, dry, and multiple-dry years. Specifically, municipal water suppliers that serve more than 3,000 customers or provide more than 3,000 acre feet per year (AFY) of water must adopt an UWMP. GSWC is operating based on their 2020 UWMP, which was adopted on July 15, 2021.

Sustainable Groundwater Management Act

Three bills collectively known as the Sustainable Groundwater Management Act (SGMA) were passed in 2014: Assembly Bill (AB) 1739 (Dickinson), Senate Bill (SB) 1168 (Pavley), and SB 1319 (Pavley).¹⁹ These bills provided a framework for sustainable groundwater management that is defined as “management and use of groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results.”

SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. The latest basin prioritization project, SGMA 2019 Basin Prioritization, was completed in December 2019. SGMA 2019 Basin Prioritization identified 94 basins and sub-basins as high or medium priority. The Project site is in a very low priority basin.²⁰

SGMA also empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans for crucial groundwater basins in California. GSWC monitors well capacity, status, and water quality. Under the SGMA, the Central Basin and West Coast Basin are exempted from the requirement to form a GSA, since they are adjudicated basins.

¹⁹ State Water Resources Control Board. (2022). *Sustainable Groundwater Management Act Development*. https://www.waterboards.ca.gov/water_issues/programs/sgma/development.html. Accessed October 3, 2022.

²⁰ California Department of Water Resources. (2022). *Basin Prioritization Dashboard*. <https://gis.water.ca.gov/app/bp-dashboard/final/>. Accessed October 3, 2022.

Porter-Cologne Water Quality Control Act

In California, the State Water Resources Control Board (SWRCB) is responsible for ensuring the highest reasonable quality of waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. The 1969 Porter-Cologne Water Quality Control Act, codified in the CWC, authorizes the SWRCB to implement programs to control polluted discharges into State waters. This law essentially implements the requirements of the Clean Water Act. Pursuant to this law, the local Regional Water Quality Control Board (RWQCB) is required to establish the wastewater concentrations of a number of specific hazardous substances in treated wastewater discharge. The Los Angeles RWQCB regulates wastewater discharges and water quality in Los Angeles County's southern and coastal portions, including the Project site.

On May 2, 2006, the SWRCB adopted Statewide General Waste Discharge Requirements and a Monitoring and Reporting Program (MRP) for sanitary sewer systems. The regulations were in response to growing public concern about the water quality impacts of sanitary sewer overflows, particularly those that cause beach closures, adversely affect other bodies of water, or pose serious health and safety or nuisance problems. The MRP underwent revision in 2013.²¹

Assembly Bill 1668 and Senate Bill 606

Governor Brown signed AB 1668 and SB 606 on May 31, 2018, to establish guidelines for efficient water use and framework for the implementation and oversight of the new standards, which must be in place by 2022. The two bills strengthen the State's water resiliency in the face of future droughts with provisions that include establishing water use objectives and long-term standards for efficient water use that apply to urban retail water suppliers. The bills provide incentives for water suppliers to recycle water. It identifies small water suppliers and rural communities that may be at risk of drought and water shortage vulnerability and provide recommendations for drought planning. These bills also require both urban and agricultural water suppliers to set annual water budgets and prepare for drought.

California Governor's Drought Declarations

Governor Gavin Newsom declared a drought state of emergency on April 21, 2021, and asked state agencies to partner with local water districts and utilities to make Californians aware of drought and encourage actions to reduce water usage by promoting the Department of Water Resources' (DWR) Save Our Water Campaign and other water conservation programs. The proclamation also included measures to be implemented by the DWR, SWRCB, the Department of Fish and Wildlife, and the Department of Food and Agriculture that included coordinated state and local actions to address issues stemming from continued dry conditions.

The governor issued subsequent drought emergency proclamations on May 10, July 8, and October 19 of 2021, and March 28, 2022. The latest proclamation required that the SWRCB adopt emergency regulations by May 25, 2022, including the requirement that all urban water suppliers

²¹ State Water Resources Board. (2013). *Amended Monitoring and Reporting Program for the Statewide General Waste Discharge Requirements for Sanitary Sewer Systems*. https://www.waterboards.ca.gov/water_issues/programs/sso/docs/fs_waq20130058.pdf. Accessed October 3, 2022.

that have Water Shortage Contingency Plans implement Level Two shortage response actions. Level Two shortage response actions are meant to address a water supply shortage up to 20 percent. The Level Two requirements for urban water suppliers take effect on June 10, 2022. SWRCB also banned the irrigation of non-functional turf at commercial, industrial, and institutional properties with potable water, with an exception of low water use turf. Non-functional turf is solely ornamental and does not apply to turf used for recreation, sports, or civic or community events.

The Golden State Water Company's (GSWC's) Level Two requirements include outdoor irrigation limited to three days per week, assigned by address, and occurring between the hours of 7:00 PM and 8:00 AM. Water usage that exceeds a customer's baseline would also be charged at the regular rate plus a drought emergency surcharge.

California Senate Bills 610 and 221

SB 610 and SB 221 were amended in 2001 to ensure coordination between the local water and land use decisions to confirm that California cities and communities are provided with adequate water supply. Specific projects are required to prepare a Water Supply Assessment (WSA). The WSA is comprised of information regarding existing and forecasted water demands, as well as information pertaining to available water supplies for the new development.

The following projects are required to prepare a WSA

- Residential developments consisting of more than 500 homes, or
- A business employing more than 1,000 people or having more than 500,000 square feet (SF);
- A commercial office building employing more than 1,000 people or having more than 250,000 SF of floor space;
- A hotel having more than 500 rooms;
- An industrial complex with more than 1,000 employees and occupying more than 40 acres of land; or
- A mixed-use project that requires the same or greater amount of water as a 500-dwelling unit (DU) project.

SB 221 requires written verification that there is sufficient water supply available for new residential subdivisions that include over 500 DU or meet the other requirements listed above. The verification must be provided before project construction begins.

The Project does not meet any of the above criteria for requiring preparation of a WSA per SB 610 or providing written verification per SB 221.

The Water Conservation Act of 2009 (Senate Bill X7-7)

SB X7-7 requires all water suppliers to increase water use efficiency. The legislation sets an overall goal of reducing per capita water use by 20 percent by 2020, with an interim goal of a 10 percent reduction in per capita water use by 2015. Effective in 2016, urban retail water suppliers who do

not meet the water conservation requirements established by this bill are not eligible for State water grants or loans. SB X7-7 requires that urban water retail suppliers determine baseline water use and set reduction targets according to specified standards; it also requires that agricultural water suppliers prepare plans and implement efficient water management practices.

State Water Resources Control Board Resolution No. 2022-002

On January 4, 2022, the SWRCB adopted an emergency regulation by resolution. On January 18, 2022, the emergency regulation became effective and remains in effect for one year from the effective date unless the SWRCB acts to end, modify, or readopt it. The emergency regulation requirements include:

- Turning off decorative water fountains.
- Turning off/pausing irrigation systems when it rains and for two days after rain.
- Using an automatic shut-off nozzle on water hoses.
- Using a broom, not water, to clean sidewalks and driveways.
- Giving trees just what they need and avoid overwatering.

LOCAL

Golden State Water Company: Artesia Service Area

GSWC's Individual UWMP - *Artesia Service Area 2020* is written as a water resource planning tool to effectively manage water supply, reliability, and demand. The UWMP draws on local, regional, and statewide inputs presents data and analyses as required by the California Department of Natural Resources and the CWC since 2015.²² The GSWC Artesia service area's water assets consist of adjudicated groundwater supplies, leased or purchased groundwater supply, water contracts with neighboring local agencies, and arrangements with the Central Basin Municipal Water District (CBMWD) for additional treated and recycled water supplies.²³ GSWC Artesia also maintains six emergency connections with neighboring agencies (e.g., City of Cerritos, City of Long Beach, City of Lakewood, GSWC West Orange County System, and the Norwalk Municipal Water System) that allow access to additional water sources in emergency conditions.

GSWC Artesia's Potable System is comprised of two main water sources: local groundwater; and imported water purchased from the City of Cerritos derived from the CBMWD. GSWC Artesia owns and operates six active wells with a combined capacity of 7,340 gallons per minute (gpm) that pump from the Central Subbasin of the Central Coast Plain of the Los Angeles Groundwater Basin. The groundwater is blended with water purchased from the City of Cerritos via two interconnections, each with a capacity of 1,500 gpm. GSWC Artesia's Non-potable System is comprised of approximately 90 AFY of recycled water from CBMWD Central Basin Recycled Water Project.²⁴

²² Golden State Water Company. (2020). *2020 Urban Water Management Plan Artesia Service Area*. Page 1-1.

²³ Ibid., Page 3-1.

²⁴ Ibid., Page 2-7.

The UWMP examines water supply and demand for normal, single-dry, and multiple dry-year conditions through 2045. Supply availability paired against increased demand conditions demonstrate that GSWC Artesia has sufficient water supplies to meet Normal Year, Single Dry-Year, and Multiple Dry-Year conditions; see **Table 4.12-2: Normal and Single Dry Year Water Supply and Demand Through 2045** and **Table 4.12-3: Five Consecutive Dry Years Water Supply and Demand Through 2045**, respectively.

	2025	2030	2035	2040	2045
Normal Year					
Service Area Supply	5,109	5,152	5,196	5,240	5,284
Service Area Demand	5,109	5,152	5,196	5,240	5,284
Difference	0	0	0	0	0
Single Dry Year					
Service Area Supply	5,620	5,668	5,716	5,764	5,813
Service Area Demand	5,620	5,668	5,716	5,764	5,813
Difference	0	0	0	0	0

Source: Golden State Water Company. (2021). *Artesia Service Area 2020 Urban Water Management Plan*, Table 5-2.

		2025	2030	2035	2040	2045
Year 1	Service Area Supply	5,620	5,668	5,716	5,764	5,813
	Service Area Demand	5,620	5,668	5,716	5,764	5,813
	Difference	0	0	0	0	0
Year 2	Service Area Supply	5,630	5,677	5,725	5,774	5,813
	Service Area Demand	5,630	5,677	5,725	5,774	5,813
	Difference	0	0	0	0	0
Year 3	Service Area Supply	5,639	5,687	5,735	5,784	5,813
	Service Area Demand	5,639	5,687	5,735	5,784	5,813
	Difference	0	0	0	0	0
Year 4	Service Area Supply	5,649	5,696	5,745	5,793	5,813
	Service Area Demand	5,649	5,696	5,745	5,793	5,813
	Difference	0	0	0	0	0
Year 5	Service Area Supply	5,658	5,706	5,754	5,803	5,813
	Service Area Demand	5,658	5,706	5,754	5,803	5,813
	Difference	0	0	0	0	0

Source: Golden State Water Company. (2021). *Artesia Service Area 2020 Urban Water Management Plan*, Table 5-3.

City of Artesia General Plan

The General Plan Community Facilities and Infrastructure Sub-Element and Sustainability Element provide the following goals and policies that are applicable to the Project:

Goal CFI 1 Serve a diverse range of community needs.

- **Policy CFI 1.3:** Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.

Goal SUS 3 Approach land use planning with an emphasis on higher density, compact and mixed uses, sustainable building design, transit-oriented districts, and pedestrian and bicycle friendly circulation systems.

- **Policy SUS 3.3:** Achieve and maintain a mix of affordable, livable, and green housing types throughout the City for people of all socio-economic, cultural, and household groups (including seniors, facilities, singles, and disabled).

Artesia Municipal Code

Artesia Municipal Code (AMC) Title 6 Chapter 5 – Water Service outlines the Water Service requirements for the City. AMC §6-5.01 states no new pipelines or any replacement, repair, or extension thereof, for water service or for the installation of a water system shall be constructed or made in the City without obtaining a permit from the City Manager.

Additionally, AMC §6-5.02 states that no permit required by the provisions of AMC §6-5.01 shall be issued until the plans for the water system installation or pipeline have been submitted to and approved by the County Fire Department and by the City Engineer or such other registered civil engineer as may be designated by the City Manager. Such plans shall be approved only if the contemplated installation is designed in conjunction with the related facilities and the location of fire hydrants and so as to comply with required demands of the property to be serviced and fire flows indicated by the National Board of Fire Underwriters or the County Fire Department. The applicant, prior to being issued any such permit, shall pay the City an amount determined by the City Manager that is sufficient to reimburse the City for the expense of examining and checking such plans.

WASTEWATER

FEDERAL

There are no applicable federal standards concerning wastewater that are relevant to the Project.

STATE

State Water Resources Control Board (SWRCB): Statewide General Waste Discharge Requirements for Sanitary Sewer Systems

The SWRBC requires that all federal and State agencies, municipalities, counties, districts, and other public entities that own or operate sanitary sewer systems greater than one mile in length that collect or convey untreated or partially treated wastewater to a publicly owned treatment facility are required to comply with the Statewide General Waste Discharge Requirements for

Sanitary Sewer Systems.²⁵ To facilitate proper funding and management of the sanitary sewer system, each enrollee must develop and implement a system-specific Sewer System Management Plan (SSMP). SSMPs must include provisions to provide proper and efficient management, operating, and maintenance of sanitary sewer systems, while taking into consideration risk management and cost benefit analysis.

LOCAL

Los Angeles County Sanitation District Wastewater Ordinance

The LACSD Wastewater Ordinance was enacted to protect the environment and public health, and to provide for the maximum beneficial use of LACSD facilities.²⁶ It provides for the maximum possible beneficial public use of the LACSD's sewerage facilities through adequate regulation of sewer construction, sewer use and industrial wastewater discharges. The ordinance also provides procedures for complying with requirements placed upon the LACSD by other regulatory agencies.

City of Artesia General Plan

The General Plan Community Facilities and Infrastructure Sub-Element and Sustainability Sub-Element provide the following goals and policies concerning wastewater generation and sewer systems that are applicable to the Project:

- **Policy CFI 1.3:** Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.

Goal CFI 3: Promote green and sustainable standards and practices

- **Policy CFI 3.1:** Promote green and sustainable practices and approaches in planning, design, construction, renovation, and maintenance of public facilities.

Goal SUS 8: Reduce potable water consumption per capita City-wide and protect the watershed from pollution.

- **Policy SUS 8.4:** Reduce the volume of wastewater discharges city-wide.

Artesia Municipal Code

AMC Title 6 Chapter 4 - Sewage Disposal, provides an overview of the City's sewage collection and disposal requirements and contains the City's Sanitary Sewers and Industrial Waste Ordinance. AMC §6-4.104 outlines the requirements for construction of new sewer lines and states that whenever a main sewer line has been constructed adjoining any real property within the City, the owner of such property, within a period of two (2) years after the completion of the

²⁵ State Water Resources Control Board. (2006). *Statewide General Waste Discharge Requirements for Sanitary Sewer Systems*. https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2006/wqo/wqo2006_0003.pdf. Accessed on October 7, 2022.

²⁶ County Sanitation Districts of Los Angeles County. (1972). *Wastewater Ordinance*. <https://www.lacsd.org/home/showpublisheddocument/2092/637643639544700000>. Accessed on October 7, 2022.

construction of such sewer line, shall connect such property, including, but not limited to, the dwelling houses and all toilets, sinks, and other plumbing therein, to such main sewer line.

Article 4, Reconstruction Program, is the sewer reconstruction law of the City. The purpose of this article is to establish a means of providing adequate sewers required by development in the City and other tributary areas; to establish a charge to be collected from all the properties that discharge to the public sewers quantities of sewage in excess of the quantity for which the existing sewerage system was designed; and to establish a fund into which such charges may be deposited and from which moneys will be available for the sewer reconstruction program.

STORMWATER DRAINAGE

FEDERAL

National Pollutant Discharge Elimination System Program (NPDES)

The NPDES permit program addresses water pollution by regulating point sources that discharge pollutants to waters of the United States.²⁷ Created in 1972 by the Clean Water Act, the NPDES permit program is authorized to state governments by EPA to perform many permitting, administrative, and enforcement aspects of the program.

STATE

Los Angeles Regional Water Quality Control Board MS4 Permit

On November 23, 2016, the Los Angeles RWQCB amended the Los Angeles County MS4 Permit (NPDES Permit No. CAS004001) set forth the Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges Within The Coastal Watersheds of Los Angeles County, Except Those Discharges Originating From the City of Long Beach. The Municipal discharges of stormwater and non-stormwater by the City are subject to waste Discharge requirements as set forth by this MS4 Permit.

LOCAL

City of Artesia General Plan

The General Plan Community Facilities and Infrastructure Sub-Element provide the following goals and policies concerning stormwater drainage that are applicable to the Project:

- **Policy CFI 1.3:** Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.

Goal CFI 3

Promote green and sustainable standards and practices

- **Policy CFI 3.1:** Promote green and sustainable practices and approaches in planning, design, construction, renovation, and maintenance of public facilities.

²⁷ United States Environmental Protection Agency. (2022). *National Pollutant Discharge Elimination System (NPDES), NPDES Permit Basics*. <https://www.epa.gov/npdes/npdes-permit-basics>. Accessed on October 7, 2022.

Artesia Municipal Code

AMC Title 6 Chapter 7 - Stormwater Management and Discharge Control provides an overview of the City's regulations on stormwater and runoff pollution control. This chapter outlines requirements for the construction and operation of certain commercial development, new development, redevelopment, and other projects intended to ensure compliance with the storm water mitigation measures prescribed in the current MS4 Permit. This chapter authorizes the City Manager to define and adopt applicable best management practices and other storm water pollution control measures, as provided herein, to carry out all inspections including entering entities discharging to the MS4, conduct surveillance, conduct monitoring, cite infractions and to impose fines pursuant to this chapter. Except as otherwise provided herein, the City Manager shall administer, implement and enforce the provisions of this section.

ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS

STATE

California Code of Regulations Title 24 - California Electrical Code

The California Electrical Code (Electrical Code) is codified in California Code of Regulations Part Title 24, Part 3. The Electrical Code contains regulations including, but not limited to, electrical materials, electrical wiring, overcurrent protection, grounding, and installation.

California Energy Commission

The California Energy Commission (CEC) was created in 1974—as the California Energy Resources Conservation and Development Commission—to be the State's principal energy planning organization and meet the energy challenges of the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing State energy policy including:

- Forecast statewide electric needs
- License power plants to meet those needs
- Promote energy conservation and efficiency measures
- Develop renewable energy resources and alternative technologies
- Promote research, development, and demonstration
- Plan for and direct the State's response to energy emergencies

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the CEC in June 1977. Title 24 requires the design of building shells and building components to conserve energy, with standards updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Building Energy Efficiency Standards went into effect January 1, 2020.

The 2019 Building Energy Efficiency Standards move toward cutting energy use in new homes by more than 50 percent and require installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories or less. The 2019 standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements and; 4) nonresidential lighting requirements. Under the 2019 standards, nonresidential buildings are 30 percent more energy efficient compared to the 2016 standards, and single-family homes are seven percent more energy efficient. When accounting for the electricity generated by the solar photovoltaic system, single-family homes use 53 percent less energy compared to homes built to the 2016 standards.

On August 11, 2021, the CEC adopted the 2022 Energy Code. In December, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. Among other updates such as strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards such as new electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores; the promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels, and dedicated infrastructure to allow for the conversion from natural gas to electricity; and the expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multifamily residences, hotels and motels, tenant spaces, offices, (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers). Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

California Green Building Standards Code

California Green Building Standards Code (CALGreen) establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), as well as water conservation and material conservation, both of which contribute to energy conservation. The 2019 CALGreen standards became effective January 1, 2020. In December 2021, the CEC adopted the 2022 CALGreen Code, which went into effect on January 1, 2023. The 2022 CALGreen Code focuses on battery storage system controls, demand management, heat pump space and water heating, and building electrification.

LOCAL

City of Artesia General Plan

The General Plan Community Facilities and Infrastructure Sub-Element and Sustainability Sub-element provide the following goals and policies concerning electric power, natural gas, and telecommunication systems that are applicable to the Project:

- Goal SUS 1** Reduce municipal, commercial, and residential dependence on fossil fuels.
- **Policy SUS 1.3:** Encourage the use of renewable energy technology citywide.

Goal SUS 3 Approach and use planning with an emphasis on higher density, compact and mixed uses, sustainable building design, transit-oriented districts, and pedestrian and bicycle friendly circulation systems.

- **Policy SUS 3.1:** Adopt sustainable building measures for new municipal buildings and major renovations.

Artesia Municipal Code

AMC Title 8 Chapter 3 - Electrical Code, adopts the California Electrical Code in its entirety. AMC Title 3, Chapter 6 - Cable, Video, and Telecommunication Service Providers provides an overview of the City's regulations on cable, video, and telecommunication providers for the City.

SOLID WASTE

FEDERAL

Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act of 1976 (Title 40, Part 258 of the Code of Federal Regulations), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills

STATE

Assembly Bill 939 – California Integrated Waste Management Act of 1989

The State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939) to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 50 percent by 2000 and thereafter.

AB 939 requires that all counties and cities develop a comprehensive solid waste management program that includes a Source Reduction and Recycling Element (SRRE) to address waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste. It also requires counties to develop a Siting Element that addresses the need for landfill/transformation facilities for 15-year intervals; and it also mandates, all cities and counties to prepare and submit Annual Reports that summarize the jurisdictions' progress in reducing solid waste. Oversight of these activities was set up under the aegis of the California Integrated Waste Management Board (CIWMB). The duties and responsibilities of CIWMB were transferred to CalRecycle as of January 1, 2010.

Assembly Bill 1327 – CalRecycle

California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327), passed on October 11, 1991, required "CalRecycle" to develop a model ordinance for adoption of recyclable materials

in development projects by March 1, 1993. Local agencies were then required to adopt the model, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects by September 1, 1993. If, by that date, a local agency had not adopted its own ordinance, the model ordinance adopted by the CalRecycle took effect and shall be enforced by the local agency.

Senate Bill 1374 – Construction and Demolition Waste Materials Diversion Requirements

SB 1374 was signed into law in 2002 and requires the range of diversion rates of construction and demolition (C&D) waste material from 50 to 75 percent at the local level. CALGreen mandates locally permitted new residential and non-residential building construction, demolition and certain additions and alteration projects to recycle or salvage for reuse a minimum 65 percent of the nonhazardous C&D debris generated during the Project (CALGreen §§4.408.1, 4.410.2, 5.408.1, and 5.410.1).²⁸ The Artesia City Council adopted Ordinance No. 18-865 Establishing a Construction and Demolition Waste Recycling Program and Resolution No. 18-2723 Adopting a Construction and Demolition Waste Recycling Program and Associated Policies and Procedures.²⁹ SB 1374 called for preparation of a model C&D diversion ordinance by March 1, 2004, and a model ordinance was adopted by CalRecycle on March 16, 2004. SB 1374 also required that jurisdictions include in their annual AB 939 report a summary of the progress made in diverting C&D wastes.

Assembly Bill 341 – California's 75 Percent Initiative

AB 341, which took effect on July 1, 2012, was designed to help meet California's recycling goal of 75 percent by the year 2020. AB 341 made "...a legislative declaration that it is the policy goal of the State that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020..." AB 341 requires a business, defined to include a commercial or public entity that generates more than four cubic yards (CY) of commercial solid waste per week or a multifamily residential dwelling of five units or more to arrange for recycling services. Such business and residential development must: 1) source separate recyclable materials from the solid waste they are discarding, and either self-haul or arrange for separate recyclables collection ; and 2) subscribe to a service that includes mixed waste processing that yields diversion results comparable to source separation.

California Green Building Standards Code

California Green Building Standards Code (CALGreen) sets standards for new buildings and development project with the objective of minimizing the State's carbon output (California Building Standards Commission, 2019). CALGreen has new and revised provisions that require new buildings to reduce water consumption, increase building system efficiencies, divert construction waste from landfills, and install low pollutant emitting finish materials. Local jurisdictions also retain the administrative authority to exceed the CALGreen standards. The 2019 CALGreen Standards

²⁸ CalRecycle. (2022). *Construction and Demolition (C&D) Diversion Informational Guide*. <https://www.calrecycle.ca.gov/lqcentral/library/canddmodel>. Accessed on October 3, 2022.

²⁹ City of Artesia City Council. (2018). *Consideration of Ordinance No. 18-865 Establishing a Construction and Demolition Waste Recycling Program*. <http://cityofartesia.us/DocumentCenter/View/2778/12?bidId=>. Accessed on October 3, 2022.

went into effect statewide on January 1, 2020. The Artesia City Council adopted Ordinance No. 20-892 and Resolution No. 20-2790 in March of 2020 to establish a green building certification incentive program for new development.³⁰

Assembly Bill 1327 – California Solid Waste Reuse and the Recycling Access Act

The California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327) is codified in PRC §§42900-42911. As amended, AB 1327 requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, institutional, and residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The size of these storage areas is determined by the appropriate jurisdictions' ordinance.

LOCAL

City of Artesia General Plan

There are no General Plan policies concerning solid waste that are relevant to the Project.

Artesia Municipal Code

AMC Title 6 Chapter 2 - Solid Waste and Recycling, provides an overview of the City's solid waste and recyclable collection and disposal requirements. AMC Article 2 - Recycling Requirements for Construction and Demolition Sites, outlines the Construction and Demolition Waste Recycling Program to meet diversion rates required under the California Integrated Waste Management Act and the Green Building Standards Code of the City of Artesia.

4.12.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G: Environmental Checklist Form, includes questions concerning utilities and service systems. The issues presented in the Environmental Checklist have been used as thresholds of significance in this section. Accordingly, the Project may create a significant environmental impact if it would:

- Require or result in the relocation or construction of the following new or expanded facilities, the construction or relocation of which could cause significant environmental effects:
 - Water facilities (see Impact 4.12-1);
 - Wastewater facilities (see Impact 4.12-1);
 - Stormwater facilities (see Impact 4.12-1);
 - Electric power, natural gas, and telecommunications facilities (see Impact 4.12-1);
- Have insufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years (see Impact 4.12-2);

³⁰ City of Artesia City Council. (2020). *Consideration of Ordinance 20-892 Regarding Green Building Certification, and Accompanying Resolution Regarding Associated Policies and Procedures*. <https://www.cityofartesia.us/DocumentCenter/View/4070/15>. Accessed on October 3, 2022.

- Result in a determination by the wastewater treatment provider which serves or may serve the Project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (see Impact 4.12-3);
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (see Impact 4.12-4);
- Fail to comply with federal, State, and local management and reduction statutes and regulations related to solid waste (see Impact 4.12-5)

4.12.5 Impacts and Mitigation Measures

Impact 4.12-1 *Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Level of Significance Before Mitigation: Potentially Significant

IMPACT ANALYSIS

Water Conveyance Facilities. GSWC supplies water to the Project site via an existing 16-inch ductile iron transmission line in Artesia Boulevard and existing eight-inch asbestos concrete transmission lines in Fallon Avenue and Alburdis Avenue.³¹ The eight-inch water lines increase to 12-inches before connecting to the water line in Artesia Boulevard. The Project would connect to the GSWC domestic water lines in Alburdis Avenue and Fallon Avenue. There are three existing fire hydrants on Fallon Avenue, two existing fire hydrants on Alburdis Avenue, and two existing fire hydrants on Artesia Boulevard. The Project proposes a new fire hydrant at the Project site's southeast corner along Artesia Boulevard, as required by the Los Angeles County Fire Department (LACFD).

Any new connections, laterals, or trenching required as a part of Project construction would be subject to State and local regulations. The Project's design would be subject to CALGreen requirements regarding water efficiency and conservation, as codified in California Code of Regulations Part 11 of Title 24. Additionally, the LACFD would be required to grant approval of the final building design, including all fire prevention and suppression systems, which would ensure the Project's water conveyance facilities are developed pursuant to LACFD Fire Code requirements. The onsite water connections would be constructed to comply with the fire flow set by the LACFD during the plan check process. All water connections would meet AMC Title 6 Chapter 5 - Water Service requirements.

The environmental effects associated with the proposed water facility improvements are analyzed throughout this EIR. As concluded in **Section 4.1** through **Section 4.11**, following compliance with the established regulatory framework, the environmental effects associated with these

³¹ C&V Consulting, Inc. (2022). *Vesting Tentative Tract Map No. 83834, Preliminary Utility Plan*. Accessed on October 6, 2022.

improvements would result in no impact or less than significant impacts for all resource areas analyzed, except concerning air quality, cultural resources (archaeological resources), geology and soils (paleontological resources), and noise, which would result in less than significant impacts with mitigation incorporated; see **Section 4.1**, **Section 4.2**, **Section 4.4**, and **Section 4.7**, respectively.

Wastewater Generation and Conveyance Facilities. As shown in **Table 4.12-4: Estimated Project Wastewater Generation**, the proposed Project would generate approximately 20,937 gpd of wastewater. Wastewater flow originating from the Project site would discharge to an existing eight-inch local sewer line in Fallon Avenue (not maintained by LACSD) for conveyance to the LACSD Joint Outfall C Unit 8E Trunk Sewer, located in Pioneer Boulevard at Ashworth Street. The LACSD 18-inch-diameter trunk sewer has a capacity of 4.5 million gpd and conveyed a peak flow of 0.5 mgd (when last measured in 2020).³²

Table 4.12-4: Estimated Project Wastewater Generation			
Land Use	Amount	Wastewater Generation Rate (gpd/unit)	Estimated Wastewater Generation (gpd)
Residential: Condominiums	80 DU	195	15,600
Restaurant: Restaurant	4,407 GSF	1,000	4,407
Retail: Store	4,407 GSF	100	441
Office: Office Building	2,443 GSF	200	489
Total			20,937
Notes: DU= dwelling units, GSF= gross square feet, gpd= gallons per day			
Source: Los Angeles County Sanitation District. Will Serve Program, Table1: Loadings for Each Class of Land Use.			

LACSD has confirmed the Project could be adequately served by existing facilities; see **Appendix 4.12-3: Golden State Water Company Will Serve Letter**. No City or County sewer lines would need to be upsized as a result of the Project. Any new connections, laterals, or trenching required as part of Project construction would be subject to compliance with AMC Chapter 4 - Sewage Disposal, and LACSD's Wastewater Ordinance.

The environmental effects associated with the proposed wastewater facility improvements are analyzed throughout this EIR. As concluded in **Section 4.1** through **Section 4.11**, following compliance with the established regulatory framework, the environmental effects associated with these improvements would result in no impact or less than significant impacts for all resource areas analyzed, except concerning air quality, cultural resources (archaeological resources), geology and soils (paleontological resources), and noise, which would result in less than significant impacts with mitigation incorporated; see **Section 4.1**, **Section 4.2**, **Section 4.4**, and **Section 4.7**, respectively.

Stormwater Generation and Conveyance Facilities.

The Project would decrease the on-site impervious area from 100 percent to 86 percent resulting in decreased runoff volumes. There is an existing 63-inch storm drain line running north/south within

³² Curry, Donna, Los Angeles County Sanitation Districts, personal communication, March 7, 2022.

Flallon Avenue that meets a 24-inch storm drain line running east/west along Artesia Boulevard. The proposed site drainage conditions are detailed in **Appendix 4.12-2: Preliminary Hydrology Study**. Under the proposed Project conditions, the Project site would be separated into nine drainage areas where each tributary area's runoff would enter the proposed catch basin and grated inlets near each site entrance. The proposed catch basin inlets and grated inlets would collect the Project's generated runoff to be routed to a single treatment underground detention system that would feed into a bio-filtration system via pump station for water quality treatment. The stormwater would be treated prior to being released offsite. The treated flow would be pumped to a parkway culvert and be routed to the downstream system following the existing drainage pattern, where it would drain into concrete-lined Coyote Creek, flow to the San Gabriel River, and eventually discharge into to the Pacific Ocean at San Pedro Bay.³³

When the underground detention system is at full capacity, the confluence of the flows would be directed to the proposed overflow parkway culvert through the interconnected storm drain system. In cases of higher storm event, the Project site would be graded to outlet overflow at the entrances of the site towards Flallon Avenue and Alburdis Avenue after the detention fills up and storm runoff bubbles out from the inlets of the site. The runoff would then continue along the street flow downstream following existing conditions.³⁴

Any new connections, laterals, or trenching required as a part of Project construction would be subject to compliance with Los Angeles County Department of Public Works (LACDPW) requirements, as detailed in the Los Angeles County Hydrology Manual and the Los Angeles County Hydraulic Design Manual. The Project would also be subject to compliance with AMC Title 6 Chapter 7 - City of Artesia Storm Water Management and Discharge Control Ordinance requirements.

The environmental effects associated with the proposed stormwater facility improvements are analyzed throughout this EIR. As concluded in **Section 4.1** through **Section 4.11**, following compliance with the established regulatory framework, the environmental effects associated with these improvements would result in no impact or less than significant impacts for all resource areas analyzed, except concerning air quality, cultural resources (archaeological resources), geology and soils (paleontological resources), and noise, which would result in less than significant impacts with mitigation incorporated; see **Section 4.1**, **Section 4.2**, **Section 4.4**, and **Section 4.7**, respectively.

Electric Power Facilities. SCE operates and maintains transmission and distribution infrastructure in the Project area, which currently serves the Project site. **Table 4.12-5: Estimated Project Electric Power Demand** provides the Project's estimated electric power demand which is estimated to be approximately 945,973 kilowatt hours (kWh) per year, or approximately 2,592 kWh per day.

³³ City of Artesia. Stormwater Pollution. <https://www.cityofartesia.us/356/Stormwater-Pollution>. Accessed on October 6, 2022.

³⁴ C&V Consulting, Inc. (2022). Preliminary Hydrology Study. Page 1. Artesia CA. Ryan Bittner, P.E.

Table 4.12-5: Estimated Project Electric Power Demand			
Land Use	Amount	Units	Total Average (kWh/year)
Apartments Low Rise Condominiums	80	Dwelling Units	323,034
Enclosed Parking Structure	160	Parking Spaces	336,000
Fast Food Restaurant w/o Drive Thru	4,410	Square Feet	190,691
General Office Building	2,440	Square Feet	30,538
Parking Lot	56	Parking Spaces	7,840
Strip Mall	4,410	Square Feet	57,600
Total Electric Power Demand			945,973
Notes:			
1. Energy demands are modeled based on a general land use assumption and unit count only and do not consider site specific amenities, appliances, or efficiency measures			
2. Strip Mall = Retail, Fast Food Restaurant w/o Drive Thru = Restaurant, Apartments Low Rise = Residential, kWh= Kilowatt Hours, Enclosed Parking Structure = 160 parking spaces in apartment garages, Parking lot = 56 open guest and commercial use spaces.			
Source: CalEEMod was used to calculate the electricity demand based on land use.			

The Project would be served by existing overhead power lines on Alburdis Avenue, Artesia Boulevard, and Fallon Avenue with the assumed point of connection at SCE pole 2147865E, approximately 240 feet north of the Artesia Boulevard centerline, just behind the curb on the east side of Alburdis Avenue. The poles and overhead SCE distribution lines in the Project site's vicinity are planned to be protected in place with no relocation proposed. The Project proposes to connect to existing electrical infrastructure and no offsite improvements are proposed. Any new connections, laterals, or trenching required as a part of Project construction would comply with the latest applicable Building Energy Efficiency Standards and CALGreen.

The environmental effects associated with the proposed electric facility improvements are analyzed throughout this EIR. As concluded in **Section 4.1** through **Section 4.11**, following compliance with the established regulatory framework, the environmental effects associated with these improvements would result in no impact or less than significant impacts for all resource areas analyzed, except concerning air quality, cultural resources (archaeological resources), geology and soils (paleontological resources), and noise, which would result in less than significant impacts with mitigation incorporated; see **Section 4.1**, **Section 4.2**, **Section 4.4**, and **Section 4.7**, respectively.

Natural Gas Facilities. SoCalGas operates and maintains transmission and distribution infrastructure in the Project area. There are existing gas lines in Alburdis Avenue, Fallon Avenue, and Artesia Boulevard that are owned and maintained by SoCalGas. The Project does not propose to provide natural gas service except to the commercial building and the Mixed-Use Carriage Townhomes' ground floor commercial uses. All gas mains are assumed to be protected in place. **Error! Reference source not found.** provides the Project's natural gas demand which is estimated to be approximately 2,309,997 thousand British thermal units (kBTU) per year, or approximately 6,329 kBTU per day.

Table 4.12-6: Estimated Project Natural Gas Demand			
Land Use	Amount	Units	Total Avg. (kBtu/year)
Apartments Low Rise Condominiums	80	Dwelling Units	1,269,750
Enclosed Parking Structure	160	Parking Spaces	0
Fast Food Restaurant w/o Drive Thru	4,410	Square Feet	1,015,060
General Office Building	2,440	Square Feet	25,187
Parking Lot	56	Parking Spaces	0
Strip Mall	4,410	Square Feet	7,183
Total Natural Gas Demand			2,309,997
Notes:			
1. Natural Gas demands are modeled based on a general land use assumption and unit count only and do not consider site specific amenities, appliances, or efficiency measures			
2. Strip Mall = Retail, Fast Food Restaurant w/o Drive Thru = Restaurant, Apartments Low Rise = Residential, kBtu= one-thousand British Thermal Units			
3. The residential component of the Project would utilize electric appliances, stoves, and heating systems, and would not require natural gas. However, this analysis conservatively assumes on-site residences would require natural gas based on the default assumptions modeled in the California Emissions Estimator Model (CalEEMod version 2020.4.0).			
Source: CalEEMod was used to calculate the natural gas demand based on land use.			

The Project proposes to connect to existing natural gas infrastructure and no offsite improvements are proposed. The environmental effects associated with the proposed natural gas facility improvements are analyzed throughout this EIR. As concluded in **Section 4.1** through **Section 4.11**, following compliance with the established regulatory framework, the environmental effects associated with these improvements would result in no impact or less than significant impacts for all resource areas analyzed, except concerning air quality, cultural resources (archaeological resources), geology and soils (paleontological resources), and noise, which would result in less than significant impacts with mitigation incorporated; see **Section 4.1**, **Section 4.2**, **Section 4.4**, and **Section 4.7**, respectively.

Telecommunication Facilities. Various companies provide telecommunications to the Project site; see **Appendix 4.12-1**. Local telecommunications companies operate and maintain transmission and distribution infrastructure in the Project area, which currently serve the Project site. Frontier has existing facilities attached to the poles along the northern property line and overhead lines attached to the SCE poles along Artesia Boulevard. There are also underground facilities including a pedestal along the Project frontage on Artesia Boulevard. The Project proposes to connect to existing telecommunications infrastructure and no offsite improvements are proposed. The assumed point of connection to Frontier service is a pole 670 feet north of the centerline of Artesia Boulevard and on the east side of Albutis Avenue. Any new connections, laterals, or trenching required as a part of Project construction would comply with AMC Title 3, Chapter 6 - Cable, Video, and Telecommunication Service Providers Ordinance.

The environmental effects associated with the proposed telecommunication facility improvements are analyzed throughout this EIR. As concluded in **Section 4.1** through **Section 4.11**, following compliance with the established regulatory framework, the environmental effects associated with these improvements would result in no impact or less than significant impacts for all resource areas analyzed, except concerning air quality, cultural resources (archaeological

resources), geology and soils (paleontological resources), and noise, which would result in less than significant impacts with mitigation incorporated; see **Section 4.1**, **Section 4.2**, **Section 4.4**, and **Section 4.7**, respectively.

Level of Significance After Mitigation: Less Than Significant With Mitigation Incorporated

MITIGATION MEASURES

See **Section 4.1** for MM AQ-1: Construction Health Risk, **Section 4.2** for MM CUL-1: Inadvertent Discovery of an Archeological Resource, **Section 4.4** for MM GEO-1: Inadvertent Discovery of a Paleontological Resource, and **Section 4.7** for MM NOI-1: Noise Insulation.

<p>Impact 4.12-2 <i>Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?</i></p>
<p>Level of Significance Before Mitigation: Less Than Significant</p>

IMPACT ANALYSIS

There is no existing water demand associated with the Project site because it is vacant. The Project's estimated water demand would be approximately 31.23 AFY or 27,889.97 gpd; see **Table 4.12-7: Estimated Project Water Demand**. The Project would include all state mandated water-saving features, including water-efficient faucets, shower heads, and toilets.

Land Use	Amount	Water Demand Factor	Estimated Water Demand (AFY)
Residential:	80 DU	0.374101 AFY/DU	29.93
Restaurant: Restaurant	4,407 SF	0.000119 AFY/SF	0.52
Retail: Store	4,407 SF	0.000119 AFY/SF	0.52
Office: Office Building	2,443 SF	0.000108 AFY/SF	0.26
Total			31.23
<p>Note: DU= dwelling units, SF= square feet, AFY=Acre-feet per year</p>			
<p>Source: City of Artesia. (2010). <i>City of Artesia General Plan 2030 Environmental Impact Report</i>, Table 5.12-8. Retrieved from, http://www.cityofartesia.us/258/General-Plan-Update. Accessed on October 31, 2022.</p>			

Table 4.12-2 and **Table 4.12-3** indicate water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2045. The UWMP water demand forecasts are based on adopted general plans, which assumed a Gateway Community Commercial land use (the prior California Dairies, Inc. manufacturing plant) for the Project site. Because the Project site is currently vacant, GSWC would have more availability to meet the service area's water demands than indicated in the UWMP. Although the Project's estimated water demand would increase the Project site's water demand by approximately 27,889.97 gpd (31.23 AFY), GSWC has sufficient capacity to accommodate the Project. GSWC's 2020 UWMP

forecasts water demands would increase from 5,109 AFY in 2025 to 5,284 AFY in 2045 for normal years, an increase from 5,620 AFY in 2025 to 5,813 AFY in 2045 for dry years, and an increase from 5,658 AFY in 2025 to 5,813 AFY in 2045 for multiple dry years, representing an increase in demand of 175,193 AFY, and 155 AFY. The Project's increased water demand of 27,889.97 gpd (31.23 AFY) represents approximately 17 percent of the total UWMP projected demand increase from 2025 to 2045. The UWMP also projects adequate supplies to meet all future demands.³⁵

Further, GSWC analyzed the Project to determine if sufficient water supplies are available to serve the Project from existing entitlements and resources. GSWC confirmed water service would be available to the Project site from GSWC's South Side System, and service could be provided from their existing water facilities in Artesia Boulevard.³⁶ Thus, GSWC would have adequate water supplies from existing entitlements to serve the Project. Project impacts concerning water demand would be less than significant, and no mitigation is required. Further, GSWC provides conservation programs along with incentives to conserve water in the City. Although the GSWC service area population is expected to increase, the overall baseline potable demand in AFY is expected to decrease due to further water use efficiency and recycled water programs. Thus, there would be sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, a less than significant impact would occur, and no mitigation is required.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

Impact 4.12-3 *Would the Project 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?*

Level of Significance Before Mitigation: Less Than Significant

IMPACT ANALYSIS

There are eight-inch local sewer lines near the Project site in Artesia Boulevard, Fallon Avenue, and Alburdis Avenue. Wastewater flow originating from the Project site discharges to an existing eight-inch local sewer line in Fallon Avenue (not maintained by LACSD) for conveyance to the LACSD Joint Outfall C Unit 8E Trunk Sewer, located in Pioneer Boulevard at Ashworth Street.³⁷

As shown in **Table 4.12-4**, the Project would generate approximately 20,937 gpd (0.02 mgd) of wastewater. Wastewater generated by the Project would be treated at LACSD's JWPCP in Carson or the Long Beach Water Reclamation Plant (LBWRP). The JWPCP has a capacity of 400 mgd and

³⁵ GSWC. (2021). 2020 Urban Water Management Plan – Artesia System.

³⁶ Burk, Ray, Golden State Water Company, personal communication, March 4, 2022.

³⁷ Ferrante, Robert, Los Angeles County Sanitation District, personal communication, March 7, 2022.

the existing average daily flow for the system is approximately 243 mgd. The LBWRP has a capacity of 25 mgd and an existing average daily flow for the system is approximately 13 mgd.

The State Health and Safety Code empowers the LACSD to charge a fee for the privilege of connecting to the LACSD's Sewage System for increasing the strength or quantity of wastewater discharged from connected facilities. The fee payment would be required before a permit to connect to the sewer is issued. Although the Project would increase the quantity of wastewater in LACSD's Sewage System and at JWPCP or LBWRP, with payment of appropriate fees and compliance with established regulatory framework, the Project would not result in a determination by LACSD that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. Impacts would be less than significant.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

Impact 4.12-4	<i>Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</i>
Impact 4.12-5	<i>Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</i>
Level of Significance Before Mitigation: Less Than Significant	

IMPACT ANALYSIS

Construction

As noted above, solid waste pickup for the Project site would be handled by CR&R Environmental Services. The trash pickup locations would be coordinated with CR&R Environmental Services. The Project would be constructed in accordance with CALGreen, which requires a 65 percent diversion rate for C&D projects. Further, the Project would be subject to compliance with AMC Title 6, Chapter 2, Article 2 - Recycling Requirements for Construction and Demolition Sites, requirements concerning construction waste. Each C&D permit applicant must submit a Job Site Recycling and Waste Reduction Plan along with their building demolition permit application, explaining how they will divert 65 percent of the Project's waste from landfill disposal through recycling or reuse. Thus, the Project would be subject to compliance with Ordinance No. 18-865, which would achieve compliance with State law.

Operations

The Project would increase solid waste generation over existing conditions, as the site is vacant. As noted above, solid waste pickup for the site would be handled by CR&R and the pickup location would be coordinated with them. The Project's solid waste would be transported to Frank R. Bowerman Sanitary Landfill, Olinda Alpha Landfill, Prima Deshecha Landfill, or Savage Canyon

Landfill. The location, maximum permitted throughput, remaining capacity, and maximum capacity for these three facilities are detailed in **Table 4.12-1**.

The Project would be served by a landfill with sufficient remaining permitted capacity to accommodate the Project's solid waste disposal needs. Therefore, the Project's solid waste disposal needs could be accommodated at one or a combination of the disposal facilities discussed above. Operational activities would be subject to compliance with all applicable federal, state, and local statutes and regulations for solid waste, including those identified under CALGreen and AB 939.

Level of Significance After Mitigation: Less Than Significant

MITIGATION MEASURES

No mitigation is required.

4.12.6 Cumulative Impacts

For purposes of the utilities and service systems analysis, cumulative impacts are considered for cumulative development within Artesia, according to the related projects; see **Table 3-1: List of Cumulative Projects**. The geographic contexts for cumulative analysis of utilities and service systems are provided below; see also **Table 3-2: Geographic Context for Cumulative Analysis of Environmental Issues**.

The context for assessing cumulative environmental impacts associated with utilities is primarily the service area associated with each of the water, wastewater, stormwater drainage, electric power, natural gas, telecommunication, and solid waste facilities that serve the Project site. The cumulative impact analysis evaluated whether the provision of utility services for the growth projected to occur in the future, along with the current Project, would exceed the capacity of existing or planned utility infrastructure, requiring the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the Project or otherwise anticipated in conjunction with each agency's growth plans.

WATER

The geographic context for the cumulative analysis of water is the GSWC service area. The Project would involve an increase in demand for water supplies. Past, present, and reasonably foreseeable future projects also could result in water supply impacts, and incrementally increase the long-term demand for water service, similar to the Project. However, under the provisions of SB 610, all past, present, and future projects in the surrounding areas would be required to prepare a comprehensive Water Supply Assessment (WSA) if they meet the statutory requirements. The WSAs for the projects that would require a WSA, in conformance with the 2020 UWMP, would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed, on a project-by-project basis. The Project would require relocation/construction of new/expanded water facilities, which would cause environmental effects, but these would be mitigated to less than significant, as concluded in **Section 4.1** through **Section 4.11**. Any new water facilities would undergo

separate environmental review and require compliance with all applicable County and City water supply ordinances, laws, and regulations. Each applicant also must fund the cost of the water-related infrastructure needed to serve the particular site. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning water. Therefore, the Project would not cause a cumulatively considerable impact concerning water.

WASTEWATER

The geographic context for the cumulative analysis of wastewater is the City and the County Sanitation Districts of Los Angeles service area. Other cumulative projects within the LACSD's service area could result in a cumulative increase in demand for wastewater service facilities. However, any development connecting to the sewer would be required to pay connection fees in accordance with existing regulations, thus, ensuring that all users pay for any necessary expansion of the system.

Development of cumulative projects, including the proposed Project, would generate additional quantities of wastewater, depending on net increases in population, square footage, and intensification of uses. Cumulative projects would contribute to the overall regional demand for wastewater treatment service. The design capacities of the wastewater treatment facilities are based on the regional growth forecasts adopted by SCAG, which in turn are based on cities General Plans. The Projects wastewater generation would be less than the currently adopted General Plan used in SCAG forecasts. Additionally, the existing treatment plants currently operate below their design capacities. Thus, it is anticipated that cumulative development would not exceed the capacity of the wastewater treatment system.

The Project would require relocation/construction of new/expanded wastewater facilities, which would cause environmental effects, but these would be mitigated to less than significant, as concluded in **Section 4.1** through **Section 4.11**. All new facilities proposed or necessitated by cumulative projects would be subject to applicable CEQA review, all projects would be required to comply with the other applicable laws and regulations protecting environmental resources. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning wastewater. Therefore, the Project would not cause a cumulatively considerable impact concerning wastewater.

STORMWATER DRAINAGE

The geographic context for the cumulative analysis of stormwater drainage systems is the LACDPW service area. The Project would require relocation/construction of new/expanded stormwater facilities, which would cause environmental effects, but these would be mitigated to less than significant, as concluded in **Section 4.1** through **Section 4.11**. Cumulative growth within the LACDPW service area could result in the need for additional stormwater infrastructure, which could result in significant cumulative impacts depending upon the nature and extent of the drainage improvements. However, cumulative projects in the region would be required to capture and infiltrate runoff as applicable in accordance with the NPDES MS4 permit. Compliance with the MS4 Permit would ensure projects retain a specified volume of stormwater runoff onsite, and the County's LID Standards Manual provides guidance on how projects can meet those on-

site retention requirements using stormwater quality control measures. Projects in the region would also be required to limit pots-development runoff discharges per the requirements of LACDPW, as detailed in the Los Angeles County Hydrology Manual and the Los Angeles County Hydraulic Design Manual. These measures minimize the potential for exceedance of the capacity of existing or planned stormwater drainage systems. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning stormwater drainage. Therefore, the Project would not cause a cumulatively considerable impact concerning stormwater drainage.

ELECTRIC POWER

The geographic context for the cumulative analysis of electric power is the SCE service area. The Project would require relocation/construction of new/expanded electric power facilities, which would cause environmental effects, but these would be mitigated to less than significant, as concluded in **Section 4.1** through **Section 4.11**. The proposed Project, in combination with all other development within the SCE service area, would result in the permanent and continued use of electrical resources. However, as SCE is a reactive provider, which supplies electrical services to customers at their request, it is assumed that SCE would be able to service the Project in combination with all projected future developments within its service boundaries. SCE maintains and operates the transmission and distribution infrastructure necessary to provide electricity to users throughout its entire service area. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning electric power. Therefore, the Project would not cause a cumulatively considerable impact concerning electric power.

NATURAL GAS

The geographic context for the cumulative analysis of natural gas is the SoCalGas service area. The Project would require relocation/construction of new/expanded natural gas facilities, which would cause environmental effects, but these would be mitigated to less than significant, as concluded in **Section 4.1** through **Section 4.11**. The proposed Project, in combination with all other development within the SoCalGas service area, would result in the permanent and continued use of natural gas resources. However, as SoCalGas is a reactive provider, which supplies natural gas services to customers at their request, it is assumed that SoCalGas would be able to service the Project in combination with all projected future developments within its service boundaries. SoCalGas maintains and operates the transmission and distribution infrastructure necessary to provide natural gas to users throughout its entire service area. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning natural gas. Therefore, the Project would not cause a cumulatively considerable impact concerning natural gas.

TELECOMMUNICATIONS

The Project would require relocation/construction of new/expanded telecommunications facilities, which would cause environmental effects, but these would be mitigated to less than significant, as concluded in **Section 4.1** through **Section 4.11**. Cumulative projects would result in an increase in construction of additional telecommunications equipment, all of which is readily

available. Similar to the Project, the cumulative projects would be required to coordinate their respective projects, sites, and requirements with the service provider to ensure that connectivity is not disturbed and that the proper conduits are installed relative to their respective projects. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning telecommunications. Therefore, the Project would not cause a cumulatively considerable impact concerning telecommunications.

SOLID WASTE

The geographic context for the cumulative analysis of solid waste is the Los Angeles County landfills that would serve the Project and cumulative projects. Although the Project and cumulative projects would result in an increase in the amount of solid waste sent to landfills, compliance with the state and local waste diversion requirements would contribute to the longevity of existing and proposed landfills that would serve the projects and ensure that cumulative impacts to solid waste are less than significant. As stated above, AB 341 sets a goal of 75 percent diversion rate by 2020. Therefore, through compliance with the applicable regulations, the related projects would significantly reduce the amount of solid waste that would be generated and distributed to landfills. Consequently, the Project combined with other cumulative development would not result in significant cumulative environmental impacts concerning solid waste. Therefore, the Project would not cause a cumulatively considerable impact concerning solid waste.

4.12.7 Significant Unavoidable Impacts

No significant unavoidable impacts concerning utilities and service systems have been identified.

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Other CEQA Considerations



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5.0 OTHER CEQA CONSIDERATIONS

5.1 ANY SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE MITIGATED

State CEQA Guidelines §15126.2(c) requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less than significant levels. The Project's environmental effects are addressed in **Sections 4.1** through **4.12** of this Draft EIR. Project implementation would result in potentially significant impacts for the following topical issues: air quality, cultural resources, geology, parks and recreational facilities, and tribal cultural resources. Implementation of mitigation measures (MMs) provided in **Sections 4.1** through **4.12** would reduce these impacts to levels considered less than significant.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

State CEQA Guidelines §15126(c) require that an address any significant irreversible environmental changes that would occur should a proposed project be implemented. As stated in State CEQA Guidelines §15126.2(d):

".....uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The Project site is vacant and construction-related activities would include excavation, grading, and trenching. The Project would use limited, slowly renewable and non-renewable resources. This use would occur during Project construction and operations. Project construction activities would require a commitment of resources that would include: (1) building materials; (2) fuel to operate construction equipment; and (3) fuel to transport goods and persons to and from individual construction sites. Construction would require consumption of resources that are not renewable, or which may renew so slowly as to be considered non-renewable. These resources include the following construction supplies: lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed to power construction vehicles and equipment, as well as the transportation of goods and people to and from the Project site.

The resources that would be committed during Project operations would be similar to those used by residential and non-residential (commercial and office) land uses (e.g., electricity, water, fossil fuels for vehicle and delivery trips, and natural gas).

In summary, Project implementation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the Project's life. However, use of such resources would be on a relatively small scale in a regional context. Although irreversible environmental changes would result from Project implementation, such changes would not be considered significant.

5.3 GROWTH-INDUCING IMPACTS

State CEQA Guidelines §15126.2(e) requires that EIRs include a discussion of ways in which a project could induce growth. The State CEQA Guidelines identify a project as "growth-inducing" if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. Therefore, the Project would have a growth-inducing impact if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing;
- Remove obstacles to population growth;
- Require the construction of new or expanded facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

A project's potential to induce growth does not automatically result in growth. Growth can happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, the potential for growth inducement is not considered necessarily detrimental nor necessarily beneficial, and neither is it automatically considered to be of little significance to the environment.

5.3.1 Directly or Indirectly Foster Economic or Population Growth, or the Construction of Additional Housing

The Project proposes a mixed-use development with 80 dwelling units (DUs) and approximately 11,257 gross square feet (GSF) of non-residential (commercial and office) land uses.

Population Growth. Section 4.8: Population and Housing discusses in detail the Project's potential to foster population growth in the City directly through construction of additional housing; see Impact 4.8-1. The Project's residential component could generate a population growth of approximately 270 persons, or approximately 1.7 percent over the City's existing population of 16,226 persons. Therefore, the Project would foster population growth directly through the construction of new homes.

The Project would also generate approximately 30 jobs, which would increase the City's existing employment by approximately 0.4 percent over the City's existing employment of 7,700 jobs. However, it is not anticipated that the Project would induce direct population growth in the City directly through construction of the proposed approximately 11,257 GSF of commercial and office land uses given that approximately 14 of the 30 anticipated jobs would be associated with the proposed shopkeeper and live/work townhome units. For these units, it is anticipated that the persons working in these units also reside there. Additionally, it is anticipated that the remaining approximately 17 jobs would be filled by persons who already reside in the City. Therefore, it is not anticipated that the Project would foster population growth in the City directly through construction of new businesses.

The Southern California Association of Governments (SCAG) SCAG's Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) forecasts 5,000 households and a population of 17,800 persons in the City by 2045. The Project's proposed housing would increase SCAG's forecast housing stock to 5,080 DU, or approximately 1.6 percent over their forecast 5,000 households. The Project's proposed 80 DU could generate a population growth of approximately 270 persons, or approximately 1.5 percent over SCAG's forecast population for the City of approximately 17,800 persons. With Project implementation, SCAG's forecast population for the City would increase to 18,070 persons. The Project's forecast population growth of 1.5 percent is considered nominal. Additionally, the Project's forecast population growth of 270 persons would be within SCAG's forecast population growth for the City of 1,574 persons (or 9.7% between 2022 and 2045). Therefore, the Project's forecast population growth would not conflict with SCAG's projections for the City and is not considered substantial population growth.

Although the Project would directly increase population and housing in the City, this growth is consistent with local and regional growth projections. It is also the City's goal (General Plan Goal HE 3) to "provide suitable sites for housing development to accommodate all ranges of housing type, size, location, and price." Additionally, General Plan Housing Sub-Element Policy HE 1.3 encourages "mixed-use (residential/commercial) development on existing commercial zoned land." The Project would be in furtherance of this goal and policy by providing additional housing types in the City and by constructing a mixed-use development on the Project site. The Project's nominal population growth is not considered substantial in the context of General Plan buildout and SCAG growth forecasts. Therefore, the Project would not directly or indirectly foster economic or population growth.

Economic Expansion/Growth. As previously noted, the Project could increase the City's existing population by approximately 1.7 percent or 270 persons. The forecast population growth is anticipated to increase sales taxes, with resultant increases in the City's revenue base. Additionally, the Project would increase the City's existing non-residential floor area by approximately 11,257 GSF and employment by approximately 0.4 percent (30 new jobs). The forecast growth in non-residential floor area and employment would foster economic expansion and increase the City's revenue base through increases the City's business license tax, utility user taxes, property taxes, and sales taxes. Therefore, the Project is considered growth inducing with respect to economic expansion.

5.3.2 Remove Obstacles to Population Growth or Require the Construction of New or Expanded Facilities that Could Cause Significant Environmental Effects

The Project would not remove obstacles to population growth through the construction or extension of major infrastructure facilities. The Project site is in an urban area bordered by existing industrial, residential, and commercial uses and roadways. Therefore, the area is already served by existing utilities and service systems (i.e., water, wastewater, solid waste, natural gas, and electricity), which would provide services to the Project. While minor modifications to the existing utilities are required, major infrastructure already exists in the area. The utility improvements that are being implemented are connections to existing facilities near the Project site that would serve the proposed onsite land use and would not include upgrades to existing offsite infrastructure. The Project does not propose improvements that would extend services to areas that currently are not served or provide additional capacity in these infrastructure improvements, which would facilitate new offsite development. There are no properties adjacent to the Project site that would benefit by having the utilities extended.

5.3.3 Encourage or Facilitate Other Activities That Could Significantly Affect the Environment, Either Individually or Cumulatively

Project implementation is anticipated to have a beneficial economic effect. The introduction of a mixed-use development on this Project site could encourage the creation of new businesses and services in the City. **Section 4.1** through **Section 4.12** of this EIR address the Project's potential indirect, as well as cumulative impacts.

5.4 MANDATORY FINDINGS OF SIGNIFICANCE

CEQA requires preparation of an EIR when certain specified impacts may result from construction or implementation of a project. An EIR has been prepared for the Project, which fully addresses all of the Mandatory Findings of Significance, as described below.

5.4.1 Degradation of the Environment

State CEQA Guidelines § 15065(a)(1) requires a finding of significance if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in State CEQA Guidelines § 15382 as "a substantial or potentially adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." This EIR in its entirety addresses and discloses all known potential environmental effects associated with the development of the Project including direct, indirect, and cumulative impacts. A summary of all potential environmental impacts, level of significance, and mitigation measures is provided in **Section ES: Executive Summary**.

5.4.2 Impacts on Habitat or Species

State CEQA Guidelines §Section 15065(a)(1) states that “A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: (1) The project has the potential to: substantially 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; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.” As stated in **Section 7.0: Effects Found Not To Be Significant**, the Project would have a less than significant impact or no impact to biological resources, historical resources, and geology and soils. Therefore, biological resources and historical resources are not evaluated in this EIR.

Section 4.2: Cultural Resources analyzed the potential prehistoric cultural resource impacts that could occur due to Project implementation and found no recorded prehistoric resources on the Project site. Further, mitigation measures proposed within **Section 4.5: Geology and Soils (Paleontological Resources)**, and **Section 4.14: Tribal Cultural Resources** identify the retention of a qualified archaeologist, Native American tribal representative, and paleontologist. **MM CUL-1** in **Section 4.2** identifies steps to be taken in the event of an inadvertent discovery of an archaeological resource. The mitigation measures presented in these sections reduce potential impacts to less than significant levels. Therefore, the Project would not eliminate important examples of the major periods of prehistory.

5.4.3 Short-Term Versus Long-Term Goals

State CEQA Guidelines §Section 15065(a)(2) states that “A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.” **Section 5.2: Significant Irreversible Environmental Changes** addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. As discussed in **Section 5.2**, Project implementation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the Project’s life. However, use of such resources would be on a relatively small scale in a regional context. Although irreversible environmental changes would result from Project implementation, such changes would not be considered significant. In addition, **Section ES: Executive Summary** identifies any significant and unavoidable impacts that could occur that would result in a short-term impact on the environment. Lastly, **Section 5.3: Growth-Inducing Impacts** identifies any long-term environmental impacts associated with the Project’s potential to foster population and economic growth. The Project would directly, but not indirectly, foster population growth in the City through construction of new housing. However, the Project would not remove obstacles to population growth through construction or extension of major infrastructure facilities.

5.4.4 Cumulatively Considerable Impacts

State CEQA Guidelines §Section 15065(a)(3) states that “A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the project has potential environmental effects that are individually limited but cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” **Section 4.1** through **Section 4.12** of this EIR analyze the Project's cumulative impacts and concludes the Project would not result in cumulatively considerable impacts.

5.4.5 Substantial Adverse Effects on Human Beings

As required by State CEQA Guidelines §15065(a)(4), “A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.” Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This standard relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could directly or indirectly affect human beings would be possible in all of the CEQA resource areas analyzed in this Draft EIR, those that could directly affect human beings are: aesthetics, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, land use and planning, public services and utilities, transportation/traffic, water resources, wildfire hazards, and climate change, all of which are addressed in the appropriate sections of this EIR; see Table of Contents for specific section numbers.

Alternatives To The Proposed Project



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6.0 Alternatives to the Proposed Project

Under the California Environmental Quality Act (CEQA), the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. Public Resources Code (PRC) §21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is ... to identify alternatives to the project."

Direction regarding the definition of project alternatives is further provided in State CEQA Guidelines §15126.6(a), as follows:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.

The State CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce impacts relative to a proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly."¹ The State CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.²

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. State CEQA Guidelines §15126.6(f)(1) states that:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site...

Beyond these factors, the State CEQA Guidelines require the analysis of a "no project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. "If the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."³ In addition, State CEQA Guidelines §15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed Project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant

¹ State CEQA Guidelines §15126.6(b).

² State CEQA Guidelines §15126.6(f).

³ State CEQA Guidelines §15126.6(e)(2).

effects. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

6.1 PROJECT SUMMARY

The Artesia Place (Artesia Boulevard Corridor Specific Plan Amendment) Project ("Project") would be developed in the City of Artesia ("City"). The Project site consists of one approximately 3.3-acre parcel (Assessor Parcel Number (APN) 7035-016-064) located at 11709 Artesia Boulevard. The Project site is located in the northeast portion of the 21-acre Artesia Boulevard Corridor Specific Plan (ABCSP) area, which extends along Artesia Boulevard, generally between Corby Avenue on the east and Gridley Road on the west. The Project proposes construction and operation of a mixed-use development comprised of 80 dwelling units (DU) and approximately 11,257 gross square feet (GSF) of non-residential (commercial and office) land uses.

To allow the proposed development, the Applicant proposes to amend the ABCSP. The proposed ABCSP Zoning Code Text Amendment is intended to permit residential uses on the Project site, establish a maximum allowable development within the Project site, and amend the ABCSP's Design Standards and Guidelines (among other chapters). In addition to the Zoning Code Text Amendment, the Project seeks approval of the following entitlements: General Plan Amendment; Design Review; Development Agreement; and Vesting Tentative Tract Map No. 83834. A full project description is provided in **Section 2.0: Project Description**.

6.2 PROJECT OBJECTIVES

Pursuant to State CEQA Guidelines §15124(b), the EIR project description must include "[a] statement of objectives sought by the proposed project...The statement of objectives should include the underlying purpose of the Project."

The underlying purpose of the Project is to further the implementation of the ABCSP and help address the City's Regional Housing Needs Assessment (RHNA) housing obligations by developing vacant and underutilized ABCSP land with new infill mixed-use and residential uses.

The Project objectives are:

- Redevelop a large underutilized industrial site within the Artesia Boulevard Corridor Specific Plan into a new high quality walkable mixed-use community with various compatible uses including residential, neighborhood-serving ground floor commercial (restaurant and retail), live/work units with office uses, and on-site amenities.
- Create a mixed-use development that encourages walkability and convenience by providing onsite residential uses, neighborhood-serving restaurant and retail uses, and office/commercial uses.
- Address the City's RHNA housing goals by building new residential dwelling units on the site in a manner that minimizes the potential for displacement of existing uses.
- Physically and functionally integrate the proposed development with the surrounding Artesia Boulevard Corridor Specific Plan community by extending the neighborhood urban

pattern and surrounding street grid into the site through a series of pedestrian open spaces, including a north to south, full site depth, pedestrian access way.

- Create complementary designs and uses that are compatible with the surrounding neighborhoods by continuing active ground floor retail/restaurant uses along Artesia Boulevard site frontage, adding to the area's mix of uses and businesses.
- Provide a high quality, varied, and modern architectural and landscape design that is compatible with its diverse surrounding context, and utilizes the site's unique characteristics.
- Provide viable public and private open space for project residents and surrounding community members by creating a green, welcoming, walkable environment that will encourage use of the outdoors and community interaction.
- Include sufficient off-street parking for the proposed residential, commercial, and office uses.
- Provide an infill development that promotes sustainability by providing electric (non-gas) appliances and connections for the residential component.

6.3 PROJECT IMPACTS

6.3.1 Project Significant and Unavoidable Impacts

As discussed throughout **Section 4.0: Environmental Impact Analysis**, there would be no significant and unavoidable Project impacts.

6.3.2 Impacts That Can Be Mitigated To Below A Level Of Significance

Project impacts associated with the following resource areas would be potentially significant, but would be reduced to a less than significant level with mitigation measures incorporated:

- Air Quality – expose sensitive receptors to substantial pollutant concentrations.
- Cultural Resources – cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15065.5.
- Geology and Soils (Paleontological) – destroy a unique paleontological resource or site or unique geologic feature.
- Noise – generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Public Services and Recreation – require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.
- Tribal Cultural Resources – cause a substantial adverse change in the significance of a tribal cultural resource.

6.4 PROJECT ALTERNATIVES

The analysis presented below compares the potential environmental impacts associated with the following alternatives to impacts from the proposed Project:

- “No Project/No Construction” Alternative;
- “No Project/Existing Land Use Designation” Alternative; and
- “All-Commercial” Alternative.

Throughout the following analysis, the alternatives' impacts are analyzed for each environmental issue area, as examined in **Section 4.1** through **Section 4.12**. In this manner, each Alternative can be compared to the proposed Project on an issue-by-issue basis. **Table 6-3: Comparison of Alternatives**, which is included at the end of this Section, compares each Alternative's impacts to the Project's impacts. This Section also identifies alternatives that were considered by the lead agency but were rejected as infeasible. **Section 6.6: “Environmentally Superior” Alternative**, references the “environmentally superior” Alternative, as required by State CEQA Guidelines §15126.6(e)(2).

6.4.1 “No Project” Alternative

DESCRIPTION OF ALTERNATIVE

Under State CEQA Guidelines §15126.6(e), the specific Alternative of “no project” shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project. The “no project” analysis is required to discuss the existing conditions (at the time the Notice of Preparation is published), as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

The discussion of the no project alternative usually proceeds along one of two lines. If the project is not a land use or regulatory plan, for example a development project on identifiable property, the “no project” alternative is the circumstance under which the project does not proceed. Here, the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this “no project” consequence should be discussed. In certain instances, the no project alternative means “no build” wherein the existing environmental setting is maintained. However, where failure to proceed with the project would not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

Therefore, two “no project” alternatives are analyzed below: the circumstance under which the proposed Project does not proceed and the Project site remains in its existing state; and the circumstance under which the proposed Project does not proceed, but the Project site is developed, based on current plans (i.e., Artesia Boulevard Corridor Specific Plan [ABCSP], Artesia General Plan, and Artesia Municipal Code Zoning Ordinance [AMC] and consistent with available

infrastructure and community services (what would reasonably be expected to occur in the foreseeable future, if the proposed Project were not approved).

6.4.2 “No Project/No Construction” Alternative

DESCRIPTION OF ALTERNATIVE

The Project site consists of one approximately 3.3-acre parcel (Assessor Parcel Number (APN) 7035-016-064) located at 11709 Artesia Boulevard; see **Exhibit 2-2: Local Vicinity Map**. The Project site is currently vacant and all existing onsite utility connections are capped and abandoned in place. The Project site is in an infill site surrounded by suburban uses. The land uses that surround the Project site are summarized in **Table 2-1: Onsite and Surrounding Land Uses and Zoning**.

The General Plan designates the Project site as Gateway Community Commercial, which provides for a complimentary mix of job-creating industrial and manufacturing uses, and local/regional-serving commercial retail and office uses. The City's Zoning Map classifies the Project site as Artesia Boulevard Corridor Specific Plan (ABCSP). The ABCSP establishes the City's vision for a 21-acre area along Artesia Boulevard, between Gridley Road and Pioneer Boulevard. For Quadrant 2, where the Project site is located, the City's primary goal is to establish a retail, commercial, and industrial center. The No Project/No Construction Alternative would retain the Project site in its current vacant condition. None of the proposed Project's improvements would be constructed. Further, the Project's requested entitlement (i.e., ABCSP Zoning Code Text Amendment, General Plan Amendment, Design Review, Development Agreement, and Vesting Tentative Tract Map No. 83834) would not be granted.

The following discussion evaluates the potential environmental impacts associated with the No Project/No Construction Alternative, as compared to impacts from the proposed Project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Air Quality

Short-term air quality impacts from demolition, grading, and construction activities associated with the proposed Project would not occur with the No Project/No Construction Alternative because the proposed Project development would not be constructed. This Alternative would also avoid the Project's potential for exposing sensitive receptors to substantial pollutant concentrations, which is concluded to be less than significant through compliance with the established regulatory framework and with mitigation incorporated. The Project's other construction-related emissions, which would be less than significant, would be avoided.

As the Project site is vacant, there are no existing operational emissions associated with the Project site. Under the No Project/No Construction Alternative, because there would be no development, no construction or operational air quality emissions would be generated. The proposed Project would generate emissions during construction and operational activities that require mitigation. All operational air quality impacts associated with the proposed Project would either be less than significant or would be mitigated to a less than significant level.

The No Project/No Construction Alternative would be environmentally superior to the proposed Project regarding air quality because although the Project would not result in any significant

unavoidable impacts, the No Project/No Construction Alternative would not generate construction or operational air quality emissions.

Cultural Resources

The proposed Project would result in no impact to historical resources and less than significant impacts to as yet undiscovered archaeological resources, with mitigation incorporated. Under the No Project/No Construction Alternative, these potential Project impacts would be avoided because no ground disturbing activities would occur.

The No Project/No Construction Alternative would be environmentally superior to the proposed Project regarding cultural resources. There would be no potential for impacting resources under the No Project/No Construction Alternative since no ground disturbing activities would occur.

Energy

The Project's operational energy consumption would occur from building energy use (electricity and natural gas), water use, and transportation-related fuel use. The Project would be subject to compliance with applicable energy standards. Therefore, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources; the Project would not result in a significant environmental impact concerning energy. Further, the Project would not conflict with/obstruct a State or local plan for renewable energy or energy efficiency.

Under this Alternative, the site would remain vacant. The energy usage during construction associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would not occur because no development would occur under this Alternative. However, it is noted that the proposed Project's implementation would not result in significant impacts concerning energy usage. This Alternative would have no impact on energy, whereas the proposed Project would result in a less than significant impact.

The No Project/No Construction Alternative would be environmentally superior to the proposed Project regarding energy impacts because no construction-related or operational energy consumption would occur under this Alternative.

Geology and Soils (Paleontological)

Since no construction activities would occur, the No Project/No Construction Alternative would avoid the Project's potential for unique paleontological resources to be impacted from ground disturbing activities, which is concluded to be less than significant with mitigation incorporated.

The No Project/No Construction Alternative would be environmentally superior to the proposed Project regarding paleontological resources. There would be no potential for impacting resources since no ground disturbing activities would occur under this Alternative.

Greenhouse Gas Emissions

Under the No Project/No Construction Alternative, there would be no construction activities or associated construction equipment operations. Therefore, this Alternative would avoid the Project's short-term greenhouse gas (GHG) emissions from construction activities, which would be less than significant. The Project site is currently vacant; therefore, there are no operational GHG emissions currently being generated at the site. Under this Alternative, the Project's direct GHG

emissions from vehicular traffic, onsite combustion of natural gas, and landscaping equipment, and indirect GHG emissions from offsite generation of electrical power, and from the energy required to convey water to, and wastewater from the Project site would not occur. Therefore, the No Project/No Construction Alternative would avoid the Project's GHG impacts although, the Project's GHG impacts would be less than significant.

The No Project/No Construction Alternative would be environmentally superior to the proposed Project regarding GHG emissions. The Project's construction and operational GHG emissions would not occur under the No Project/No Construction Alternative, as no development would occur under this Alternative.

Land Use and Planning

The Project proposes to construct and operate a mixed-use development comprised of 80 DU and approximately 11,257 GSF of non-residential (commercial and office). To allow the proposed development, the Applicant proposes an ABCSP Zoning Code Text Amendment to permit residential uses on the Project site, establish a maximum allowable development within the Project site, and amend the ABCSP's Design Standards and Guidelines (among other chapters). Additionally, the Project seeks approval of the following entitlements: General Plan Amendment; Design Review; Development Agreement; and Vesting Tentative Tract Map No. 83834. Following approval of the Project's requested entitlements, no conflict with the General Plan or AMC would occur, and the Project would result in a less than significant impact. Under the No Project/No Construction Alternative, none of these requested entitlements would be implemented.

Neither the No Project/No Construction Alternative nor the proposed Project would cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted to avoid or mitigate an environmental effect. However, this Alternative would avoid the Project's proposed General Plan and Zoning Code Text Amendments.

The No Project/No Construction Alternative would be environmentally superior to the proposed Project concerning land use and planning because it would avoid the Project's proposed General Plan and Zoning Code Text Amendments.

Noise

Construction noise levels would not exceed the applicable Federal Transit Administration (FTA) noise standards at the noise-sensitive receptors nearest the Project site and construction would occur pursuant to the City's Noise Ordinance, resulting in less than significant impacts. The Project's construction-related vibration impacts would also be less than significant because vibration velocities would be below the FTA peak particle velocity (PPV) thresholds for building damage and human annoyance.

Under the No Project/No Construction Alternative, there would be no construction activities or associated construction equipment operations. Therefore, no construction noise impacts would occur under this Alternative. There would be no substantial temporary increase in noise levels or exposure of persons to or generation of noise levels, as would occur with the Project since no new land uses would be developed under this Alternative. Therefore, this Alternative would avoid construction and operational noise and vibration impacts associated with the proposed Project, although, the proposed Project's noise impacts would be mitigated to a less than significant level.

The No Project/No Construction Alternative would be environmentally superior to the proposed Project because no impacts associated with construction or operations would occur with this Alternative.

Population and Housing

The Project proposes 80 DU and approximately 11,257 GSF of non-residential (commercial and office) land uses, which would generate approximately 30 jobs. As shown in **Table 4.8-7: City Housing, Population, and Employment Forecasts (Existing With Project Conditions)**, the Project would increase the City's housing stock and population (270 growth in population) by approximately 1.7 percent over existing conditions. Although the Project would induce population growth in the City directly through the construction of new homes, the population growth would not be substantial. Under the No Project/No Construction Alternative, the Project site would remain vacant, and the Project's proposed residential uses would not be developed. The No Project/No Construction Alternative would not develop new housing or generate new jobs. The Alternative would not result in a direct increase in the City's population.

The Southern California Association of Governments (SCAG) 2021-2029 RHNA allocation for the City is 1,069 DUs, of which 461 DUs would be moderate/above moderate. The Project proposes market rate units. Therefore, the Project would represent approximately 17.4 percent of the moderate/above moderate rate allocation. Under the No Project/No Construction Alternative, the Project site would remain vacant and no housing would be constructed; therefore, this Alternative would not be in furtherance of the City meeting their RHNA allocation.

Based on the significance criteria, neither the proposed Project nor the No Project/No Construction Alternative would have any significant impacts related to substantial unplanned population growth. However, the Alternative would not meet the objective of providing housing on the Project site. This Alternative would not be in furtherance of the City meeting its 2021-2029 RHNA allocation. Therefore, the No Project/No Construction Alternative would be environmentally inferior to the proposed Project regarding population and housing.

Public Services and Recreation

The Project would replace a vacant site with a mixed-use development. The incremental increase in demands for fire and police protection, and library services that would occur with the Project would not occur with the No Project/No Construction Alternative, as no development would occur with this Alternative. However, because the Project site is in a developed area where these services and equipment/infrastructure are already in place, the Project is not anticipated to require construction of new or physically altered fire and police protection, or library facilities. Also, this Alternative would not result in student population growth as would the Project, although, capacity exists at existing schools, with the exception of Gahr High School, which is overcapacity. However, there is student capacity at high schools throughout the ABC Unified School District (ABCUSD), and with payment of school impact fees in accordance with Senate Bill (SB) 50, the Project would not result in adverse physical impacts regarding school facilities. Under this Alternative, there would not be a new demand for police or fire protection services, schools, or library services, as the Project site would remain vacant. Notwithstanding, neither this Alternative nor the Project would result in a significant impact concerning fire protection, police protection,

schools, and library services, as neither would result in an adverse physical impact associated with the provision of new or physically altered governmental facilities.

The Project's forecast population growth could incrementally increase the use of existing neighborhood and regional parks and/or other recreational facilities. However, the incremental increase in use of existing recreational facilities resulting from the Project would not be such that substantial physical deterioration of existing facilities would occur or be accelerated given the Project would provide onsite open space and recreational facilities, and would be subject to payment of Development Impact Fees (DIFs). Because the No Project/No Construction Alternative assumes the site would remain vacant, this Alternative would not incrementally increase use of existing facilities.

The Project would not result in adverse physical impacts associated with park facilities, since it does not propose to provide or physically alter a park facility. The Project does propose onsite open space and recreational amenities (i.e., pool and pool building), which would result in a less than significant physical effect on the environment with mitigation incorporated. The environmental effects of the Project's proposed open spaces and recreational amenities would be avoided with this Alternative, as no development would occur.

The No Project/No Construction Alternative would be environmentally superior to the proposed Project regarding public services and recreation since the Project's less than significant impacts with mitigation incorporated from relocation/construction recreational facilities would be avoided with this Alternative.

Transportation

Project construction would not require the closure of any public or private streets or roadways. Temporary construction activities would not impede the use of road for emergencies or emergency response vehicles. Therefore, the Project would result in less than significant impacts concerning emergency access. The No Project/No Construction Alternative would not result in any construction activities; thus, emergency access would remain unchanged.

All onsite and site-adjacent improvements and Project driveways would be constructed as approved by the City of Artesia Public Works Department. Therefore, the Project would not increase transportation hazards due to a geometric design feature. The No Project/No Construction Alternative would not result in any changes regarding geometric design features because no development or site improvements would be implemented.

The Project's Vehicle Miles Traveled (VMT) analysis was based on the Los Angeles County Transportation Impact Analysis Guidelines (TIA Guidelines). Project operations met two of the four screening criteria for VMT under the TIA VMT screening guidelines. The Project would be local-serving in nature and the retail and office components screened out further VMT analysis based on Retail Project Site Plan and Non-Retail Project Trip Generation Screening, respectively. Therefore, based on the methodology used by the City, the proposed Project would have a less than significant transportation impact concerning VMT. Under the No Project/ No Construction Alternative, the Project site would remain vacant and would not generate any vehicular traffic.

Although the Project's transportation impacts would be less than significant, the No Project/No Construction Alternative would be environmentally superior because it would not generate any VMT.

Tribal Cultural Resources

The Project would result in less than significant impact to as yet undiscovered tribal cultural resources, with mitigation incorporated. Under The No Project/No Construction Alternative, these potential Project impacts would be avoided, as no ground disturbing activities would occur. Therefore, the No Project/No Construction Alternative would be environmentally superior to the proposed Project.

Utilities and Service Systems

The Project would require relocation/construction of new water, wastewater, stormwater, electricity, natural gas, and telecommunication facilities but these improvements would be limited to connections to existing facilities near the Project site, resulting in less than significant impacts with mitigation incorporated. The No Project/No Construction Alternative would not require relocation/construction of new water, wastewater, stormwater, electricity, natural gas, and telecommunication facilities. The Project's less than significant impacts with mitigation incorporated from relocation/construction of utilities and service systems would be avoided with the No Project/No Construction Alternative. This Alternative would also avoid the Project's water demands and wastewater and solid waste generation.

The No Project/No Construction Alternative would be environmentally superior to the proposed Project regarding utilities and service systems since the Project's less than significant impacts with mitigation incorporated from relocation/construction of utilities and service systems, and less than significant impacts from water demands and wastewater generation would be avoided with this Alternative.

ABILITY TO MEET PROJECT OBJECTIVES

The No Project/No Construction Alternative would have no significant impacts when compared to the proposed Project because no development would occur. No mitigation would be required to reduce potential significant impacts to a less than significant level under this Alternative. However, the No Project/No Construction Alternative would not meet any of the Project objectives.

6.4.3 “No Project/Existing Land Use Designation” Alternative

DESCRIPTION OF ALTERNATIVE

The Project constitutes a development project on identifiable property. Thus, in this instance, the “no project” alternative is the circumstance under which the Project would not proceed, but the existing environmental conditions would not be preserved.

As previously noted, the General Plan designates the Project site as Gateway Community Commercial,⁴ which provides for a complimentary mix of job-creating industrial and manufacturing uses, and local/regional-serving commercial retail and office uses. The City's Zoning Map classifies the Project site as ABCSP.⁵ The ABCSP establishes the City's vision for a 21-

⁴ City of Artesia. (2010). City of Artesia General Plan 2030. Exhibit LU-3: General Plan 2030 Land Use. http://www.cityofartesia.us/DocumentCenter/View/226/Artesia-General-Plan?bidId=_ Accessed March 1, 2023.

⁵ City of Artesia. (2019). Zoning Map. https://www.cityofartesia.us/DocumentCenter/View/1877/Zoning-Map-January-7-2019?bidId=_ Accessed March 1, 2023.

acre area along Artesia Boulevard, between Gridley Road and Pioneer Boulevard. For Quadrant 2, the City's primary goal is to establish a retail, commercial, and industrial center. Within the ABCSP, the Project site is currently zoned Heavy Manufacturing and Industrial (M-2). The Heavy Manufacturing and Industrial Zone (M-2) is intended for properties to be developed with manufacturing and warehousing activities which typically use heavy equipment, moderate number of raw materials and products and which use processes requiring careful environmental monitoring.

Based on a 3.3-acre (143,748 SF) Project site and a maximum allowable Floor-Area-Ratio (FAR) of 1.5,⁶ the maximum allowable development on the Project site is 215,622 SF of manufacturing and industrial uses. The Project site is currently vacant; therefore, this Alternative assumes development of warehouse uses.

The Project site is currently vacant. Thus, the "No Project/Existing Land Use Designation" Alternative discussed below assumes development of the Project site consistent with the General Plan and ABCSP allowed density and intensity. **Table 6-1: No Project/Existing Land Use Designation Alternative Compared to Proposed Project**, presents development under the No Project/Existing Land Use Designation Alternative according to General Plan and AMC maximum development capacities, and compares it to development under the proposed Project. This Alternative assumes that the Project site would be developed with a new warehouse up the maximum allowable development capacity. As indicated in **Table 6-1**, the No Project/Existing Land Use Designation Alternative would result in 215,622 SF of industrial development. This Alternative would construct a warehouse up to 215,622 SF on the vacant Project site. It is assumed that the remainder of the Project site would be developed with associated surface parking.

⁶ City of Artesia. (2011), *Artesia Boulevard Corridor Specific Plan, Exhibit 3-1: Allowable Floor Area Ratio*. Page 61. <https://www.cityofartesia.us/DocumentCenter/View/586/Artesia-Blvd-Corridor-Specific-Plan?bidId=>

Table 6-1: No Project/Existing Land Use Designation Alternative Compared To Proposed Project						
Land Use	Residential (DU)	Non-Residential (GSF)				
		Office	Restaurant	Retail	Industrial	Total
NO PROJECT/EXISTING LAND USE DESIGNATION ALTERNATIVE						
Industrial					215,622	215,622
Total	0	0	0	0	215,622	215,622
PROPOSED PROJECT						
Townhomes	59					
Mixed-Use Carriage Townhomes (Commercial Ground Floor)	4		1,725	1,725		3,450
Shopkeeper Units (Commercial Condominiums with Townhomes above)	8		1,332	1,332		2,664
Commercial			1,350	1,350		2,700
Live/Work Townhomes	9	2,443				2,443
Total	80	2,443	4,407	4,407	0	11,257
<i>Difference between No Project/Existing Land Use Designation Alternative and Proposed Project</i>	-80	-2,443	-4,407	-4,407	+215,622	+204,365
Notes: DU = dwelling units; and GSF = gross square feet.						

IMPACTS COMPARISON TO THE PROPOSED PROJECT

Air Quality

Like the proposed Project, the No Project/Existing Land Use Designation Alternative would result in short-term air quality impacts from grading and construction activities. Short-term emissions would occur from construction-related activities associated with development of the site with a warehouse. The Project's construction-related emissions would be less than significant. This Alternative's construction-related air quality impacts would be greater than the proposed Project given this Alternative would involve construction of substantially more floor area. However, it is anticipated that construction-related impacts associated with this Alternative would be less than significant with compliance with regulatory requirements and implementation of mitigation measures.

Project implementation would result in less than significant operational air quality impacts. As shown in **Table 4.1-12: Localized Significance of Operational Emissions**, Project emissions would result in incrementally greater emissions than existing conditions. With the No Project/Existing Land Use Designation Alternative, operational emissions would likely be greater than the Project because of the vehicular characteristics of warehouses include the use of diesel trailer trucks. Although operational impacts would be greater than associated with the proposed Project, it is anticipated that operational impacts associated with a warehouse on the site would be less than significant or mitigated to a less than significant level.

The No Project/Existing Land Use Designation Alternative would be environmentally inferior to the proposed Project regarding air quality impacts, as greater air quality impacts would occur during construction and operations.

Cultural Resources

The Project would result in no impact to historical resources and a less than significant impact to as yet undiscovered archaeological resources, with mitigation incorporated. These potential Project impacts would occur also with the No Project/Existing Land Use Designation Alternative, as site redevelopment would result in similar ground disturbing activities.

The No Project/Existing Land Use Designation Alternative would be neither environmentally superior nor inferior to the proposed Project regarding cultural resources given similar ground disturbing activities would occur with this Alternative.

Energy

The energy usage during construction associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would be similar with this Alternative as with the Project. Although this Alternative would involve more floor area, most warehouses are tilt-up construction whereas the construction of 80 DU and non-residential development and associated onsite amenities also requires the use of labor and materials.

Project implementation would result in less than significant impacts concerning energy. As indicated in **Table 4.3-4: Project and Countywide Energy Consumption**, the Project's operational electrical energy consumption would constitute approximately 0.001 percent of the County's electricity consumption. As also indicated in **Table 4.3-4**, the Project's operational natural gas energy consumption would constitute approximately 0.001 percent of the County's natural gas consumption. With respect to the Alternative, the operational electrical use would be expected to be less or similar to the proposed Project. Further, warehouses typically do not use natural gas and do not include the extension of natural gas infrastructure to a site. With respect to automobile fuel consumption, the Alternative would likely have greater diesel fuel use associated with trailer truck operations.

The characteristics of energy use under this Alternative would differ, as compared to the Project because of different land uses. However, impacts associated with both the proposed Project and this Alternative would be less than significant. The No Project/Existing Land Use Designation Alternative would be environmentally inferior to the proposed Project regarding energy, as the Alternative would potentially result in greater impacts on wasteful, inefficient, or unnecessary consumption of energy resources than the Project.

Geology and Soils (Paleontological Resources)

The Project would result in less than significant potential impacts to paleontological resources, with mitigation incorporated. These potential Project impacts would occur also with the No Project/Existing Land Use Designation Alternative, as this Alternative would result in similar ground disturbing activities.

The No Project/Existing Land Use Designation Alternative would be neither environmentally superior nor inferior to the proposed Project regarding paleontological resources given it would involve similar ground disturbing activities.

Greenhouse Gas Emissions

The proposed Project would result in short-term GHG emissions from construction activities due to site redevelopment. The No Project/Existing Land Use Designation Alternative's construction GHG emission impacts would be greater than the proposed Project given this Alternative would involve construction of more floor area.

The proposed Project would also result in operational GHG emissions, such as vehicular traffic, onsite combustion of energy, and operation of any landscaping equipment as well as indirect sources, such as offsite generation of electrical power required to convey water to, and wastewater from the Project. The No Project/Existing Land Use Designation Alternative would result in operational GHG emissions, which would also include diesel emissions from trailer trucks. Should the Alternative result in significant operational GHG impacts, mitigation would be required to reduce the impact to a less than significant level.

The No Project/Existing Land Use Designation Alternative would be environmentally inferior to the proposed Project regarding GHG emissions, as greater emissions would occur during construction and operations under this Alternative.

Land Use and Planning

As indicated in **Table 6-1**, the No Project/Existing Land Use Designation Alternative involves the construction of an approximately 215,622 SF warehouse on the vacant site rather than development of the site with residential and retail and office land uses.

To implement the Project, the Applicant would require several discretionary permits/approvals, including a General Plan Amendment and Zone Change, among others; see **Section 2.8: Agreements, Permits, and Approvals**. The Alternative would be consistent with the General Plan and goals adopted for the purpose of avoiding or mitigating an environmental effect. Development proposed under this Alternative would be able to demonstrate consistency with the relevant plans and policies.

The land use consistency issues associated with the Project would be less than significant after discretionary approvals/permits. No General Plan or AMC amendments would occur with the Alternative. The No Project/Existing Land Use Designation Alternative impacts would be less than significant because the implementation of a warehouse on the site would be consistent with the City's land use regulations and impacts would be similar to those already addressed and anticipated in prior environmental analysis prepared for the ABCSP Initial Study/Mitigated Negative Declaration (IS/MND) and the City's General Plan EIR.

Neither the No Project/Existing Land Use Designation Alternative nor the proposed Project would cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted to avoid or mitigate an environmental effect. However, this Alternative would avoid the Project's proposed General Plan and Zoning Code Text Amendments.

The No Project/Existing Land Use Designation Alternative would be environmentally superior to the proposed Project regarding land use and planning because it would avoid the Project's proposed General Plan and Zoning Code Text Amendments.

Noise

The Project's construction activities would not exceed the applicable FTA noise standards at the nearest sensitive receptors and construction would occur during the City's allowable construction hours. The Project's construction-related noise impacts would be less than significant. The Project's construction-related vibration impacts would also be less than significant because vibration velocities would be below the FTA PPV thresholds for building damage and human annoyance. Under the No Project/Existing Land Use Designation Alternative, construction activities would be greater, but would occur at similar distances from the sensitive receptors. Like the proposed Project, construction-related noise and vibration impacts under this Alternative would be less than significant.

The Project would result in less than significant operational mobile source noise impacts from offsite traffic noise. Although offsite roadway traffic noise impacts would increase, the estimated noise increases along study area roadways are considered negligible given that traffic volumes would not be doubled (which would be needed to generate a noticeable noise increase). The No Project/Existing Land Use Designation Alternative could result in greater mobile source noise impacts than the Project since this Alternative would involve truck traffic. However, like the Project, this Alternative's noise increases are presumed to be negligible, since traffic noise increases along study area roadways would not be noticeable.

As shown in **Table 4.7-11: Stationary Source Noise Levels**, the Project's stationary source noise levels, which account for onsite noise sources (i.e., mechanical equipment, parking area, truck deliveries, trash/recycling collection, and land maintenance) would be below the City's significance thresholds at noise sensitive receptors. The No Project/Existing Land Use Designation Alternative would generate similar stationary source noise levels associated with mechanical equipment, parking areas, trash/recycling collection, and land maintenance as the Project, which are similarly expected to be below the City's significance thresholds at noise sensitive receptors. However, in addition, the trucks associated with a warehouse use would generate noise during loading and unloading activities from diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the loading docks; dropping down the dock ramps; and maneuvering away from the docks. Typically, heavy truck operations generate a noise level of 68 dBA at a distance of 30 feet. The sensitive receptors nearest the Project site are approximately 300 feet to the south. Even without attenuation, stationary source noise impacts under this Alternative would be expected to be less than significant. However, as this Alternative does not propose residential uses along Albutis Avenue, this Alternative would avoid the Project's less than significant with mitigation onsite stationary noise impacts from the existing concrete plant.

The No Project/Existing Land Use Designation Alternative would be environmentally superior to the Project regarding noise since less than significant construction and operational noise would occur under this Alternative and the Project, but this Alternative would avoid the Project's less than significant with mitigation onsite stationary noise impacts from the existing concrete plant.

Population and Housing

The proposed Project proposes 80 DU on a vacant site, thus, would increase the City's population by approximately 1.7 percent (4,840 persons). Under this Alternative, no population growth would occur because no housing would be constructed. Although, this Alternative could induce population growth in the City through construction of a warehouse, it is anticipated that the jobs generated by the warehouse use would be filled by people already residing in the City. Therefore, this Alternative is not anticipated to result in population growth in the area, thus, this Alternative would not be in furtherance of meeting the City's 2021-2029 RHNA allocation.

Based on the significance criteria, neither the proposed Project nor the No Project/No Construction Alternative would have any significant impacts related to substantial unplanned population growth. However, this this Alternative would not be in furtherance of the City meeting its 6th Cycle RHNA allocation. Also, this Alternative would not meet the objective of providing housing on the Project site. Therefore, the No Project/Existing Land Use Designation Alternative would be environmentally inferior to the proposed Project regarding population and housing.

Public Services and Recreation

Construction-related activities associated with the Project could temporarily increase the demand for fire and police protection services at and near the Project site due to the potential increased hazards associated with construction and demolition activities and use of materials. The No Project/Existing Land Use Designation Alternative would result in similar impacts as the Project, as similar construction activities would occur.

The Project would construct 80 DU as well as retail and office uses, with a proportionate increase in population and demand for fire protection, police protection, schools, library services, as well as recreational facilities. Because the No Project/Existing Land Use Designation Alternative would not construct housing, there would be no direct demand on schools, library services, or recreational facilities. Similarly, there would be no direct demand for fire or police protection associated with residential uses. However, this Alternative would construct warehouse uses with substantially greater floor area than the Project. Like the proposed Project, this Alternative would incrementally increase demands on fire and police protection services associated with industrial uses, but to a greater degree than the Project. Notwithstanding, neither this Alternative nor the Project would result in a significant impact concerning fire protection and police protection services, as neither would result in an adverse physical impact associated with the provision of new or physically altered governmental facilities.

The Project's forecast population growth could incrementally increase the use of existing neighborhood and regional parks and/or other recreational facilities. However, the incremental increase in use of existing recreational facilities resulting from the Project would not be such that substantial physical deterioration of existing facilities would occur or be accelerated given the Project would provide onsite open space and recreational facilities, and would be subject to payment of DIFs. Because the No Project/Existing Land Designation Alternative does not propose residential uses, this Alternative would not incrementally increase use of existing facilities.

Both this Alternative and the Project would not result in adverse physical impacts associated with park facilities, since neither propose to provide or physically alter a park facility. The Project does propose onsite open space and recreational amenities (i.e., pool and pool building), which would

result in a less than significant physical effect on the environment with mitigation incorporated. The environmental effects of the Project's proposed open spaces and recreational amenities would be avoided with this Alternative, as no recreational uses would be developed.

The No Project/Existing Land Designation Alternative would be environmentally superior to the proposed Project. Although, like the Project, this Alternative would not result in adverse physical impacts associated with the provision of new or physically altered governmental facilities because development would occur in an urbanized area already served by public services, this Alternative would avoid the Project's less than significant with mitigation incorporated impacts on the environment from construction of recreational facilities.

Transportation

Project construction would result in less than significant impacts concerning emergency access. The No Project/Existing Land Designation Alternative would result in similar construction activities; thus, it would also result in less than significant impacts concerning emergency access.

The Project would generate 2,799 average daily trips (ADT). Project operations met two of the four screening criteria for VMT under the TIA Guidelines. The Project is local-serving in nature and the retail and office components screen out further VMT analysis based on Retail Project Site Plan and Non-Retail Project Trip Generation Screening. Thus, the Project is presumed to have a less than significant transportation impact concerning VMT. The No Project/Existing Land Designation Alternative would redevelop the Project site with a warehouse, which is assumed to generate 174 ADT. When using Passenger Car Equivalents, which take into account a greater percentage of trucks, the Alternative would generate 683 ADT, which would be fewer trips than the proposed Project. However, it is assumed this Alternative would not meet the screening criteria for VMT. Because the Alternative may not meet the VMT guidance for screening, a traffic analysis would be required for this Alternative. It is anticipated that the VMT associated with this Alternative could be mitigated to a less than significant level.

The No Project/Existing Land Designation Alternative would generate fewer ADT than the proposed Project, but would likely require mitigation for impacts concerning VMT. Therefore, this Alternative would be environmentally inferior to the proposed Project concerning VMT.

Tribal Cultural Resources

The Project would result in less than significant impacts to as yet undiscovered tribal cultural resources, with mitigation incorporated. These potential Project impacts would occur also with this Alternative, as similar ground-disturbing activities would occur.

The No Project/Existing Land Use Designation Alternative would be neither environmentally superior nor inferior to the proposed Project regarding tribal cultural resources. Since the development footprint would remain the same, potential impacts to as yet undiscovered resources would be the same as the Project.

Utilities and Service Systems

The Project would require relocation/construction of new water, wastewater, stormwater, electricity, natural gas, and telecommunication facilities but these improvements would be limited

to connections to existing facilities near the Project site, resulting in less than significant impacts with mitigation incorporated.

This Alternative proposes no housing, but substantially more industrial floor area than the proposed Project. Therefore, this Alternative would have less demand for water but significantly greater wastewater and solid waste generation than the Project. Given the site was formerly occupied by an industrial use, similar to the Project, the utility improvements required under this Alternative are anticipated to be limited to connections to existing nearby facilities. Therefore, like the Project, utility relocation/construction under this Alternative is not anticipated to cause significant environmental effects with mitigation incorporated.

The No Project/Existing Land Use Designation Alternative would be neither environmental inferior nor superior to the proposed Project regarding utilities and service systems given that less demand for water but greater wastewater and solid waste generation would occur under this Alternative.

Ability to Meet Project Objectives

The No Project/Existing Land Use Designation Alternative would partially fulfill some of the Applicant's objectives. This Alternative could physically and functionally integrate the proposed development with the surrounding ABCSP community, but would not construct the pedestrian open spaces and pedestrian access ways like the Project would. Additionally, this Alternative would be required to fulfill the ABCSP Design Standards and Guidelines and would partially fulfill the objective to provide a high quality, varied architectural and landscape design. This Alternative would also partially fulfill the Applicant objective to include sufficient off-street parking for the proposed uses. However, it would not fulfill the remaining six objectives that the proposed Project would.

6.4.4 “All-Commercial” Alternative

DESCRIPTION OF ALTERNATIVE

The “All-Commercial” Alternative assumes development of the Project site with only commercial uses compared to the Project. The ABCSP establishes that the maximum allowable FAR for the Project site is 1.5⁷ and the Project site is 3.3 acres (143,748 SF). Therefore, this Alternative assumes development of the Project site with approximately 215,622 GSF of commercial uses. For analysis purposes, the All-Commercial Alternative is assumed to include an equal mix of office, retail, and restaurant uses, as well as surface parking. **Table 6-2: All-Commercial Alternative Compared to Proposed Project**, presents development under the All-Commercial Alternative and compares it to development under the proposed Project. As indicated in **Table 6-2**, the All-Commercial Alternative would result in 215,622 SF of non-residential land uses, including 71,874 GSF each of office, restaurant, and retail uses. This Alternative would construct multiple commercial buildings on the vacant Project site. Comparatively, this Alternative proposes 1,815 percent (204,365 GSF) more floor area than the proposed Project, including 2,842 percent (69,431 GSF) more office space, 1,531 percent (67,467 GSF) more restaurant space, and 1,531 percent (67,467 GSF) more retail space.

⁷ City of Artesia. (2011), *Artesia Boulevard Corridor Specific Plan, Exhibit 3-1: Allowable Floor Area Ratio*. Page 61. <https://www.cityofartesia.us/DocumentCenter/View/586/Artesia-Blvd-Corridor-Specific-Plan?bidId=> . Accessed March 1, 2023.

Table 6-2: All-Commercial Alternative Compared To Proposed Project					
Land Use	Residential (DU)	Non-Residential (GSF)			
		Office	Restaurant	Retail	Total
ALL-COMMERCIAL ALTERNATIVE					
Commercial		71,874	71,874	71,874	215,622
Total	0	71,874	71,874	71,874	215,622
PROPOSED PROJECT					
Townhomes	59				
Mixed-Use Carriage Townhomes (Commercial Ground Floor)	4		1,725	1,725	3,450
Shopkeeper Units (Commercial Condominiums with Townhomes above)	8		1,332	1,332	2,664
Commercial			1,350	1,350	2,700
Live/Work Townhomes	9	2,443			2,443
Total	80	2,443	4,407	4,407	11,257
Difference between All-Commercial Alternative and Proposed Project	-80	+69,431 (+2,842%)	+67,467 (+1,531%)	+67,467 (+1,531%)	+204,365 (+1,815%)

DU = dwelling unit; GSF = gross square feet

IMPACTS COMPARISON TO THE PROPOSED PROJECT

Air Quality

Short-term air quality impacts from grading and construction activities associated with the proposed Project also would occur with the All-Commercial Alternative. The Project’s construction-related emissions would be less than significant. This Alternative’s construction-related air quality impacts would be greater than the proposed Project given this Alternative would involve construction of substantially more floor area than the Project. However, it is anticipated that construction-related impacts associated with this Alternative would be less than significant with compliance with regulatory requirements and implementation of mitigation measures.

Operational emissions from Project implementation would result in less than significant air quality impacts. The operational emissions associated with the All-Commercial Alternative are expected to be greater than the proposed Project due to the greater demand for utilities and likely greater potential impacts concerning VMT. Although operational impacts would be greater than associated with the proposed Project, it is anticipated that operational impacts associated with the commercial on the site would be less than significant or mitigated to a less than significant level.

The All-Commercial Alternative would be environmentally inferior to the proposed Project regarding air quality impacts, as greater air quality impacts would occur during construction and operations.

Cultural Resources

The Project would result in no impact to known historical resources and less than significant impacts to as yet undiscovered archaeological resources, with mitigation incorporated. These potential Project impacts would occur also with this Alternative, as site redevelopment would result in similar ground disturbing activities.

The All-Commercial Alternative would be neither environmentally superior nor inferior to the proposed Project regarding cultural resources given similar ground disturbing activities would occur with this Alternative.

Energy

The energy usage during construction associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips for the All-Commercial Alternative would be greater than the Project since more construction activities would occur. Because the Alternative would generate more vehicular traffic, a greater demand for gasoline would occur. Although this Alternative would result in greater energy demand than the Project, this Alternative would result in less than significant impacts concerning energy usage since it would not result in wasteful, inefficient, or unnecessary consumption of energy resources, or conflict with a renewable energy plan. The All-Commercial Alternative would be environmentally inferior to the proposed Project regarding energy, as the Alternative would potentially result in greater impacts on wasteful, inefficient, or unnecessary consumption of energy resources than the Project.

Geology and Soils (Paleontological Resources)

The Project would result in less than significant potential impacts to paleontological resources, with mitigation incorporated. These potential Project impacts would occur also with the All-Commercial Alternative, as this Alternative would result in similar ground disturbing activities.

The All-Commercial Alternative would be neither environmentally superior nor inferior to the proposed Project regarding paleontological resources, given this Alternative involves the same development footprint.

Greenhouse Gas Emissions

The proposed Project would result in short-term GHG emissions from construction activities due to site redevelopment. This Alternative's construction GHG emission impacts would be greater than the proposed Project given this Alternative would involve construction of more floor area.

The proposed Project would also result in operational GHG emissions, such as vehicular traffic, onsite combustion of energy, and operation of any landscaping equipment as well as indirect sources, such as offsite generation of electrical power required to convey water to, and wastewater from the Project. The All-Commercial Alternative would result in operational GHG emissions, which are expected to be greater than the proposed Project due to the greater demand for utilities and likely greater potential impacts concerning VMT.

The All-Commercial Alternative would be environmentally inferior to the proposed Project regarding GHG emissions, as greater emissions would occur during construction and operations under this Alternative.

Land Use and Planning

As indicated in **Table 6-2**, the All-Commercial Alternative involves the construction of an approximately 215,622 SF of non-residential land uses, including 71,874 GSF each of office, restaurant, and retail uses.

To implement the Project, the Applicant would require several discretionary permits/approvals, including a General Plan Amendment and Zone Change, among others; see **Section 2.8: Agreements, Permits, and Approvals**. The All-Commercial Alternative would be consistent with the General Commercial land use designation, thus, would not require a General Plan Amendment. This Alternative would also be consistent with the ABCSP zoning as the City's primary goal for Quadrant 2 (where the Project site is located) is "to establish a retail, commercial, and industrial center...no residential uses shall be permitted within this quadrant."⁸ As the All-Commercial Alternative only proposes commercial uses, it would be consistent with the ABCSP zoning and would not require the Zoning Code Text Amendment. The Alternative would not conflict with any adopted plans, policies, or regulations related to avoiding or reducing environmental impacts and the Project site would be developed with 215,622 SF of commercial uses.

Neither the All-Commercial Alternative nor the proposed Project would cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted to avoid or mitigate an environmental effect. However, this Alternative would avoid the Project's proposed General Plan and Zoning Code Text Amendments.

The All-Commercial Alternative would be environmentally superior to the proposed Project regarding land use and planning because it would avoid the Project's proposed General Plan and Zoning Code Text Amendments.

Noise

The Project's construction activities would not exceed the applicable FTA noise standards at the nearest sensitive receptors and construction would occur during the City's allowable construction hours. The Project's construction-related noise impacts would be less than significant. The Project's construction-related vibration impacts would also be less than significant because vibration velocities would be below the FTA PPV thresholds for building damage and human annoyance. Under the All-Commercial Alternative, construction activities would be greater, but would occur at similar distances from the sensitive receptors. Like the proposed Project, construction-related noise and vibration impacts under this Alternative would be less than significant.

The Project would result in less than significant operational mobile source noise impacts from offsite traffic noise. The All-Commercial Alternative could result in greater mobile source noise impacts than the Project since this Alternative would generate more ADT (32,327 ADT for the Alternative compared to 2,799 ADT for the Project). Therefore, because noticeable noise increases are typically generated by doubled traffic volumes, the All-Commercial Alternative would have a potentially significant impact from operational mobile source noise from offsite traffic, which may require mitigation.

As shown in **Table 4.7-11**, the Project's stationary source noise levels, which account for onsite noise sources (i.e., mechanical equipment, parking area, truck deliveries, trash/recycling

⁸ Ibid.

collection, and land maintenance) would be below the City's significance thresholds at noise sensitive receptors. The All-Commercial Alternative would generate similar stationary source noise levels, but to a greater degree, from mechanical equipment, parking areas, trash/recycling collection, and land maintenance as the Project, which are similarly expected to be below the City's significance thresholds at noise sensitive receptors. However, as this Alternative does not propose residential uses along Alburdis Avenue, this Alternative would avoid the Project's less than significant with mitigation onsite stationary noise impacts from the existing concrete plant.

The All-Commercial Alternative would be neither environmentally superior nor inferior to the Project regarding noise since less than significant construction noise would occur under this Alternative and the Project. While this Alternative would avoid the Project's less than significant with mitigation onsite stationary noise impacts from the existing concrete plant, the All-Commercial Alternative would likely result in a potentially significant impact related to offsite traffic noise.

Population and Housing

The Project proposes 80 DU on a vacant site, thus, would increase the City's population by approximately 1.7 percent (4,840 persons). Under this Alternative, no population growth would occur because no housing would be constructed. Although, this Alternative could induce population growth in the City through construction of new commercial businesses, similar to the Project, it is anticipated that the jobs generated by the commercial uses would be filled by people already residing in the City. Therefore, this Alternative is not anticipated to result in population growth in the area, thus, this Alternative would not be in furtherance of meeting the City's 2021-2029 RHNA allocation.

Based on the significance criteria, neither the proposed Project nor the All-Commercial Alternative would have any significant impacts related to substantial unplanned population growth. However, this Alternative would not be in furtherance of the City meeting its 6th Cycle RHNA allocation. Also, this Alternative would not meet the objective of providing housing on the Project site. Therefore, the All-Commercial Alternative would be environmentally inferior to the proposed Project regarding population and housing.

Public Services and Recreation

Construction-related activities associated with the Project could temporarily increase the demand for fire and police protection services at and near the Project site due to the potential increased hazards associated with construction and demolition activities and use of materials. The All-Commercial Alternative would result in similar impacts as the Project, as similar construction activities would occur.

The Project would construct 80 DU as well as retail and office uses, with a proportionate increase in population and demand for fire protection, police protection, schools, library services, as well as recreational facilities. Because the All-Commercial Alternative would not construct any housing, there would be no direct demand on schools, library services, or recreational facilities. Similarly, there would be no direct demand for fire or police protection associated with residential uses. However, this Alternative would construct substantially more commercial uses. Like the proposed Project, this Alternative would incrementally increase demands on fire and police protection services associated with commercial uses, but to a greater degree than the Project.

Notwithstanding, neither this Alternative nor the Project would result in a significant impact concerning fire protection and police protection services, as neither would result in an adverse physical impact associated with the provision of new or physically altered governmental facilities.

The Project's forecast population growth could incrementally increase the use of existing neighborhood and regional parks and/or other recreational facilities. However, the incremental increase in use of existing recreational facilities resulting from the Project would not be such that substantial physical deterioration of existing facilities would occur or be accelerated given the Project would provide onsite open space and recreational facilities, and would be subject to payment of DIFs. Because the All-Commercial Alternative does not propose residential uses, this Alternative would not incrementally increase use of existing facilities.

Both this Alternative and the Project would not result in adverse physical impacts associated with park facilities, since neither propose to provide or physically alter a park facility. The Project does propose onsite open space and recreational amenities (i.e., pool and pool building), which would result in a less than significant physical effect on the environment with mitigation incorporated. The environmental effects of the Project's proposed open spaces and recreational amenities would be avoided with this Alternative, as no recreational uses would be developed.

The All-Commercial Alternative would be environmentally superior to the proposed Project. Although, like the Project, this Alternative would not result in adverse physical impacts associated with the provision of new or physically altered governmental facilities because development would occur in an urbanized area already served by public services, this Alternative would avoid the Project's less than significant with mitigation incorporated impacts on the environment from construction of recreational facilities.

Transportation

Project construction would result in less than significant impacts concerning emergency access. The All-Commercial Alternative would result in similar construction activities; thus, it would also result in less than significant impacts concerning emergency access.

The Project would generate 2,799 ADT associated with the mix of land uses. Project operations met two of the four screening criteria for VMT under the TIA Guidelines. The Project is local-serving in nature and the retail and office components screen out further VMT analysis based on Retail Project Site Plan and Non-Retail Project Trip Generation Screening. Thus, the Project is presumed to have a less than significant transportation impact concerning VMT. The All-Commercial Alternative would redevelop the Project site with all commercial uses, which are assumed to generate approximately 37,327 ADT, which would be greater than the Project's ADT. Like the Project, this Alternative's commercial uses would be local-serving in nature. However, because this Alternative would not meet any of the VMT screening criteria, it would require a technical study for further VMT analysis and could result in significant impacts concerning VMT requiring mitigation. It is anticipated that the VMT associated with this Alternative could be mitigated to a less than significant level.

Because the All-Commercial Alternative could result in a potentially significant impact requiring mitigation but the Project would result in less than significant VMT impacts, the All-Commercial Alternative would be environmentally inferior to the proposed Project concerning transportation.

Tribal Cultural Resources

The Project would result in less than significant impacts to as yet undiscovered tribal cultural resources, with mitigation incorporated. These potential Project impacts would occur also with this Alternative, as similar ground-disturbing activities would occur.

The All-Commercial Alternative would be neither environmentally superior nor inferior to the proposed Project regarding tribal cultural resources. Since the development footprint would remain the same, potential impacts to as yet undiscovered resources would be the same as the Project.

Utilities and Service Systems

The Project would require relocation/construction of new water, wastewater, stormwater, electricity, natural gas, and telecommunication facilities but these improvements would be limited to connections to existing facilities near the Project site, resulting in less than significant impacts with mitigation incorporated.

This Alternative proposes no housing, but substantially more commercial floor area than the proposed Project. Therefore, this Alternative would have less demand for water but significantly greater wastewater and solid waste generation than the Project. Given the site was formerly occupied by an industrial use, similar to the Project, the utility improvements required under this Alternative are anticipated to be limited to connections to existing nearby facilities. Therefore, like the Project, utility relocation/construction under this Alternative is not anticipated to cause significant environmental effects with mitigation incorporated.

The All-Commercial Alternative would be neither environmental inferior nor superior to the proposed Project regarding utilities and service systems given that less demand for water but greater wastewater and solid waste generation would occur under this Alternative.

Ability to Meet Project Objectives

The All-Commercial Alternative would fulfill some of the Applicant's objectives. This Alternative could physically and functionally integrate the proposed development with the surrounding ABCSP community by extending the neighborhood urban pattern and surrounding street grid into the site through a series of pedestrian open spaces, including a north to south, full site depth, pedestrian access way. This Alternative could create complementary designs and uses that are compatible with the surrounding neighborhoods by continuing active ground floor retail/restaurant uses along the Artesia Boulevard site frontage, adding to the area's mix of uses and businesses. This Alternative would be required to provide a high quality, varied, and modern architectural and landscape design that is compatible with its diverse surrounding context, and utilizes the site's unique characteristics. In addition, this Alternative would be required to include sufficient off-street parking for the proposed uses. However, it would not fulfil the remaining five objectives that the proposed Project would.

6.5 ALTERNATIVES CONSIDERED BUT REJECTED

In accordance with State CEQA Guidelines §15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the State CEQA Guidelines, among the factors that may be used to

eliminate alternatives from detailed consideration are the Alternative's failures to meet most of the basic project objectives, the Alternative's infeasibility, or the Alternative's inability to avoid significant environmental impacts.

In addition to the three alternatives analyzed above, an "Reduced Density" Alternative was considered. The "Reduces Density" Alternative assumes development of the Project site similar to the proposed Project, however, it proposes a reduced density compared to the Project on the same Project site. The DUs would be reduced to 74 DUs.

The State CEQA Guidelines §§15126.6(f)(1) and (2) require the range of alternatives to be governed by the "rule of reason" such that an EIR consider alternatives necessary to permit a reasoned choice and that be limited to one that would avoid or substantially less any of the significant effects associated with a proposed project. The alternatives may take into consideration factors including "site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries..., and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is owned by the proponent)...Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR".

An "Alternative Site" Alternative was also considered but rejected given that the Applicant does not have interest in any alternative site within the City- and most notably, none that would be situated within the ABCSP area. The Applicant also does not own other property in the City or ABCSP area that would meet the Project's development program and objectives. It is speculative "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site". Should the Project be located at another site in the City or ABCSP area, it is anticipated that the Project would have similar or worse environmental impacts that would require the City to adopt a Statement of Overriding Considerations. Significant unavoidable impacts associated with development of an alternative site could include construction-related air quality and noise impacts. Therefore, the EIR does not evaluate an alternative site because no other site is known that would definitively "avoid or substantially less any of the significant effects associated with a proposed project."

6.6 "ENVIRONMENTALLY SUPERIOR" ALTERNATIVE

State CEQA Guidelines §15126.6(e)(2) - "No Project" Alternative, specifies that "If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." **Table 6-3: Comparison of Alternatives**, summarizes the comparative analyses presented above (i.e., the Alternatives compared to the proposed Project). As indicated in **Table 6-3**, the environmentally superior Alternative is the No Project/No Construction Alternative because the No Project/No Construction Alternative would be environmentally superior to the proposed Project for all resource areas analyzed part from population and housing. Among the other Alternatives, the No Project/Existing Land Use Designation Alternative is the environmentally inferior Alternative. As shown in **Table 6-3**, the No Project/Existing Land Use Designation Alternative would be environmentally inferior to the proposed Project in the following resource areas: air quality, energy, GHG emissions, population

and housing, and transportation. The No Project/Existing Land Use Designation Alternative would be neither inferior nor superior for resource areas including cultural resources, geology and soils (paleontological resources), tribal cultural resources, and utilities and service systems. The No Project/Existing Land Use Designation Alternative would be environmentally superior for land use and planning, noise, and public services and recreation. The All-Commercial Alternative is the environmentally inferior Alternative. As shown in **Table 6-3**, the All-Commercial would be environmentally inferior to the proposed Project in the following resource areas: air quality, energy, GHG emissions, population and housing, and transportation. The All-Commercial Alternative would be neither inferior or superior for resource areas including cultural resources, geology and soils (paleontological resources), noise, tribal cultural resources, and utilities and service systems. The All-Commercial Alternative would be environmentally superior for land use and planning and public services and recreation.

Table 6-3: Comparisons Of Alternatives			
Sections	No Project/No Construction	No Project/Existing Land Use Designation	All-Commercial Alternative
Air Quality	∨	⤴	⤴
Cultural Resources	∨	=	=
Energy	∨	⤴	⤴
Geology and Soils	∨	=	=
Greenhouse Gas Emissions	∨	⤴	⤴
Land Use and Planning	∨	∨	∨
Noise	∨	∨	=
Population and Housing	⤴	⤴	⤴
Public Services and Recreation	∨	∨	∨
Transportation	∨	⤴	⤴
Tribal Cultural Resources	∨	=	=
Utilities and Service Systems	∨	=	=

⤴ Indicates an impact that is greater than the proposed Project (environmentally inferior).
 ∨ Indicates an impact that is less than the proposed Project (environmentally superior).
 = Indicates an impact that is equal to the proposed Project (neither environmentally superior nor inferior).

Table 6-4: Alternatives Ability To Meet Project Objectives

Would the Alternatives:	No Project /No Construction	No Project /Existing Land Use Designation	All-Commercial
Redevelop a large underutilized industrial site within the Artesia Boulevard Corridor Specific Plan into a new high quality walkable mixed-use community with various compatible uses including residential, neighborhood-serving ground floor commercial (restaurant and retail), live/work units with office uses, and on-site amenities.	No	No	Partially
Create a mixed-use development that encourages walkability and convenience by providing onsite residential uses, neighborhood-serving restaurant and retail uses, and office/commercial uses.	No	No	Partially
Address the City's RHNA housing goals by building new residential dwelling units on the site in a manner that minimizes the potential for displacement of existing uses.	No	No	No
Physically and functionally integrate the proposed development with the surrounding Artesia Boulevard Corridor Specific Plan community by extending the neighborhood urban pattern and surrounding street grid into the site through a series of pedestrian open spaces, including a north to south, full site depth, pedestrian access way.	No	Partially	Yes
Create complementary designs and uses that are compatible with the surrounding neighborhoods by continuing active ground floor retail/restaurant uses along Artesia Boulevard site frontage, adding to the area's mix of uses and businesses.	No	No	Yes
Provide a high quality, varied, and modern architectural and landscape design that is compatible with its diverse surrounding context, and utilizes the site's unique characteristics.	No	Partially	Yes

Table 6-4: Alternatives Ability To Meet Project Objectives			
Would the Alternatives:	No Project /No Construction	No Project /Existing Land Use Designation	All-Commercial
Provide viable public and private open space for project residents and surrounding community members by creating a green, welcoming, walkable environment that will encourage use of the outdoors and community interaction.	No	No	Partially
Include sufficient off-street parking for the proposed residential, commercial, and office uses.	No	Partially	Partially
Provide an infill development that promotes sustainability by providing electric (non-gas) appliances and connections for the residential component.	No	No	No

Effects Found Not To Be Significant



Prepared by
Kimley»Horn
Expect More. Experience Better.



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7.0 Effects Found Not To Be Significant

The California Environmental Quality Act (CEQA) provides that an Environmental Impact Report (EIR) shall focus on the significant effects on the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. The environmental topics dismissed in an Initial Study (Environmental Checklist) as clearly not significant and unlikely to occur need not be discussed further in the EIR unless information inconsistent with the Environmental Checklist findings is subsequently received.

California Public Resources Code (PRC) §21100(c) states that an EIR shall contain a statement briefly indicating the reasons that a project's various possible significant effects were determined not to be significant and were, therefore, not discussed in detail in the Draft EIR (PRC §21000 et. seq.). State CEQA Guidelines §15128 adds, "Such a statement may be contained in an attached copy of an Initial Study (Environmental Checklist)" (14 California Code of Regulations [CCR] §15000 et. seq.). The environmental topics included in the Initial Study (Environmental Checklist) prepared with the Notice of Preparation (NOP) included determination of potential impact significance. The Draft EIR further evaluates all of the Project's possible significant effects in accordance with the State CEQA Guidelines. Where the Initial Study determined that Project would have a "less than significant impact" or "no impact," these threshold issues have not been addressed in the EIR, except to be listed in this section. "The following identifies the threshold and a discussion of why the "less than significant impact" or "no impact" determination was reached. The Initial Study is included in **Appendix 1.0: Initial Study, Notice of Preparation, and Comment Letters** of this EIR.

7.1 AESTHETICS

a) *Have a substantial adverse effect on a scenic vista?*

No Impact. Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the public's benefit. No scenic vistas or other scenic resources have been identified within the City of Artesia. Therefore, the Project would not have an adverse effect on a scenic vista, and no impact would occur in this regard.

b) *Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. No scenic resources have been identified within the City.¹ The California Department of Transportation (Caltrans) does not list any highways within the City as officially designated State Scenic Highways.² Therefore, the Project would not damage scenic resources within a State Scenic Highway, and no impact would occur in this regard.

¹ City of Artesia (2010). City of Artesia General Plan 2030 EIR. Page 5.3-3.

² California Department of Transportation. (2019). California State Scenic Highway System Map. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaccq>.

- c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

No Impact. The Project site is in an urbanized area and is surrounded by urban uses. As noted in Threshold 7.1.a, no scenic vistas or other scenic resources exist in the City. The Project site is zoned Artesia Boulevard Corridor Specific Plan (ABCSP). ABCSP Section 2: Land Use Plan, and ABCSP Section 3: Urban Design Standards and Guidelines include regulations and guidelines that influence visual quality. However, the ABCSP does not include regulations or guidelines that govern scenic quality. Therefore, the Project would not conflict with applicable zoning or other regulations governing scenic quality.

The Project does propose to amend ABCSP Sections 2 and 3. ABCSP Section 2 provides a Land Use Map and list of permitted uses. ABCSP Section 3 provides specific standards for how buildings in the ABCSP area can be developed (e.g., setbacks, parking requirements, etc.), and provides guidelines to enhance the architectural style of buildings. ABCSP Section 3 also provides guidelines for design features (e.g., streetscapes, signage, lighting, rooflines, building materials) and other design elements. The Project is designed to be a mixed-use, pedestrian-oriented, and placemaking development with various commercial opportunities. ABCSP Section 3.2.9: Mixed Use Buildings provides overarching elements that should be considered in the design of mixed-use buildings, including “allow[ing] both vertical and horizontal integration of uses in mixed use development, with an emphasis on tying the uses together with appropriate pedestrian linkages.” The Project would provide various mixed-use buildings consisting of ground level commercial uses with townhome units above. The Project’s various buildings would be linked by a central pedestrian walkway through a series of landscaped courtyards. As such, the Project would incorporate elements as listed in ABCSP Section 3 to ensure quality and well-planned development occurs as it relates to mixed-use buildings. Further, while the Project’s proposed amendments to ABCSP Sections 2 and 3 would allow for residential uses on the Project site, they would be consistent with the regulations and guidelines concerning Quadrants 2 and 4, which would allow for the additions of new retail, and live/work shopkeeper development along with residential uses. Therefore, the proposed amendments to ABCSP would not degrade the area’s visual quality. There would be no impact.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less than Significant Impact. The proposed Project would generate lighting from two primary sources: lighting from building interiors that would pass through windows and lighting from exterior sources (e.g., street lighting, parking lighting, building illumination, security lighting, and landscape lighting). The proposed Project would adhere to the ABCSP’s 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. Project implementation would require review by designated review authorities to enforce these

standards, as outlined in ABCSP Section 6.3: Administration. Therefore, the Project would not create a new source of substantial light or glare that would adversely affect the area's day or nighttime views, and impacts would be less than significant.

7.2 AGRICULTURE AND FORESTRY RESOURCES

- 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?*
- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?*
- d) *Result in the loss of forest land or conversion of forest land to non-forest use?*
- 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?*

No Impact. No Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance is mapped in the City.³ Further, the Project site is not the subject of a Williamson Act Contract.⁴ No agricultural, forest land, or timberland zoning exists in the City. According to the California Department of Forestry and Fire Land Cover Mapping and Monitoring Program, the Project site is not designated as forest or Timberland.⁵ Therefore, the Project would result in no impact concerning mapped farmlands, Williamson Act contracts, agricultural, forest, or timber land zoning, or the conversion or loss of Farmland, forest land or timberland.

7.3 AIR QUALITY

- d) *Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?*

Less than Significant Impact. During construction-related activities, some odors (not substantial pollutant concentrations) that the public may detect are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact, which are typical of construction projects and disperse rapidly.

The South Coast Air Quality Management District (AQMD) CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture, wastewater treatment

³ California Department of Conservation. (2016). California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/>.

⁴ California Department of Conservation. (2016). Williamson Act/Land Conservation Act. <http://www.conservation.ca.gov/dlrp/lca>.

⁵ California Department of Forestry and Fire Protection. (2006). Land Cover Mapping and Monitoring Program: Los Angeles County.

plant, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project is a mixed-use development and does not propose to include any odor-inducing uses on the site. Therefore, the Project would result in a less than significant impact related to other emissions leading to odors adversely affecting a substantial number of people.

7.4 BIOLOGICAL RESOURCES

- 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?*
- 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?*
- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological?*

No Impact. The Project site is currently vacant, but was formerly occupied by an industrial use. No natural habitats are present onsite. The Project site is bounded by industrial uses to the north; residential and commercial uses to the south; residential, commercial, and an active concrete batch plant to the east; and industrial uses to the west. No natural habitats are present on these adjacent areas, and only landscaping (i.e., ornamental vegetation) is present. Based on review of the existing and adjacent site conditions, no candidate, sensitive, or special-status plant or wildlife species, riparian habitat or other sensitive natural community, or wetlands are present on or adjacent to the Project site. Therefore, the Project would not have an adverse effect on any candidate, sensitive, or special-status plant or wildlife species, riparian habitat or other sensitive natural community, or wetlands. No impact would occur.

- 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?*

No Impact. Corridors are linear linkages between two or more habitat patches, which provide for wildlife movement and dispersal. The Project site has been previously disturbed and developed, and no natural habitats are present onsite. The Project site is surrounded by uses. No natural habitats are present in adjacent areas, and only landscaping (i.e., ornamental vegetation) is present. The Project would provide trees in the landscaped courtyards, walkways, and Project site perimeter. Although unlikely, these trees could potentially provide nesting sites for migratory birds. However, the Project would comply with the Migratory Bird Treaty Act (MBTA), which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. In accordance with the MBTA, any tree removal activities associated with the Project would take place outside of the nesting season (February 1 – August 31), to the extent feasible. Should vegetation removal activities occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a buffer would be established until the fledglings have left the

nest. With compliance with the MBTA, the Project would not interfere 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, and no impact would occur.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*
- 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?*

No Impact. The City does not have a tree preservation policy or ordinance, or any other local policies or ordinances protecting biological resources. The Project site is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the Project would not conflict with such policies, ordinances, or plans. No impact would occur in this regard.

7.5 CULTURAL RESOURCES

- a) *Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?*

No Impact. The Project site is vacant. There are no potentially significant historic resources present onsite. Therefore, the Project would not cause an adverse change in the significance of a historical resource. No impact would occur in this regard.

- c) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

Less than Significant Impact. No dedicated cemeteries or other places of human interment are on or adjacent to the Project site. The Project site has been previously graded and developed. As such, the upper levels of sediment and fill are not likely to contain any human remains. In the unlikely event that human remains are unearthed during Project construction, State Health and Safety Code §7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California PRC §5097.98. If human remains of Native American origin are discovered during Project construction, compliance with State laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (PRC §5097), relating to the disposition of Native American burials will be adhered to. Therefore, following compliance with the established regulatory framework described above, the Project's potential impacts concerning disturbance to human remains would be less than significant.

7.6 GEOLOGY AND SOILS

a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

a.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.*

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones, known as "Alquist Priolo (AP) Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). The Project site is not located within an Alquist-Priolo Earthquake Fault Zone.⁶ Additionally, no evidence exists of a known fault within or adjacent to the Project site. The closest known seismically active fault to the Project site is the Puente Hills (Coyote Hills) fault located approximately 2.7 miles to the northeast.⁷ The Project would not expose people or structures to adverse effects involving rupture of a known earthquake fault. Therefore, no impact would occur in this regard.

a.ii) *Strong seismic ground shaking?*

Less than Significant Impact. The Project site is in an area of high regional seismicity. Ground shaking originating from earthquakes along active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. The closest known seismically active fault to the Project site is the Puente Hills (Coyote Hills) fault located approximately 2.7 miles to the northeast.⁸ Based on the Project's location within the seismically active Southern California region, Project implementation could expose people and structures to potential adverse effects involving strong seismic ground shaking. The intensity of ground shaking on the Project site would depend upon the earthquake's magnitude, distance to the epicenter, and geology of the area between the Project site and epicenter. Regulatory controls to address potential seismic hazards would be imposed on the Project through the permitting process. The Project would be subject to compliance with Artesia Municipal Code (AMC) Title 8, Chapter 1: Building Code, building standards, including specific provisions for seismic design of structures. Moreover, the City's Building and Safety Department would review the Project's construction plans to verify compliance with standard engineering practices, the City's Building Code, and the California Building Code (CBC). Following compliance with standard engineering practices and the established regulatory framework (i.e., the City's Building Code

⁶ California Department of Conservation. (2015). Earthquake Zones of Required Investigation Inglewood Quadrangle. http://gwm.consv.ca.gov/SHP/EZRIM/Maps/INGLEWOOD_EZRIM.pdf.

⁷ Albus & Associates, Inc. (2021). Preliminary Geotechnical Investigation, Proposed Industrial Development, 11709 Artesia Blvd. Artesia, California. Page 7.

⁸ Albus & Associates, Inc. (2021). Preliminary Geotechnical Investigation, Proposed Industrial Development, 11709 Artesia Blvd. Artesia, California. Page 7.

and the CBC), the Project's potential impacts concerning exposure of people or structures to potential adverse effects involving strong seismic ground shaking would be less than significant.

a.iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. For liquefaction to occur, three criteria must be met:

- A source of ground shaking, such as an earthquake, capable of generating soil mass distortions.
- A relatively loose silty and/or sandy soil.
- A relative shallow groundwater table (within approximately 50 feet below ground surface) or completely saturated soil conditions that will allow positive pore pressure generation.

The Project site is located within a State-designated zone of potentially liquefiable soils.⁹ As part of the Geotechnical Investigation, a site-specific liquefaction analysis was performed for the Project site. The liquefaction susceptibility of the onsite soils was evaluated by analyzing the potential concurrent occurrence of the above-mentioned three basic factors under the guidance the State of California Special Publication (SP) 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California. The liquefaction analysis indicated that liquefaction could occur in soils located below a depth of 10 feet if groundwater were to rise to shallowest historic levels concurrent with a strong ground motion. Design-based recommendations, such as well-reinforced foundations, post-tensioned slabs, grade beams with structural slabs, or mat foundations, would reduce the potential risks of liquefaction. Specific recommendations to ensure the Project would not cause potential substantial adverse effects associated with liquefaction are provided in the Geotechnical Investigation. The City contracts with the Los Angeles County Department of Public Works (LACDPW) Building and Safety Department, which would review the Project's grading and construction plans to verify compliance with standard engineering practices, the City's Building Code, and the Geotechnical Investigation's recommendations. Specifically, the Project would be required to comply with the City's Standard Condition of Approval requiring that all development activities conducted on the Project site incorporate the professional recommendations contained in the Geotechnical Investigation and all recommendations set forth in a site-specific, design-level geologic and geotechnical investigation(s) approved by the City Engineer or their designee, provided such recommendations meet and/or surpass relevant State and City laws, ordinances, and Code requirements, including California Geological Survey's Special Publication 117A and the City's Building Code. Following compliance with standard engineering practices, the City's Building Code, the CBC, and the Geotechnical Investigation's recommendations, the Project's potential impacts involving adverse effects associated with seismic-related ground failure, including liquefaction, would be less than significant.

a.iv) Landslides?

No Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The Project site is relatively flat and is not located in an area mapped as an earthquake-induced

⁹ Albus & Associates, Inc. (2021). Preliminary Geotechnical Investigation, Proposed Industrial Development, 11709 Artesia Blvd. Artesia, California. Pages 6-7.

landslide hazard area.^{10, 11} Therefore, the Project would not cause potential substantial adverse effects involving landslides. There would be no impact in this regard.

b) *Result in substantial soil erosion or the loss of topsoil?*

Less than Significant Impact. Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the Project would be subject to compliance with AMC Title 6 Chapter 7: Storm Water Management and Discharge Control, which requires compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction Activities (Construction General Permit). The Construction General Permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control Best Management Practices (BMPs) that would meet or exceed measures required by the Construction General Permit to control potential construction-related erosion. Following compliance with the established regulatory framework (i.e., the AMC and Construction General Permit), the Project's potential impacts concerning soil erosion and loss of topsoil would be less than significant.

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?*

Less than Significant Impact. The conditions favorable for hazards associated with unstable geologic unit or soil (landslide (see Threshold 4.7a.iv) or subsidence/collapse) are not present in the City; however, the Project site is located within a State-designated zone of potentially liquefiable soils (see Threshold 4.7.a.iii). The Geological Investigation concluded that lateral spreading is not a significant risk at the Project site in consideration of the relatively flat site topography and lack of a nearby channel face or slope.¹²

Subsidence occurs when the withdrawal of groundwater, oil, or natural gas vertically displaces a large portion of land. Soils that are particularly subject to subsidence include those with high silt or clay content. Soil materials encountered at the Project site consisted of approximately 2.0 feet of artificial fill over alluvial soils. The artificial fill is predominately comprised of grayish brown sandy silt and silty sand. Underlying the artificial fills are native soils consisting of young alluvial fan deposits (Qyfa). The alluvial fan deposit materials were encountered to the maximum depth explored of 51.5 feet and are comprised of grayish brown to light gray, interlayered silty sand and sand that are damp to wet and loose to very dense. Occasional lenses and layers of sandy silt are also present that are generally very moist to wet and firm to very stiff.¹³ No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring, or planned, at the Project site or in the general Project site vicinity. The Geological Investigation concluded that near surface soils will

¹⁰ Albus & Associates, Inc. (2021). Preliminary Geotechnical Investigation, Proposed Industrial Development, 11709 Artesia Blvd. Artesia, California. Page 8.

¹¹ California Department of Conservation. (2022). Earthquake Zones of Required Investigation. <https://maps.conservation.ca.gov/cgs/EQZApp/>.

¹² Albus & Associates, Inc. (2021). Preliminary Geotechnical Investigation, Proposed Industrial Development, 11709 Artesia Blvd. Artesia, California. Page 8.

¹³ Albus & Associates, Inc. (2021). Preliminary Geotechnical Investigation, Proposed Industrial Development, 11709 Artesia Blvd. Artesia, California. Pages 3-4.

shrink about 5 to 10 percent when removed and replaced as compacted fill. Subsidence due to reprocessing of removal bottoms is anticipated to be about 0.05 feet.¹⁴

The Geotechnical Investigation makes recommendations concerning design parameters, foundations, slabs, and general earthwork and grading, among other factors. The City contracts with the LACDPW Building and Safety Department, which would review the Project's grading and construction plans to verify compliance with standard engineering practices, the City's Building Code, the CBC, and the Geotechnical Investigation's recommendations, including those concerning landslides, lateral spreading, subsidence, liquefaction, and collapse. Specifically, the Project would be required to comply with the City's Standard Condition of Approval requiring that all development activities conducted on the Project site incorporate the professional recommendations contained in the Preliminary Geotechnical Investigation and all recommendations set forth in a site-specific, design-level geologic and geotechnical investigation(s) approved by the City Engineer or their designee, provided such recommendations meet and/or surpass relevant State and City laws, ordinances, and Code requirements, including California Geological Survey's Special Publication 117A and the City's Building Code. Following compliance with standard engineering practices, the established regulatory framework (i.e., the City's Building Code and CBC), and the Geotechnical Investigation's recommendations, the Project would not result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts would be less than significant in this regard.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Less than Significant Impact. The Geotechnical Investigation concluded the Project site's near-surface soils are generally anticipated to possess a low expansion potential. The City contracts with the LACDPW Building and Safety Department, which would review the Project's grading and construction plans to verify compliance with standard engineering practices, the City's Building Code, the CBC, and the Geotechnical Investigation's recommendations, including those concerning expansive soils. Specifically, the Project would be required to comply with the City's Standard Condition of Approval requiring that all development activities conducted on the Project site incorporate the professional recommendations contained in the Preliminary Geotechnical Investigation and all recommendations set forth in a site-specific, design-level geologic and geotechnical investigation(s) approved by the City Engineer or their designee, provided such recommendations meet and/or surpass relevant State and City laws, ordinances, and Code requirements, including California Geological Survey's Special Publication 117A and the City's Building Code. Following compliance with standard engineering practices, the City's Building Code, and the Geotechnical Investigation's recommendations, the Project would not create substantial direct or indirect risks to life or property concerning expansive soils. Therefore, impacts would be less than significant in this regard.

¹⁴ Albus & Associates, Inc. (2021). Preliminary Geotechnical Investigation, Proposed Industrial Development, 11709 Artesia Blvd. Artesia, California. Page 8.

- 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?*

No Impact. The Project would connect to the City's sewer system and would not include use of septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact in this regard.

7.7 HAZARDS AND HAZARDOUS MATERIALS

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less than Significant Impact. Project construction and operation would involve the transport, storage, use and/or disposal of limited quantities of hazardous materials, such as fuels, solvents, degreasers and paints. Examples of such activities include fueling and servicing construction equipment, and applying paints and other coatings. The Project proposes residential and commercial development, which are not anticipated to involve the routine transport, use, or disposal of quantities of hazardous materials that may create a significant hazard to the public or environment. The maintenance materials would be stored, handled, and disposed of in accordance with applicable regulations and the City's programs to control and safely dispose of hazardous materials and wastes. Specifically, the City's Hazardous Materials Release Response Plans and Inventory Program requires the owner or operator of any business that handles or stores hazardous materials equal to or above the reportable quantities to submit a Hazardous Materials Inventory and Contingency Plan. Compliance with these regulations would ensure that all hazardous wastes would be properly handled, recycled, treated, stored, and disposed. Following implementation of standard City practices and compliance with federal, State, and local regulations that address the routine transport, use, or disposal of hazardous materials, a less than significant impact would occur in this regard.

- 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?*

Less than Significant Impact. A Phase I ESA and a Phase II Subsurface Investigation was completed for the Project site. The Phase I ESA concluded there are no Recognized Environmental Conditions (RECs) in connection with the Project site. Soil and soil vapor samples were collected in areas including former employee and truck parking areas, the former underground storage tank (UST) area, the former truck wash area, former chemical storage area, former main plant chemical storage area, former boiler area storage, and former sump pump area. Soil samples were analyzed for total petroleum hydrocarbons (TPH) and pH, while soil vapor was analyzed for volatile organic compounds (VOCs). TPH were not detected in soil above applicable screening criteria, and the soil pH was generally consistent with normal background conditions.

The Phase II Subsurface Investigation concluded that benzene, tetrachloroethane (PCE), and chloroform were the only VOCs detected in the soil vapor above applicable Department of Toxic Substance Control (DTSC)/United States Environmental Protection Agency (U.S. EPA) residential and commercial screening levels (SLs) using 0.03 as an attenuation factor (AF). Chloroform was the only VOC detected above applicable DTSC/U.S. EPA residential screening levels (RSLs) using

0.001 as an AF. No VOCs in soil vapor were detected above applicable DTSC/U.S. EPA commercial screening levels using 0.001 as an AF.

A screening human health risk assessment (HHRA) was completed to assess the potential health risks to future onsite commercial employees and residents based on the results of the Phase II Subsurface Investigation.¹⁵ All detected soil concentrations were screened using commercial/industrial and residential California Environmental Protection Agency (Cal/EPA) DTSC-modified SLs. If no SLs were available, the commercial/industrial and residential RSLs from USEPA were used. TPH soil data were compared to the California Regional Water Quality Control Board (RWQCB) – San Francisco Bay Region's Environmental Screening Levels (ESLs). These SLs were used in combination with a default future commercial buildings AF of 0.0005 and a default future residential AF of 0.001. The SLs were calculated to correspond to a target cancer risk (CR) of one in a million (1E-06) and a target non-cancer hazard quotient (HQ) of one. According to the National Contingency Plan, which is commonly cited as a basis for target risk and hazard levels, lifetime incremental CR posed by a site should not exceed 1E-06 to one hundred in a million (1E-04), and non-carcinogenic chemicals would not be present at levels expected to cause adverse health effects.

As concluded in the HHRA, all chemicals detected in the soil are well below their SLs and cumulatively would not exceed an excess lifetime CR above 1E-06 or an HQ above one. Based on the HHRA results, no significant health risks associated with exposures to soils at the Project site are expected to occur for the potential future onsite residents and employees, and no vapor mitigation systems are required or warranted.

Therefore, the Project would not 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, and impacts would be less than significant.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The school nearest the Project site, Gahr High School, located at 11111 Artesia Boulevard in City of Cerritos, is approximately 0.5 mile west of the Project site. Because the Project site would be located more than one-quarter mile from this school, any emissions and hazardous materials handling at the site, during construction and operations, would not pose a significant health risk to the school.

AMC §4-4.301: Established [Truck Routes], specifies that Artesia Boulevard, Pioneer Boulevard, and South Street are designated truck routes. Construction trucks leaving the Project site are anticipated to travel eastbound on Artesia Boulevard and north on Pioneer Boulevard to access SR-91 and connect with I-605. Based on these established truck routes, it is not anticipated that construction trucks would pass near Gahr High School. Thus, no impacts would occur in this regard.

¹⁵ Ramboll US Consulting Inc. (2022). Human Health Risk Evaluation for 11709 Artesia Boulevard, 17208 and 17212 Alburfis Avenue, Artesia, California.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Less than Significant Impact. Government Code §65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the DTSC. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known USTs having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program.

The Project site is listed on several environmental databases, as determined by the regulatory agency database search conducted as part of the Phase I ESA (i.e., GeoTracker, Underground Storage Tanks (UST), Statewide Environmental Evaluation and Planning System (SWEEPS UST), Historical UST (HIST UST), HIST CORTESE, Enforcement (ENF), Waste Discharge System (WDS), California Integrated Water Quality System (CIWQAS), Hazardous Waste Tracking System (HWTS), and Resource Conservation and Recovery Act (RCRA) database). However, the Phase I ESA concluded that the environmental database listings are unlikely to represent a recognized environmental concern to the site given that the listings associated with the Project site were properly closed, removed, and documented and recommend no further investigation regarding this issue.¹⁶ Therefore, although the Project site is listed, the Project would not create a significant hazard to the public or the environment. Impacts would be less than significant in this regard.

- 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 or excessive noise for people residing or working in the project area?*

No Impact. There are no public airports or public use airports located within two miles of the Project site. Therefore, the Project would not result in an airport-related safety hazard or excessive noise for people residing or working on the Project site. No impact would occur in this regard.

- f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact. The Project Site is located in an unurbanized area where adequate circulation and access is provided to facilitate emergency response. The Artesia Emergency Operations Plan outlines emergency response actions in the event of a large-scale disaster, such as a hazardous materials emergency. Further, Project construction would not require the complete closure of any public or private streets during construction. Temporary construction activities would not impede use of the streets for emergencies or access for emergency response vehicles. The Project would be subject to compliance with General Plan Policy Action SAF 5.1.2, which requires that the City and associated public services departments (e.g., Police Department and Fire Department) review development proposals for potential impacts to the provision of emergency services. Therefore, the Project's potential impacts concerning impairing

¹⁶ Ramboll US Consulting Inc. (2021). Phase I Environmental Site Assessment and Phase II Subsurface Investigation. Page 13.

implementation of or physically interfering with an emergency response plan or related policies would be less than significant.

- g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

No Impact. The Project site is in a fully urbanized area and is not adjacent to any wildland. Additionally, the Project site is not within a very high fire severity zone (VHFSZ); see **Section 7.14: Wildfire**. Therefore, the Project would not expose people or structures to risk involving wildland fires. No impact would occur in this regard.

7.8 HYDROLOGY AND WATER QUALITY

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less than Significant Impact. The Project's construction-related activities would include excavation, grading, and trenching, which would displace soils and temporarily increase the potential for soils to violate water quality standards or waste discharge requirements. Construction activity would be subject to the NPDES program's Construction General Permit. Construction activity subject to the Construction General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than 1.0 acres. To obtain coverage under the Construction General Permit, dischargers are required to file with the State Water Board the Permit Registration Documents, which include a Notice of Intent (NOI) and other compliance-related documents. The Construction General Permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment control BMPs are designed to trap sediment once it has been mobilized. The types of required BMPs would be based on the amount of soil disturbed, the types of pollutants used or stored at the Project site, and proximity to water bodies. The Project would also be required to comply with City regulations (AMC Title 6 Chapter 7: Storm Water Management and Discharge Control) and General Plan Policy Action CFI 3.1.4, which requires continued participation in the NPDES program, to control storm water runoff and prevent violations of regional water quality standards. Following regulatory compliance, the Project's construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality.

Upon Project completion, the catch basin inlets and grated inlets that collect the Project site's generated runoff would be routed to an underground detention system that would feed into a bio-filtration system via a pump station for water quality treatment. The treated flow would be pumped to a parkway culvert and routed to the downstream system following the existing drainage pattern. When the underground detention is at full capacity, the confluence of the flows would be routed to the proposed overflow parkway culvert through the interconnected storm drain system. The Project would also implement site source control and treatment BMPs according to the Los Angeles County Department of Public Works Low Impact Development Standards Manual to ensure that water quality standards would not be violated.

Therefore, Project construction and operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. A less than significant impact would occur.

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less than Significant Impact.

Groundwater Supplies. The Project site is in Golden State Water Company's (GSWC) service area. The entire Artesia system, which is operated by GSWC and considered potable, is supplied from two main sources: local groundwater and imported water purchased from the City of Cerritos and Central Basin Municipal Water District (CBMWD). As required by the Urban Water Management Planning Act, GSWC has coordinated with nearby agencies while developing the Urban Water Management Plan (UWMP) to ensure consistency with other related planning efforts such as Groundwater Sustainability Plan(s) (GSP).

The GSWC's Southwest System has a total normal year active well capacity of 10,865 gallons per minute (gpm) (17,525 acre-feet per year [AFY]), of which 8,715 gpm (14,057 AFY) is in the West Coast Basin and 2,150 gpm (3,468 AFY) is in the Central Basin. The Southwest System is supplied by two active GSWC-owned wells in the Central Basin and 12 active GSWC-owned wells in the West Coast Basin. GSWC monitors well capacity, status, and water quality.

The Central Basin's groundwater storage capacity is approximately 13.8 million acre-feet (AF). The Central Basin adjudication limit (total of the allowed pumping allocations [APA] of each party) for groundwater extraction across the entire basin is 217,467 acre-feet per year (AFY). GSWC maintains an APA of 16,439 AFY. GSWC's APA is shared between all their systems that extract groundwater from the Central Basin. The storage capacity of the West Coast Basin's primary water producing aquifer, the Silverado aquifer, is estimated to be 6.5 million AF. The West Coast Basin adjudication limit for groundwater extraction across the entire basin is 64,468 AFY. GSWC maintains legal rights to 7,502 AFY. Three agencies, LACDPW, Water Replenishment District of Southern California (WRDSC), and CBMWD, collaborate with the water producers to ensure that the APA is available to the Central Basin and West Coast Basin pumpers.

The current ABCSP assumed development of retail and commercial uses on the Project site, which are the underlying assumptions for the UWMP. The Project proposes development of 8,814 SF of commercial uses and 80 DU on the Project site, which are anticipated to generate greater water demand than the UWMP's underlying development assumptions (based on the existing ABCSP). However, because the Central Basin and West Coast Basin are adjudicated, and the LACDPW, WRDSC, and WBMWD would continue to collaborate to avoid overdraft and ensure the APA is available to the pumpers, and the Project would be subject to the applicable State and local regulations concerning water conservation, the Project would not substantially deplete groundwater supplies such that it would impede sustainable groundwater management of the basin.

Groundwater Recharge. Basin recharge occurs through percolation of precipitation and artificial recharge activities at spreading grounds, among other sources. The Project site was formerly developed with an industrial use (i.e., a dairy manufacturing plant). Remnants of the past development result in negligible pervious area; therefore, the site is assumed to be 100 percent impervious. Upon Project buildout, the Project site would be approximately 86 percent

impervious.¹⁷ The Project would decrease the onsite impervious area resulting in more onsite percolation of precipitation. Additionally, the Project site does not involve spreading grounds. Thus, the Project would not interfere substantially with groundwater recharge such that it would impede sustainable groundwater management of a basin.

Therefore, potential impacts associated with depleting groundwater supplies or interfering substantially with groundwater recharge would be less than significant.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- c.i) *Result in substantial erosion or siltation on- or off-site?*
 - c.ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?*
 - c.iii) *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?*
 - c.iv) *Impede or redirect flood flows?*

Less than Significant Impact. The existing drainage of the Project site generally surface flows southerly to confluence with the street flows to the existing catch basins at the public right of way adjacent to the Project site near the corner of Artesia Boulevard and Fallon Avenue. There is an existing drainage inlet near the site's center that collects a portion of the site. As the portion of the site that collects flow is generally flat and the low point ponds to slope towards the Fallon Avenue, the site is analyzed as a single drainage area that is tributary to the downstream system.

The Project would decrease the site's impervious area, which could decrease the runoff volumes from the Project site. During Project operations, stormwater flows would be directed to storm drainage features, and not create an opportunity for erosion or siltation on- or off-site. As stated in Threshold 7.8.a, upon Project completion, the catch basin inlets and grated inlets that collect the Project site's generated runoff would be routed to an underground detention system that feeds into a bio-filtration system via pump station for water quality treatment. The treated flow would be pumped to a parkway culvert and be routed to the downstream system following the existing drainage pattern. When the underground detention is at full capacity, the confluence of the flows would be routed to the proposed overflow parkway culvert through the interconnected storm drain system. No flooding is expected to occur on- or off-site due to Project implementation. As such, impacts would be less than significant.

- d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Less than Significant Impact. The Project site is in an area of minimal flood hazard as depicted on the Federal Emergency Management Agency's (FEMA) flood map (06037C1980F) for the City of Artesia.¹⁸ Tsunamis are sea waves that are generated in response to large-magnitude

¹⁷ C&V Consulting. (2022). Preliminary Hydrology Report. Page 2.

¹⁸ Federal Emergency Management Agency. (2019). FEMA Flood Map Service Center. <https://msc.fema.gov/portal/search#searchresultsanchor>.

earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The Project site is approximately nine miles northeast of the Pacific Ocean, and there are no nearby bodies of standing water. Tsunamis and seiches do not pose hazards due to the Project site's inland location and lack of nearby bodies of standing water. The Project is not within a flood hazard, tsunami, or seiche zone and, thus, potential impacts associated with inundation by flood hazard, tsunami, or seiche would be less than significant.

- e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less than Significant Impact. In 2014, the California Sustainable Groundwater Management Act (SGMA) was passed, which provides authority for agencies to develop and implement groundwater sustainability plans (GSP) or alternative plans that demonstrate water basins are being managed sustainably.¹⁹ The Project site is located in a very low priority basin.²⁰ Under the SGMA, the Central Basin and West Coast Basin are exempted from the requirement to form a Groundwater Sustainability Agency, since they are adjudicated basins. Therefore, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts would be less than significant in this regard.

7.9 LAND USE AND PLANNING

- a) *Physically divide an established community?*

No Impact. Examples of projects that could physically divide an established community include a new freeway or highway that traverse an established neighborhood. The Project proposes residential and commercial development. The Project involves redevelopment of a previously developed site within the ABCSP and does not propose any new streets or other physical barriers, which could physically divide an established community. The ABCSP encourages infill development including a mix of commercial and retail uses, blended with residential and office units. The flexibility presented in the ABCSP allows Artesia Boulevard to grow into a pedestrian- and auto-friendly corridor, as it is designated in the General Plan. The ABCSP 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. Given its nature and scope, the Project would not physically divide an established community. Therefore, no impact would occur in this regard.

7.10 MINERAL RESOURCES

- 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?*
- 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?*

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the area's known or inferred mineral

¹⁹ State Water Resources Control Board. (2019). Sustainable Groundwater Management Act (SGMA). https://www.waterboards.ca.gov/water_issues/programs/gmp/sgma.html.

²⁰ California Department of Water Resources. (2020). Basin Prioritization Dashboard. <https://gis.water.ca.gov/app/bp-dashboard/final/>.

potential.²¹ The Project site is located in Mineral Resource Zone-1 (MRZ-1). Areas designated MRZ-1 are noted to have adequate information that no significant mineral deposits are present, or it is judged that little likelihood exists for their presence.^{22,23} Therefore, the proposed Project would have no impact concerning mineral resources.

7.11 NOISE

- c) *For a project located within the vicinity of a private airstrip or 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?*

No Impact. There are no public airports or public use airports located within two miles of the Project site, therefore, the Project would not expose people residing or working in the Project area to excessive noise levels on the Project site. No impact would occur in this regard.

7.12 POPULATION AND HOUSING

- b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The Project would not displace existing housing or require construction of replacement housing elsewhere, since no housing is located on site. Therefore, no impact would occur in this regard.

7.13 TRANSPORTATION

- d) *Result in inadequate emergency access?*

Less than Significant Impact. As stated in Threshold 7.7.f, the Project site is located in an unurbanized area where adequate circulation and access is provided to facilitate emergency response. The Artesia Emergency Operations Plan outlines emergency response actions in the event of a large-scale disaster, such as a hazardous materials emergency. Further, Project construction would not require the complete closure of any public or private streets during construction. Temporary construction activities would not impede use of the streets for emergencies or access for emergency response vehicles. The Project would be subject to compliance with General Plan Policy Action SAF 5.1.2, which requires that the City and associated public services departments (e.g., Police Department and Fire Department) review development proposals for potential impacts to the provision of emergency services. Therefore, the Project's potential impacts concerning resulting in inadequate emergency access would be less than significant.

²¹ California Department of Conservation. (2018). California Statutes and Regulations for the California Geological Survey. Sacramento, CA: California Geological Survey.

²² Note that use of the term "significant" in this context is used in the MRZ definitions of zones to describe economic value of mineral resources and does not refer to a level of impact under CEQA.

²³ California Department of Conservation. (2015). CGS Information Warehouse: Regulatory Maps. Special Report 143, Plate 4 1. <http://maps.conservation.ca.gov/cgs/informationwarehouse/>.

7.14 WILDFIRE

- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. According to California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone Map for Los Angeles County, the Project site is not within a State Responsibility Area. The Project site is in a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) within a local responsibility area.²⁴ The Project site and surrounding vicinity are relatively flat. Project design and site access would adhere to Los Angeles County Fire Department (LACFD) regulations and designs. Further, Project construction would not require the complete closure of any public or private streets during construction. Temporary construction activities would not impede use of the streets for emergencies or access for emergency response vehicles. The Project would tie into existing infrastructure that currently serves the Project site. Project implementation would not result in the construction, installation, or maintenance of new infrastructure that would exacerbate fire risk. Additionally, there are no known landslides near the site nor is the site in the path of any known or potential landslides. Therefore, no impacts related to wildfire would occur.

²⁴ California Department of Forestry and Fire Protection. (2011). Los Angeles County FHSZ Map. <https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf>.

List Of Preparers



Prepared by
Kimley»Horn
Expect More. Experience Better.



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8.0 List of Preparers

8.1 LEAD AGENCY

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Mitchell Gardner, President of Development
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Kiana Graham, Environmental Analyst
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