

February 2024 | Initial Study

ARTESIA DOWNTOWN SPECIFIC PLAN

City of Artesia

Prepared for:

City of Artesia

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Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
AST	aboveground storage tank
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEMA	California Emergency Management Agency
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfs	cubic feet per second
CGS	California Geologic Survey
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level

Abbreviations and Acronyms

CO	carbon monoxide
CO _{2e}	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CSO	combined sewer overflows
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dba	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
GWP	global warming potential
HCM	Highway Capacity Manual
HQTA	high quality transit area
HVAC	heating, ventilating, and air conditioning system
IPCC	Intergovernmental Panel on Climate Change
L _{dn}	day-night noise level
L _{eq}	equivalent continuous noise level
LBP	lead-based paint
LCFS	low-carbon fuel standard
LOS	level of service
LST	localized significance thresholds
M _w	moment magnitude
MCL	maximum contaminant level
MEP	maximum extent practicable
mgd	million gallons per day
MMT	million metric tons

Abbreviations and Acronyms

MPO	metropolitan planning organization
MT	metric ton
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NO _x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O ₃	ozone
OES	California Office of Emergency Services
PM	particulate matter
POTW	publicly owned treatment works
ppm	parts per million
PPV	peak particle velocity
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	state implementation plan
SLM	sound level meter
SoCAB	South Coast Air Basin
SO _x	sulfur oxides
SQMP	stormwater quality management plan
SRA	source receptor area [or state responsibility area]
SUSMP	standard urban stormwater mitigation plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TNM	transportation noise model

Abbreviations and Acronyms

tpd	tons per day
TRI	toxic release inventory
TTCP	traditional tribal cultural places
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	water quality management plan
WSA	water supply assessment

1. Introduction

In compliance with the California Environmental Quality Act (CEQA), the City of Artesia, as lead agency, is preparing the environmental documentation for the Artesia Downtown Specific Plan (Specific Plan or proposed project) to determine whether approval of the requested discretionary actions and subsequent development would have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an Initial Study is prepared primarily to provide the lead agency with the information to use as the basis for determining whether an environmental impact report (EIR), negative declaration, or mitigated negative declaration (MND) would provide the necessary environmental documentation and clearance for the proposed project.

1.1 PROJECT LOCATION

The Downtown Artesia Specific Plan area (Specific Plan area or project site) is in an urbanized area in the City of Artesia, Los Angeles County. The City is 19 miles southeast of Downtown Los Angeles; it shares its eastern, southern, and western boundaries with the City of Cerritos and its northern boundary with the City of Norwalk. See Figure 1, *Regional Location*.

The project site encompasses the blocks adjoining Pioneer Boulevard to the southeast and ending at 180th Street to the north. The northern portion of the project site (north of the Southeast Gateway Line) is bounded by Alburdis Avenue and Corby Avenues to the west, 180th Street to the north, Arline Avenue to the east, and 188th Street to the south. The project site extends south of the Southeast Gateway Line to the future Pioneer Boulevard Light Rail Station¹ and includes the area between 188th Street and the La Belle Chateau Mobile Home Park, and Pioneer Boulevard on the east and Jersey Avenue on the west. The nearest freeway providing regional access to the project area is State Route (SR-) 91, a multilane freeway that divides the northern end of the city. See Figure 2, *Local Vicinity* and Figure 3, *Aerial Photograph*.

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

As shown in Figure 3, *Aerial Photograph*, the project site is fully built up and consists primarily of one- and two-story commercial uses and multifamily residential properties. The southern portion of the project site is anchored by a shopping center and La Belle Chateau Estates Mobile Home Park, which is bordered by South Street to the north, the City of Cerritos to the west and south, and Pioneer Boulevard to the east. The northern portion of the project site is anchored by a shopping center to the north and south of 183rd Street and to the east and west of Arline Avenue and Alburdis Avenue, respectively. The north and south ends of the project site

¹ The Pioneer Boulevard Light Rail Station would be developed as the southern terminus of a 14.5-mile segment that connects southeast Los Angeles to downtown Los Angeles. The forecast completion date is 2035 (Metro 2021).

1. Introduction

are connected by the Pioneer Boulevard corridor which includes one- and two-story retail, restaurant and office uses. Multi-family residential, mixed-use residential, commercial, general office and industrial uses are located on various parcels throughout the entire project site to the east and west of Pioneer Boulevard. Limited vacant parcels exist within the project area south of 188th Street. The Southeast Gateway Line bisects the project site.

Zoning Designations

As shown in Figure 4, *Existing Zoning Map*, the primary zoning designation in the project site is Commercial General, located in the northern area, along Pioneer Boulevard, and on the south part of the project site. Multi-Family Residential zoning is designated along the east side of the project site, fronting Arline Avenue, and on the west side of the project site, fronting Corby Avenue. Multi-Family Residential zoning is also designated between 188th Street to the north and to the Commercial General zoning designation to south. Light Manufacturing/Industrial zoning is designated along Corby Avenue to the east and west, between 187th Street to the north, and South Street to the South. Zoning designations in the southern portion of the project site, located south of South Street, includes Commercial Planned Development and the South Street Specific Plan.

General Plan Land Use Designations

As shown in Figure 5, *General Plan Land Use Map*, the project site includes two General Plan land use designations. Between the future Pioneer Boulevard Light Rail Station in the south to the 180th in the north the project site has a General Plan land use designation of City Center Mixed-Use. Between the future Pioneer Boulevard Light Rail Station to the north and the La Belle Chateau Estates Mobile Home Park to the south, the project site has a General Plan land use designation of South Street Gateway Commercial.

1.2.2 Surrounding Land Uses

As shown in Figure 3, *Aerial Photograph*, and similar to the project site, existing land uses surrounding the project site primarily include one-to two-story multi-family and single-family residences. The multi-family residential buildings within the east and west area of the project site create a transition to the single-family homes found just outside the project site, which are located beyond Alburdis Street to the west and Arline Avenue to the east.

As shown in Figure 4, *Existing Zoning Map*, parcels to the east and west of the project site are zoned Multi-Family Residential and Single Family Residential. As shown in Figure 5, *General Plan Land Use Map*, parcels directly to the west of the project site include a General Plan land use designation of High Density Residential to the north of 185th Street and a Low Density Residential land use designation to the south of 185th Street. Parcels directly to the east of the project site have a General Plan land use designation of High Density Residential between Ashworth Street in the north to 187th Street to the south, followed by Low Density Residential east of Clarkdale Street.

Parcels north of the project site include a zoning designation of Pioneer Specific Plan, Multi-Family Residential, and Service and Professional and Commercial General. Parcels to the south of the project site are located within the City of Cerritos and include RS-5000 (Single Family Residential - min lot size 5,000 square feet) and RS-6500 (Single Family Residential - min lot size 6,500 square feet) to the east and west of Pioneer Boulevard, as well as CC (Community Commercial), MC (Industrial Commercial) and OS (Open Space) as designated by

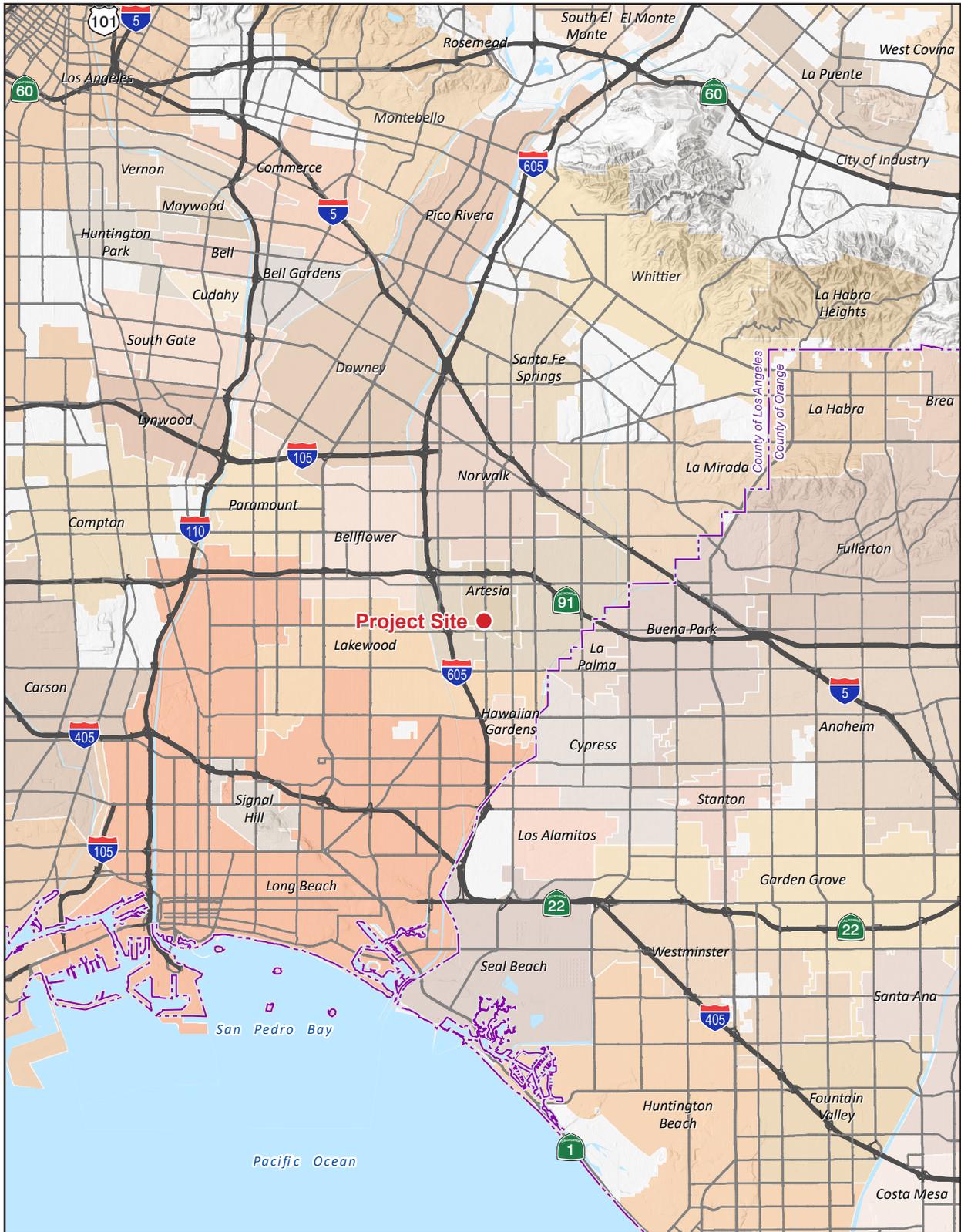
1. Introduction

the City Cerritos Zoning Map (Cerritos 2020). Properties south of the project include General Plan land use designations of Low Density - 2 to 5.5 Units / Acre, as well as Community Commercial, Industrial/Commercial, and Public and Quasi Public (Cerritos 2020b).

1. Introduction

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Figure 1 - Regional Location

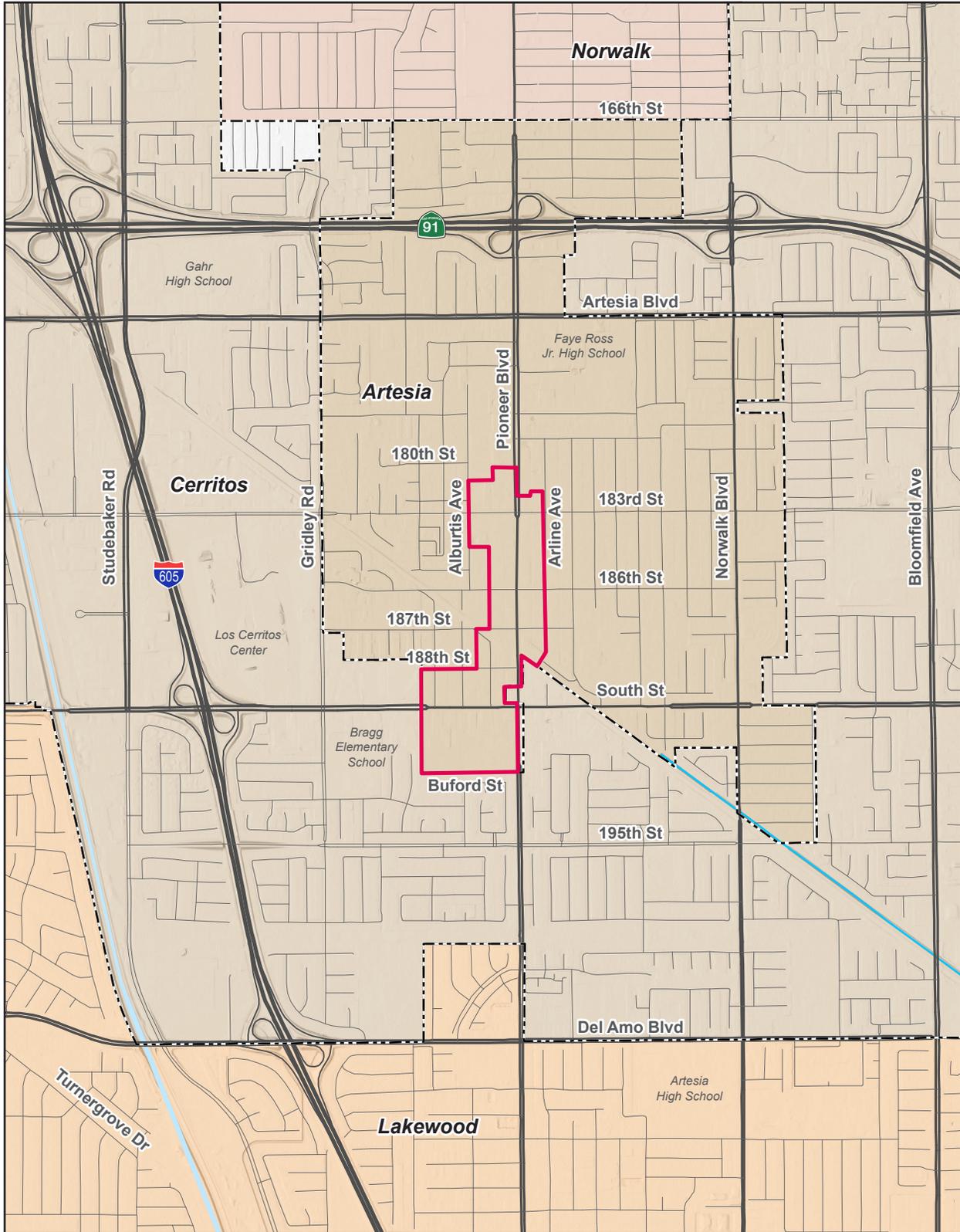


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Figure 2 - Local Vicinity



— Downtown Artesia Specific Plan Boundary

- - - City Boundary

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Scale (Feet)

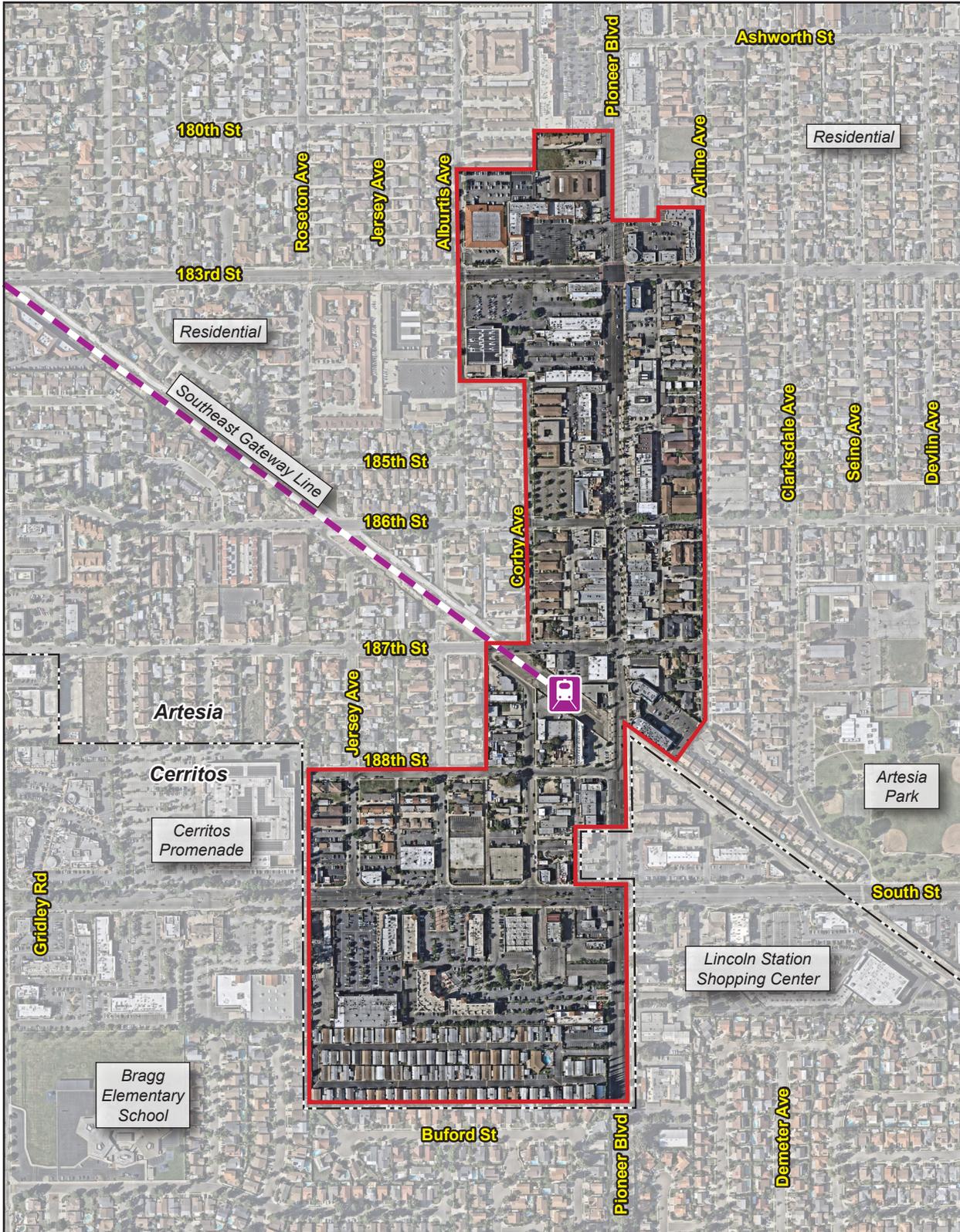


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Figure 3 - Aerial Photograph



— Downtown Artesia Specific Plan Boundary

- - - City Boundary

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— Future Metro Rail

Future Metro Pioneer Station

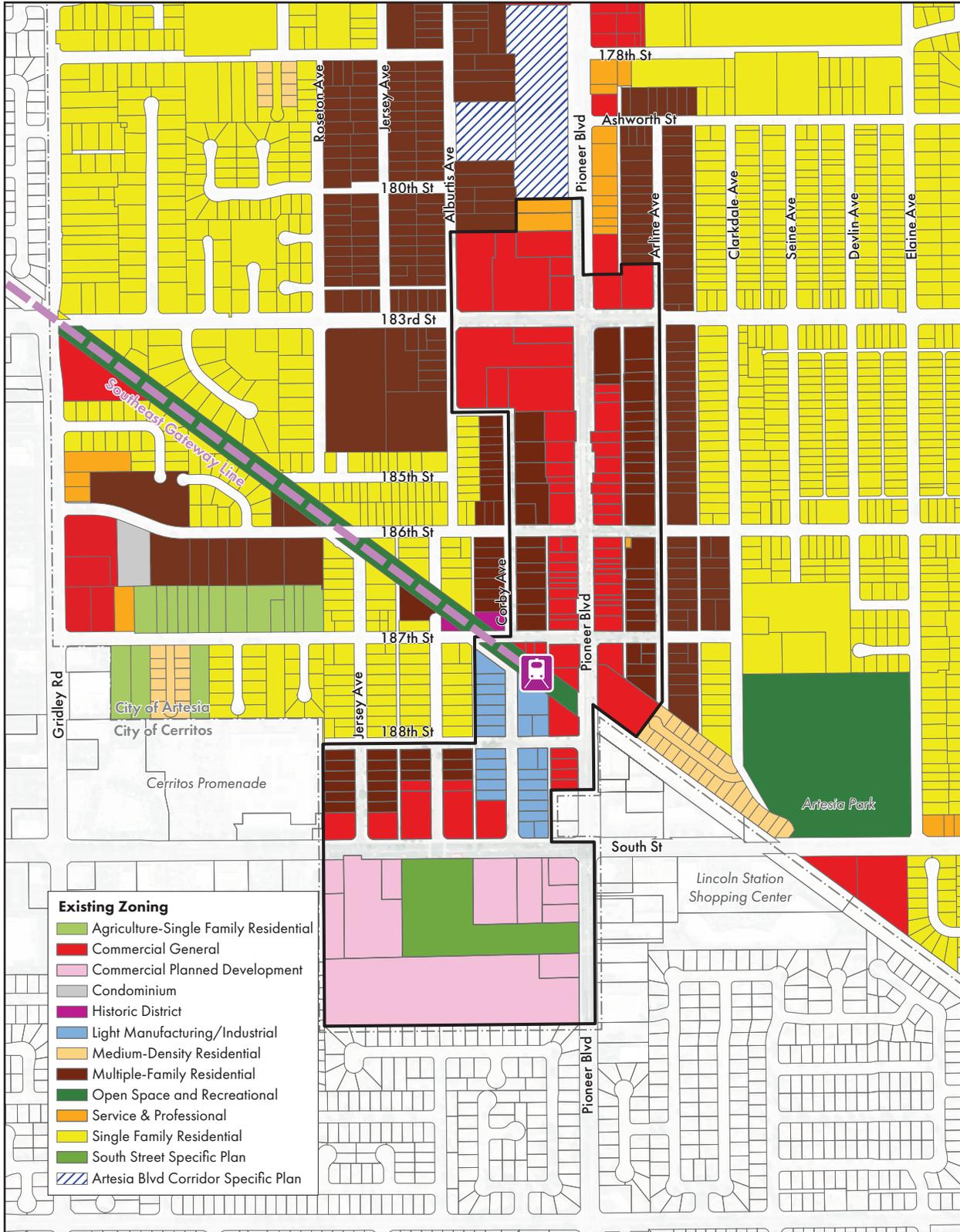
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1. Introduction

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Figure 4 - Existing Zoning Map



— Downtown Artesia Specific Plan Boundary
- - - City Boundary

--- Future Metro Rail
 Future Metro Pioneer Station

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Scale (Feet)

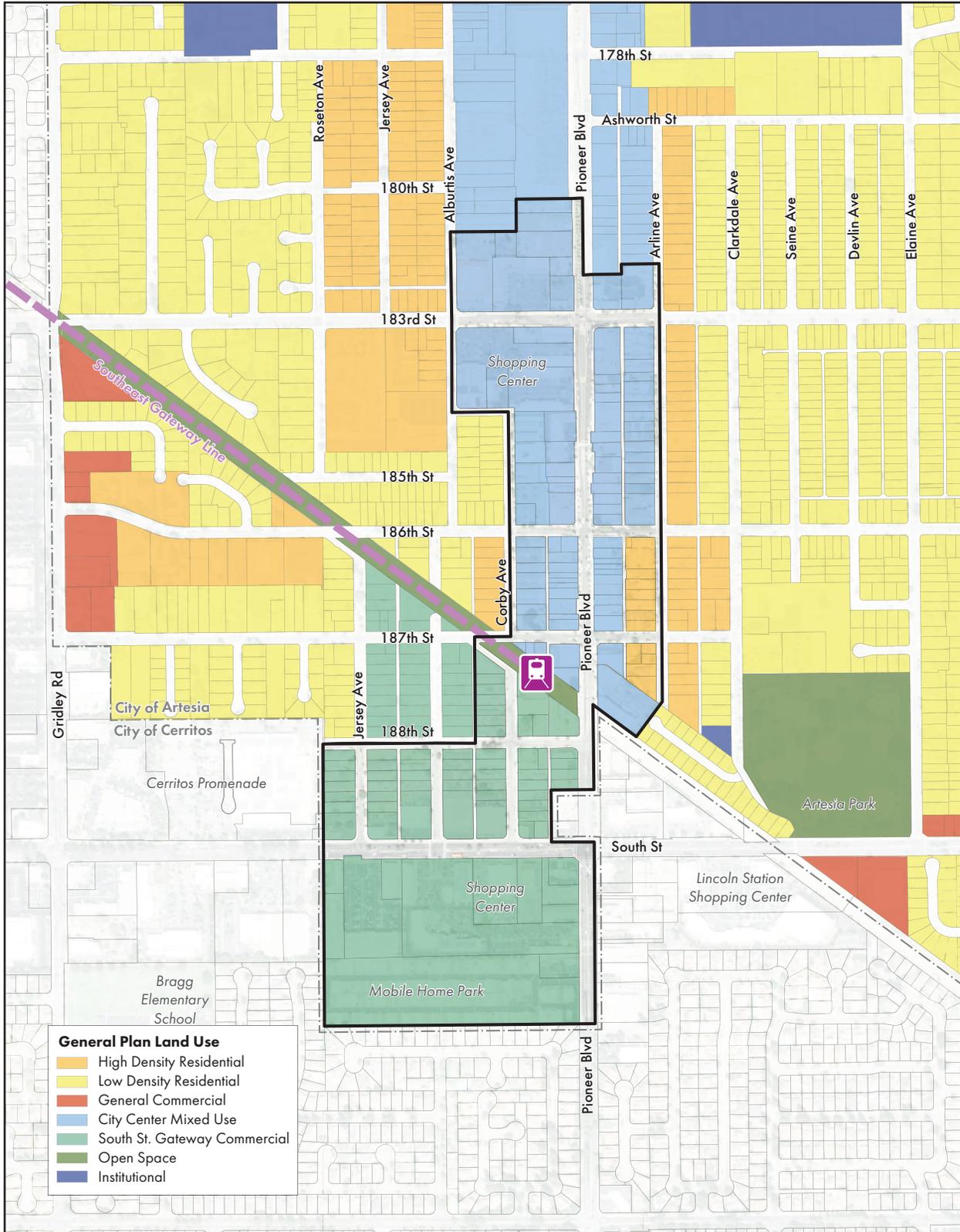


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Figure 5 - General Plan Land Use Map



General Plan Land Use

- High Density Residential
- Low Density Residential
- General Commercial
- City Center Mixed Use
- South St. Gateway Commercial
- Open Space
- Institutional

— Downtown Artesia Specific Plan Boundary
 - - - City Boundary

— Future Metro Rail
 Future Metro Pioneer Station

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 Scale (Feet)



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1. Introduction

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1. Introduction

1.3 PROJECT DESCRIPTION

The Artesia Downtown Specific Plan (proposed project) would implement new land use, zoning, and development standards to guide the scale of future development and growth in Artesia's Downtown district as the city prepares for the planned expansion of a new Metro light rail line (referred to as the Southeast Gateway Line Branch) that would connect southeastern Los Angeles County communities, including Artesia, to Downtown Los Angeles. The new Metro light rail line extension is anticipated to connect to Pioneer Boulevard in 2035².

While there are no specific development projects proposed at this time, the Artesia Downtown Plan will establish goals and objectives, development standards, and implementation actions associated with land use, mobility, and infrastructure, and establishes a transit-oriented plan that would provide new opportunities for housing, retail/commercial, and entertainment uses. The proposed project would establish the necessary plans, development standards, regulations, infrastructure requirements, and implementation programs on which subsequent project-related development activities in the Specific Plan area would be based. Below is a discussion of each component of the proposed project.

Land Use Plan

As shown in Figure 6, *Proposed Zoning Districts*, the land use plan divides the project site into six zoning districts. These distinct zoning districts would allow for a range of land uses and density within a defined building envelope. The zones would also implement the City's urban design objectives for each part of the project site to establish and maintain attractive distinctions between each zone. The six zoning districts include:

- **Downtown North.** The Downtown North District would become the northern gateway and anchor to downtown Artesia. This district would allow for higher density mixed-use development at 65 dwelling units per acre (du/ac) or 75 du/ac with a density bonus. The southwest corner of this district would encompass approximately 5.5 acres and would allow 4- to 5-story mixed-use development and 2- and 3-story townhomes. Where the City owns property at the northwest corner of 183rd Street and Pioneer Boulevard, a public private partnership is encouraged to develop a parking structure with ground-floor retail uses as well as potentially civic and/or community uses. The parking structure would serve visitors, residents, and employees as they travel to and from downtown Artesia and SR-91 to the north.
- **Pioneer Boulevard.** The Pioneer Boulevard District would front Pioneer Boulevard north of the future Metro transit station and is in the center of downtown Artesia. This area is currently known as "Little India" and is composed of narrow parcels with a continuous street frontage of 1-story commercial establishments such as restaurants, markets, and jewelry shops. Although significant new development is not expected in this district, the district would allow for 3-story buildings at 50 du/ac or 60 du/ac with a density bonus.

² The Pioneer Boulevard Light Rail Station would be developed as the southern terminus of a 14.5-mile segment that connects southeast Los Angeles to downtown Los Angeles. The forecast completion date is 2035 (Metro 2021).

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- **Downtown Neighborhood.** The Downtown Neighborhood District would be in the residential west and east edges of the Downtown area along Corby Avenue and Arline Avenue. The downtown neighborhood would retain its residential character at 40 du/ac.
- **188th Street / Corby Avenue.** The 188th/Corby District would be south of the future Metro station and presently includes residential and light industrial uses. This district would allow for residential uses such as duplex, triplex, and townhomes at 65 du/ac as well as limited commercial office and retail uses.
- **Downtown South.** The Downtown South District would become the southern gateway to downtown Artesia and the city. The district would allow 4- to 6-story mixed-use development at 75 du/ac or 85 du/ac with a density bonus and incorporate land uses such as ground-floor retail, a hotel, townhomes, and neighborhood parks for residents and visitors. A Metro parking structure is planned in the South Street Mixed District just south of the transit station.³
- **Chateau Estates.** The Le Belle Chateau Estates Mobile Home Park District sits at the southern edge of the project site. The mobile home park use would be maintained.

Development Standards

The proposed project would establish development standards related to the physical form and design of both new and renovated buildings and properties in the project site. Development standards would include requirements for site planning (i.e., setbacks from public rights-of-way and other structures), open space and landscaping standard, building mass, scale, and maximum heights, materials and finishes, parking and loading, and frontage design standards.

Mobility and Infrastructure

The proposed project would provide information related to existing mobility and public infrastructure systems in the Downtown Specific Plan area. The mobility chapter would provide a discussion on existing conditions and connections for transit, automobiles, pedestrians, and cyclists, and provide a summary of the mobility network including road classification and improvements. The infrastructure chapter would discuss existing hydrology and water quality, water providers and distribution, sewer, and wastewater. The proposed project would provide a summary of the necessary or required improvements associated with future development.

Implementation Actions

The goals and objectives of the proposed project would be implemented through a number of documents, policies, and programs. The proposed project would establish the implementation process associated with the Specific Plan.

³ A 3.3-acre, 4-story parking structure with up to 1,100 parking spaces would be located south of the Pioneer Station. Access to the parking facility and station platform would be via Pioneer Boulevard and Corby Avenue. Pedestrian access from Pioneer Boulevard to the parking facility would be via Pioneer Boulevard from the southeast end of the station platform (Metro 2021).

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Incentives and Bonuses

A bonus system would be implemented as part of the proposed project to allow for additional height or floor area for qualified projects. Bonuses would be granted to projects that provide additional public benefits, such as open space, reuse of existing buildings, affordable housing, or supportive commercial or retail space.

1.4 CITY ACTION REQUESTED

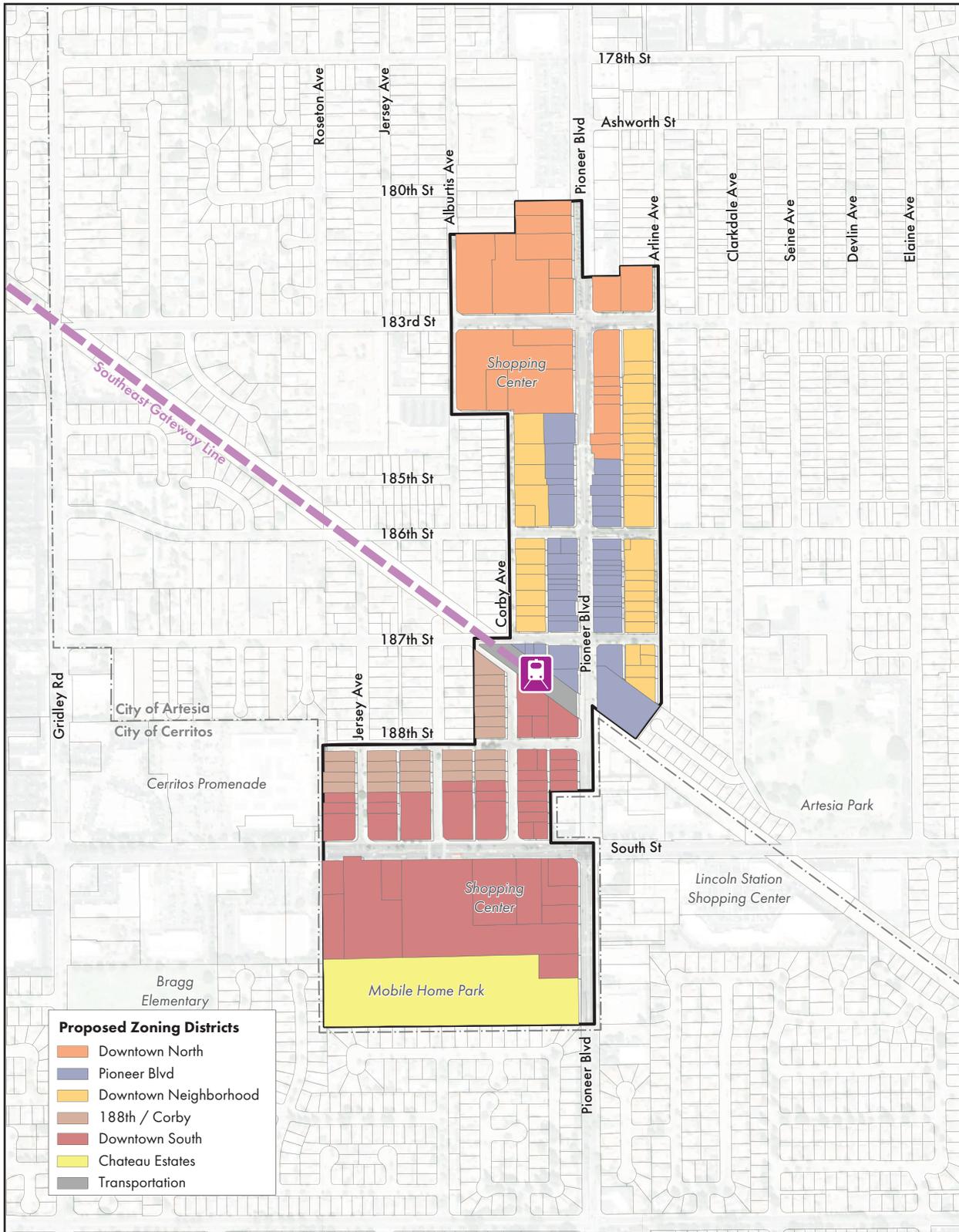
The following discretionary approvals by the City of Artesia are required to implement the proposed project:

- Adoption of the Artesia Downtown Specific Plan
- Amendment to the City of Artesia Zoning Ordinance and Zoning Map
- Amendment to the City of Artesia General Plan

1. Introduction

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Figure 6 - Proposed Zoning Districts



— Downtown Artesia Specific Plan Boundary

- - - City Boundary

--- Future Metro Rail

 Future Metro Pioneer Station

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Scale (Feet)



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1. Introduction

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2. Environmental Checklist

2.1 PROJECT INFORMATION

1. **Project Title:** Artesia Downtown Specific Plan

2. **Lead Agency Name and Address:**

City of Artesia
18747 Clarkdale Ave
Artesia, California 90701

3. **Contact Person and Phone Number:**

Peter Kann, Planning Manager
562.865.6262

4. **Project Location:** The Downtown Artesia Specific Plan area (Specific Plan area or project site) is in an urbanized area in the City of Artesia, Los Angeles County. The City is 19 miles southeast of Downtown Los Angeles; it shares its eastern, southern, and western boundaries with the City of Cerritos and its northern boundary with the City of Norwalk. The project site encompasses the blocks adjoining Pioneer Boulevard to the southeast and ending at 180th Street to the north. The northern portion of the project site (north of the Southeast Gateway Line) is bounded by Alburdis Avenue and Corby Avenues to the west, 180th Street to the north, Arline Avenue to the east, and 188th Street to the south. The project site extends south of the Southeast Gateway Line to the future Pioneer Boulevard Light Rail Station and includes the area between 188th Street and the La Belle Chateau Mobile Home Park, and Pioneer Boulevard on the east and Jersey Avenue on the west.

5. **Project Sponsor's Name and Address:**

City of Artesia
Peter Kann, Planning Manager
18747 Clarkdale Avenue
Artesia, California 90701
562.865.6262

6. **General Plan Designation:** The project site includes two General Plan land use designations. Between the future Pioneer Boulevard Light Rail Station in the south to the 180th in the north the project site has a General Plan land use designation of City Center Mixed-Use. Between the future Pioneer Boulevard Light Rail Station to the north and the La Belle Chateau Estates Mobile Home Park to the south, the project site has a General Plan land use designation of South Street Gateway Commercial.

7. **Zoning:** The primary zoning designation in the project site is Commercial General, located in the northern area, along Pioneer Boulevard, and on the south part of the project site. Multi-Family Residential zoning is designated along the east side of the project site, fronting Arline Avenue, and on the west side of the project

2. Environmental Checklist

site, fronting Corby Avenue. Multi-Family Residential zoning is also designated between 188th Street to the north and to the Commercial General zoning designation to south. Light Manufacturing/Industrial zoning is designated along Corby Avenue to the east and west, between 187th Street to the north, and South Street to the South. Zoning designations in the southern portion of the project site, located south of South Street, includes Commercial Planned Development and the South Street Specific Plan.

8. Description of Project: The Artesia Downtown Specific Plan (proposed project) would implement new land use, zoning, and development standards to guide the scale of future development and growth in Artesia's Downtown district as the city prepares for the planned expansion of a new Metro light rail line (referred to as the Southeast Gateway Line Branch) that would connect southeastern Los Angeles County communities, including Artesia, to Downtown Los Angeles. The new Metro light rail line extension is anticipated to connect to Pioneer Boulevard in 2035. While there are no specific development projects proposed at this time, the Artesia Downtown Plan will establish goals and objectives, development standards, and implementation actions associated with land use, mobility, and infrastructure, and establishes a transit-oriented plan that would provide new opportunities for housing, retail/commercial, and entertainment uses. The proposed project would establish the necessary plans, development standards, regulations, infrastructure requirements, and implementation programs on which subsequent project-related development activities in the Specific Plan area would be based.

9. Surrounding Land Uses and Setting: Land uses surrounding the project site primarily include one-to two-story multi-family and single-family residences. The multi-family residential buildings within the east and west area of the project site create a transition to the single-family homes found just outside the project site, which are generally located beyond Alburdis Street to the west and Arline Avenue to the east.

10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participating agreement): Los Angeles County Metropolitan Transportation Authority (Metro)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3I contains provisions specific to confidentiality.

The City prepared letters addressed to each Native American Tribe from the Native American Heritage Commission Tribal Consultation List. Outreach letters were sent to tribal representatives initiating consultation with tribes pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18.

2. Environmental Checklist

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

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

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

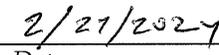
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature



Date

2. Environmental Checklist

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) **Earlier Analyses Used.** Identify and state where they are available for review.
 - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

2. Environmental Checklist

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
- the significance criteria or threshold, if any, used to evaluate each question; and
 - the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized 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?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) 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?	X			
c) Expose sensitive receptors to substantial pollutant concentrations?	X			
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	X			
IV. BIOLOGICAL RESOURCES. Would the project:				
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 Wildlife or U.S. Fish and Wildlife Service?				X
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 Wildlife or U.S. Fish and Wildlife Service?				X
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 interruption, or other means?				X
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	X			
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	X			

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	X			
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	X			
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
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?			X	
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?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	X			
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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?			X	
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?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	X			
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:				
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	X			
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; or	X			
iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	X			
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) 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?	X			

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
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?				X
XIII. NOISE. Would the project result in:				
a) Generation of 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?	X			
b) Generation of excessive groundborne vibration or groundborne noise levels?	X			
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?				X
XIV. POPULATION AND HOUSING. Would the project:				
a) 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)?	X			
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
XV. PUBLIC SERVICES. Would the project:				
a) 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?	X			
Police protection?	X			
Schools?	X			
Parks?	X			
Other public facilities?	X			
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X			

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	X			
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	X			
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	X			
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
d) Result in inadequate emergency access?	X			
XVIII. TRIBAL CULTURAL RESOURCES.				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:				
i) 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 section 5020.1(k), or	X			
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 Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	X			
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	X			
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	X			
c) 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?	X			

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) 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?	X			
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	X			
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
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?				X
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?				X
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

2. Environmental Checklist

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3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. The project site is in a highly urbanized and developed area of the city and surrounded by commercial and residential uses. There are no designated scenic vistas or other scenic resources within Artesia (Artesia 2010). Views in the project area include commercial uses and multifamily and single-family residences. Furthermore, the proposed land use changes are limited to the urbanized downtown area of the city; therefore, future infill and redevelopment pursuant to the proposed project would not impact any scenic vistas in the project area or the region. No impact would occur, and no further analysis is required in the EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The State Scenic Highway System involves highways, mainly state highways, which have been designated by the California Department of Transportation (Caltrans) as scenic highways. There are no officially designated state scenic highways or eligible state scenic highways that traverse Artesia (Caltrans 2023). Therefore, no impact would occur within a state scenic highway with buildout pursuant to the proposed project, and no further analysis is required in the EIR.

c) In nonurbanized 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?

Potentially Significant Impact. The proposed project would establish zoning districts, development standards, and implementation actions associated with land use, mobility, and infrastructure to facilitate new development and growth in the city's downtown area. Impacts may occur if the proposed project is inconsistent with regulations pertaining to scenic quality. This issue will be further discussed in the EIR.

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- d) **Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

Potentially Significant Impact. Future buildout facilitated by the proposed project has the potential to increase density and development and thereby result in an increase in lighting and glare in the project area. Lighting and glare impacts resulting from the proposed project will be further discussed in the EIR.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- 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?**

No Impact. The project site is in a highly urbanized and developed area of the city. Land uses within the downtown area consist of single- and multifamily residential neighborhoods and commercial uses. Based on the maps from the Department of Conservation Farmland Mapping and Monitoring Program, the project site is identified as urban and built-up land (DOC 2022). No parcels in the project site are zoned or used for agriculture. Therefore, development in the project site would not convert prime farmland, unique farmland, or farmland of statewide importance to a nonagricultural use. No impact would occur, and no further analysis is required in the EIR.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. The project site is in a highly urbanized and developed area of the city. Land uses in the downtown area consist of single- and multifamily residential neighborhoods and commercial uses. No parcels in the project site are zoned or used for agriculture. Therefore, the proposed project would not conflict with an existing zone for agricultural use or conflict with a Williamson Act contract. Thus, no impact would occur, and no further analysis is required in the EIR.

- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

No Impact. The project site is in a highly urbanized and developed area of the city. Land uses in the project area consist of single- and multifamily residential neighborhoods and commercial uses. No forest lands or

3. Environmental Analysis

timberland are in the city limits, or in proximity. The project site is zoned mainly with commercial and residential uses and is not zoned for nor used as forest land or timberland. The proposed project would not result in the loss of forest land or the conversion of forest land to nonforest use. Thus, no impact would occur, and no further analysis is required in the EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site mainly consists of commercial and residential uses. The project site and surrounding area do not contain forest land, and development of the proposed project would not result in the loss of forest land or conversion of forest land to nonforest use. Thus, no impact would occur, and no further analysis is required in the EIR.

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. The project site and surrounding area are currently developed with existing residential and commercial uses, and there is no farmland and forest land in or around the area. The project site is characterized as urban and built-up land. Development facilitated by the proposed project would not result in the conversion of farmland to nonagricultural uses nor the conversion of forest land to nonforest uses. No impact would occur, and no further evaluation of this issue in the EIR is required.

3.3 AIR QUALITY

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

a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The City of Artesia is in the South Coast Air Basin (SoCAB) and is subject to the air quality management plan (AQMP) prepared by the South Coast Air Quality Management District (AQMD). Implementation of the proposed project would potentially generate criteria air pollutants that have the potential to increase the severity of the nonattainment designation of the SoCAB or exceed the assumptions of the South Coast AQMD's AQMP. Potential impacts associated with consistency with the AQMP will be further analyzed in the EIR.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. The SoCAB is designated nonattainment for ozone (O₃) and fine particulate matter (PM_{2.5}) under the California and National Ambient Air Quality Standards (AAQS), nonattainment for particulate matter (PM₁₀) under the California AAQS, and nonattainment for lead (Pb) under the National AAQS (CARB 2018). Construction or operational phases of future infill and redevelopment that occur pursuant to the proposed project may have the potential to exceed the South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Any

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project that produces a significant project-level regional air quality impact in a nonattainment area adds to the cumulative impact. Due to the extent of the SoCAB area and the number of cumulative project emissions, a project would be cumulatively significant when project-related emissions exceed the South Coast AQMD regional significance emissions thresholds (SCAQMD 1993). Therefore, air quality impacts of the proposed project will be further discussed in the EIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Air pollutant emissions associated with future development pursuant to the proposed project would occur over the short term from construction activities, and over the long term from project-generated vehicle trips and stationary sources. During construction activities, off-road equipment exhaust and fugitive dust have the potential to elevate concentrations of air pollutants at onsite and offsite sensitive receptors. Air pollutant emissions generated by the proposed project will be evaluated against South Coast AQMD's localized significance thresholds (LST). During operation, on-road emissions from vehicles traveling to and from the project site have the potential to generate elevated concentrations of carbon monoxide (CO) at congested intersections. Localized impacts from project-related construction and operational activities will be examined further in the EIR.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially Significant Impact. Air pollutant emissions would occur over the short term for site preparation and construction activities of future development, and over the long term associated with project-related vehicle trips generated during operation. The EIR will evaluate the increase in air pollutant emissions generated by construction and operation of the proposed project against South Coast AQMD's regional significance thresholds. Mitigation measures will be recommended, if applicable, to minimize the proposed project's contribution to air pollutant emissions in the SoCAB. This issue will be further discussed in the EIR.

3.4 BIOLOGICAL RESOURCES

Would the project:

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 Wildlife or U.S. Fish and Wildlife Service?

No Impact. Special-status species include those listed as endangered threatened under the federal Endangered Species Act or California Endangered Species Act, species otherwise given certain designations by the California Department of Fish and Wildlife, and plant species listed as rare by the California Native Plant Society. The project site is in a highly urbanized and developed area of the city and surrounded by urban uses, including various commercial and residential uses. The project site does not contain any natural habitat that could contain any sensitive species or other sensitive natural communities (CNDDDB 2024). Considering the surrounding urbanized context and lack of habitat, the project site does not have the capacity to support candidate, sensitive,

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or special-status species. Therefore, no impacts related to special-status species would occur, and no further evaluation of this issue in the EIR is required.

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 Wildlife or U.S. Fish and Wildlife Service?

No Impact. The project site is in a highly urbanized area of Artesia. The project site does not contain any riparian habitat or other sensitive natural community, and no watercourse runs through or adjacent to the project site. The surrounding areas are fully developed with commercial and residential uses. No riparian habitat exists on-site (USFWS 2023). Therefore, no impact to riparian or other sensitive natural communities would occur. No further evaluation of this issue in the EIR is required.

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 interruption, or other means?

No Impact. As discussed previously, the project site is located in a highly developed area. No watercourse runs through or adjacent to the project site. According to the National Wetland Inventory, there are no state or federally protected wetlands near or within the project site (USFWS 2023). Thus, the proposed project would not have a substantial adverse effect on states or federally protected wetlands. Therefore, no impact would occur, and no further evaluation of this issue in the EIR is required.

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?

Less Than Significant Impact. The project site is substantially disturbed by past and existing developments. No migratory wildlife corridors or native wildlife nurseries exist near or within the project site, and the proposed project would not interfere with the movement of native resident or migratory fish or wildlife species or wildlife corridors or nursery sites (CDFW 2024). Street trees and landscaped areas within the project site may provide nesting sites for resident or migratory birds. The Migratory Bird Treaty Act prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service. Compliance with the existing California Department of Fish and Wildlife regulations would ensure that impacts remain less than significant to nesting and migratory birds. No further evaluation of this issue in the EIR is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Chapter 4, Tree Protection, in Title 7 of the Artesia Municipal Code (AMC) outlines the tree protection ordinance and preservation regulations for all trees within the public rights-of-way in parks and at City facilities. Future development projects pursuant to the proposed project would be reviewed to ensure compliance with the City's tree protection ordinance and preservation regulations. The land use changes

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proposed by the project would not interfere with any local policies or ordinances protecting biological resources, and no impact will occur. No further analysis is required in the EIR.

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 project site is within an urban and highly developed area. The project site is not within the area of an adopted habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plan (CDFW 2023). Therefore, the proposed project would not affect any such plan and no impact would occur. No further analysis is required in the EIR.

3.5 CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Potentially Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered “historically significant” if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- ii) Is associated with the lives of persons important in our past;
- iii) 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;
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

The project site, which contains the city’s downtown area, developed over the last century as a center for commercial uses around what was the original city commercial core on Pioneer Boulevard between 186th and 187th Streets. Although the original core has transformed over decades and no historic resources have been identified in the city (Artesia 2010), future development pursuant to the proposed project could adversely impact potentially eligible historical resources. As part of the EIR, a cultural resources records search will be conducted to assess potential impacts to historic resources. This issue will be further discussed in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Potentially Significant Impact. No known significant archaeological sites or resources exist in the city (Artesia 2010), which is highly developed and has been subject to extensive subsurface disruption. Nonetheless,

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future development pursuant to the proposed project could have ground-disturbing activities, such as grading or excavation, with the potential to unearth undocumented subsurface archaeological resources. As part of the EIR, a cultural resources records search will be conducted to assess potential impacts to archaeological resources. This issue will be further discussed in the EIR.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Potentially Significant Impact. The project site is in a highly urbanized area with past ground-disturbance activity. While discovery of human remains is unlikely given this disturbance, future development pursuant to the proposed project has the potential to disturb human remains during ground-disturbing activities such as grading or excavation. This issue will be further discussed in the EIR.

3.6 ENERGY

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. Construction of any future development facilitated by the proposed project would require energy use and would vary depending on construction phases. During the operation of any future development, compliance with existing energy standards would likely minimize environmental impacts. However, changes to policies and land use designations pursuant to the proposed project may increase energy uses in the future. The EIR will evaluate the potential for the proposed project to generate a substantial increase in energy use.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. The state's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of energy include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. A project found to be consistent with the adopted implementation of state and local plans is presumed to have less than significant energy consumption impacts. Energy consumption will be addressed and reviewed in the EIR to determine the significance of potential impacts.

3.7 GEOLOGY AND SOILS

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

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substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. There are no mapped surface or subsurface faults that traverse Artesia, and the city is not listed in a State-designated Alquist-Priolo Earthquake Fault Zone (DOC 2023). The faults nearest to Artesia are the Norwalk Fault, approximately 2.5 miles northeast of the project site, and Newport-Inglewood Fault, approximately 5.0 miles southwest of the project site (DOC 2023). Nonetheless, the proposed project would facilitate growth and development in a seismically active region. All future development facilitated by the proposed project would need to comply with applicable California Building Codes and City requirements with respect to seismic activity and building safety. Compliance with the City's building code and project-level review and approval by the City's Department of Building and Safety, would lessen potential impacts associated seismic activity. Therefore, impacts would be less than significant, and no further analysis is required in the EIR.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Southern California is a seismically active region. Impacts from ground shaking could occur many miles from an earthquake epicenter. The degree of ground shaking in the city is dependent on the particular fault, fault location, distance from the city, and magnitude of the earthquake. Additionally, the soil and geologic structure underlying the city influences the amount of damage that the city may experience. The city consists of alluvium deposits that may become unstable during intense ground shaking (Artesia 2010). However, compliance with the City's building code and project-level review and approval by the City's Department of Building and Safety, would lessen potential impacts associated with strong seismic ground shaking. Therefore, impacts would be less than significant, and no further analysis is required in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. Primary factors that trigger liquefaction are moderate to strong ground shaking (seismic source); relatively clean, loose granular soils (primarily poorly graded sands and silty sands); and saturated soil conditions (shallow groundwater). Soils in the project site consists of younger alluvium, predominantly marine and nonmarine sand and silt (Artesia 2010). According to the Seismic Hazard Zones Map of the Los Alamitos and Whittier Quadrangles (DOC, 1999), the city of Artesia is in a mapped liquefaction zone of required investigation. All future development facilitated by the proposed project would be required to comply with the City's building code and project-level review and approval by the City's Department of Building and Safety. Therefore, impacts would be less than significant, and no further analysis is required in the EIR.

iv) Landslides?

No Impact. According to the United States Geological Survey (USGS), a landslide is the movement of a mass of rock, debris, or earth down a slope. Slope movement occurs when forces acting down-slope (mainly due to gravity) exceed the strength of the earth materials that compose the slope. Causes include

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factors that increase the effects of down-slope forces and factors that contribute to low or reduced strength. Landslides can be initiated in slopes already on the verge of movement by rainfall, snowmelt, changes in water level, stream erosion, changes in ground water, earthquakes, volcanic activity, disturbance by human activities, or any combinations of these factors (USGS 2023). According to the Seismic Hazard Zones Map Los Alamitos and Whittier Quadrangles, Artesia is not in a mapped earthquake-induced landslide zone of required investigation. The project site has a relatively flat topography and is not adjacent to steep slopes or areas that would otherwise be subject to landslides, debris flow, and/or rockfall. Earthquake-induced land sliding is not anticipated in the area. Thus, the proposed project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death related to landslides. Therefore, no impact would occur, and no further analysis is required in the EIR.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The soils in the project site consist of sand, silt, and clay silt soils, which have a high erodibility potential. However, Artesia is approximately 99 percent built out and has a relatively flat topography (Artesia 2010). Therefore, conditions that contribute to substantial soil erosion or loss of topsoil are not present in the city. All future development projects 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) standards and implementation of best management practices (BMP) to minimize short- and long-term erosion. Therefore, impacts would be less than significant, and no further analysis is required in the EIR.

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. Lateral spreading is a phenomenon in which soils move sideways during seismic shaking, and it is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free-face geometry. According to the Seismic Hazard Zones Map Los Alamitos and Whittier Quadrangles (DOC,1999), the city of Artesia is in a mapped liquefaction zone of required investigation. All future development would need to comply with regulatory building codes and local requirements and future project specific geotechnical investigations if required. Therefore, impacts would be less than significant, and no further analysis is required in the EIR.

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. Expansive soils are fine-grained soils with variable amounts of clay minerals that can undergo significant volumetric changes as a result of changes in moisture content. The soils in the project site consist of sand, silt, and clay silt soils, which have a high expansion potential (Artesia 2010). All future development would need to comply with applicable California Building Codes and City requirements as well as adhere to any recommendations made from registered geotechnical engineers. Therefore, impacts would be less than significant, and no further analysis is required in the EIR.

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- 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 Sanitation Districts of Los Angeles County own, operate, and maintain trunk sewer lines for the regional conveyance of wastewater, and the City is responsible for the operation and maintenance of the local sewer lines. Future development in the city would connect to the existing wastewater infrastructure. Because Artesia is a fully urbanized city and sewers are available for the disposal of wastewater, the use of septic tanks or alternative wastewater disposal systems would not be required. Therefore, no impact would occur, and no further analysis is required in the EIR.

- f) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Potentially Significant Impact. The project site is in a highly urbanized area of Artesia. The city does not contain unique geologic features and is not known to contain documented paleontological resources (Artesia 2010). Given the geology of the city, it is unlikely that the proposed project would encounter unique paleontological resources. Nonetheless, future development pursuant to the proposed project could have the potential to unearth undocumented subsurface paleontological resources. As such, this issue will be further discussed in the EIR.

3.8 GREENHOUSE GAS EMISSIONS

Would the project:

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Potentially Significant Impact. Development under the proposed project would generate greenhouse gas (GHG) emissions. The EIR will discuss potential climate change impacts from GHG emissions generated by construction and operation of future development and land use changes facilitated by the proposed project. This issue will be further discussed in the EIR.

- b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Potentially Significant Impact. The California Air Resources Board (CARB) adopted the Scoping Plan in conformance with AB 32. In addition, SB 375, the Sustainable Communities and Climate Protection Act of 2008, was adopted by the legislature to reduce per capita vehicle miles traveled and associated GHG emissions from passenger vehicles. Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Construction of the proposed project could conflict with GHG reduction strategies and goals of CARB's Scoping Plan and SCAG's 2020 RTP/SCS. The EIR will discuss consistency of the proposed project with the GHG reduction strategies of the Scoping Plan. Mitigation measures will be recommended, as applicable, to minimize the proposed project's contribution to GHG emissions.

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3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- 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. Land use changes associated with the proposed project are not anticipated to result in significant amounts of hazardous materials being transported, used, or disposed of in conjunction with future development. Any potential materials associated with future uses would be utilized and stored in compliance with established State and federal requirements. All future development in the project site would be subject to compliance with existing regulations, standards, and guidelines established by federal, State, and local agencies related to storage, use, and disposal of hazardous materials. Therefore, no significant impacts would occur, and no further analysis is warranted in the EIR.

- 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. Land use changes associated with the proposed project are not anticipated to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Future developments would be subject to compliance with all applicable federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, reducing the likelihood and severity of accidents during transit. There are no hazardous sites currently within the project site (DTSC 2024). Furthermore, future development projects would be evaluated on a project-by-project basis to ensure consistency with all applicable federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste. Therefore, impacts would be less than significant, and no further analysis would be required in the EIR.

- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Less Than Significant Impact. Implementation of the proposed project's land use changes would facilitate growth and development in the project site, and there are several schools within one-quarter mile of the project site. As discussed above, land use changes associated with the proposed project are not anticipated to create a significant hazard to the public or the environment. Future developments would be subject to compliance with all applicable federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, reducing the likelihood and severity of accidents during transit. There are no hazardous sites currently within the project site (DTSC 2024). Furthermore, future development projects would be evaluated on a project-by-project basis to ensure consistency with all applicable federal, State, and local laws

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and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste. Therefore, impacts would be less than significant and no further analysis would be required in the EIR.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Less Than Significant Impact. Government Code Section 65962.5 requires lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. There are no hazardous sites currently within the project site (DTSC 2024). Future development would be evaluated on a project-by-project basis to determine if such sites are listed on a current regulatory hazardous materials site list and would be required to follow all state and federal regulations, which would ensure any future development related impacts would be less than significant. Therefore, no further analysis would be required in the EIR.

- 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 within two miles of the city of Artesia. The nearest public airport to the project area is Long Beach Airport, approximately 6 miles southwest of the City. The nearest airfield, the Los Alamitos Army Airfield, is located approximately 9 miles south of the city. Therefore, the proposed project would not result in a safety hazard for people residing or working on the project site. No impact would occur. This issue will not be further discussed in the EIR.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. The City's Emergency Operations Plan anticipates that all major streets in the city would serve as evacuation routes (Artesia 2020). Construction activities associated with future development in the city could temporarily impact street traffic adjacent to the proposed development sites during the construction phase due to roadway improvements and potential extension of construction activities into the right-of-way. This could reduce the number of lanes or temporarily close certain street segments. All future development would be evaluated on a project-by-project basis and would be required to follow all state, local and federal regulations to ensure impacts would be less than significant. As noted in Section 3.17 Transportation (d), of this Initial Study, emergency access will be further discussed in the EIR.

- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

No Impact. The City of Artesia and the surrounding cities, Cerritos, and Norwalk, are entirely urbanized. There are no wildlands adjacent to urbanized areas or residences intermixed with wildlands in the city. The

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project site is not in or adjacent to lands classified as high fire hazard severity zones (FHSZ). The nearest State responsibility area in a very high FHSZ is approximately 15 miles east of the project site (CALFIRE 2023). Therefore, the proposed project would not expose people or structures to a significant risk involving wildland fires. No impact would occur, and no further analysis of this issue is warranted in the EIR.

3.10 HYDROLOGY AND WATER QUALITY

Would the project:

- a) **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

Less Than Significant Impact. The proposed project would be required to comply with all applicable federal, State, and local regulations for water quality during construction. Specifically, the proposed project would be required to comply with the NPDES Construction General Permit and with AMC Title 6 Chapter 7, Storm Water Management and Discharge Control. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared to specify Best Management Practices (BMPs) to prevent construction pollutants. The proposed project would not otherwise substantially degrade water quality. Therefore, with adherence to regulatory code, impacts would be less than significant, and no further analysis is required in the EIR.

- b) **Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

Potentially Significant Impact. Artesia receives its potable water service from the Golden State Water Company (GSC), which owns and operates the Artesia System. According to the 2020 Urban Water Management Plan, water supply for the Artesia System is obtained from local groundwater, recycled water, and imported water and expected to supply water through 2045 (GSC 2021). Groundwater within the Artesia System is supplied by six active wells in the Central Basin of the Coastal Plain of Los Angeles. Development in accordance to the proposed project would increase demand for water. Therefore, this issue will be further discussed in the EIR.

- 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:**

- i) **Result in a substantial erosion or siltation on- or off-site?**

Less Than Significant Impact. The potential for soil erosion may increase with development, which may result in an increase in runoff which may accelerate the rates of erosion. The proposed project would be required to prepare a SWPPP, which would be prepared with BMPs to control potential erosion and be compliant with NPDES requirements and AMC Title 6, Chapter 7, Storm Water Management and Discharge Control. The proposed project would adhere to policies and regulatory codes that regulate water quality during construction and stormwater during operation. Therefore, with adherence to regulatory code, impacts would be less than significant, and no further analysis is required in the EIR.

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ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. The addition of new impervious surfaces (i.e., roads, parking lots, buildings) associated with development pursuant to the proposed project could potentially reduce the amount of rainfall that can infiltrate into the subsurface. Increase in runoff could amplify drainage volumes and velocities, causing storm drainage facilities that are at or near capacity to fail during peak events. Excess runoff could potentially result in localized ponding and/or flooding. Therefore, no impact would occur, and no further analysis is required for the EIR.

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?

Less Than Significant Impact. The City of Artesia is highly developed and has an existing stormwater infrastructure. Stormwater drainage in the city is provided by a network of regional drainage channels and local drainage facilities. Surface water is deposited into regional channels, which are owned and maintained by Los Angeles County. Drainage patterns could change slightly due to project-related grading, thereby increasing the amount of impermeable surfaces. However, all future development would be required to incorporate adequate drainage that would transport runoff to local catch basins and nearby storm channels and comply with the policies and policy actions of the updated 2010 General Plan Community Facilities and Infrastructure Element (and Community Safety Element which would protect community members from potential harm cause by drainage and flooding. This issue will not be further discussed in the EIR.

iv) Impede or redirect flood flows?

No Impact. The proposed project is located within Flood Zone X, which is an area with reduced flood risk due to levee (FEMA 2023). There are no courses of a stream or river that run through the city. Thus, construction and operation of the proposed project would not impede or redirect flood flow. Therefore, no impact would occur, and no further analysis is required in the EIR.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The closest dam in the region is the Whittier Narrows Dam approximately 16 miles north of Artesia. According to the General Plan, the City is located within an inundation zone associated with the Whittier Narrows Dam. However, the City is already buildout and proposed land uses, and development would be largely similar to existing uses. Therefore, the land uses associated with the proposed project would not increase the potential for release of pollutants in the unlikely event of inundation associated with failure of the Dam. Additionally, the city is in Zone X, which is an area with reduced flood risk due to levees (FEMA 2023).

There are no significant bodies of water in the city limits; therefore, Artesia is not subject to seiche. It is not subject to tsunamis because it is not in a coastal area, and the Department of Conservation's Tsunami Hazard

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Area Map indicates that Artesia is outside the tsunami hazard area (DOC 2023). Therefore, no impact would occur, and no further analysis is required in the EIR.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact. The proposed project would comply with all federal, State, and local regulations. The proposed project would be subject to AMC Title 6, Chapter 7, Storm Water Management and Discharge Control, and NPDES requirements. Prior to issuance of any grading permit, all future developments are required to prepare a water quality management plan (WQMP) and a SWPPP that includes BMPs. However, development in accordance to the proposed project would increase demand for water. Compliance with all federal, State, and local regulations would reduce the impacts to less than significant. Therefore, this issue will not be further discussed in the EIR.

3.11 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The proposed project would establish zoning districts, development standards, and implementation actions associated with land use, mobility, and infrastructure to facilitate new development and growth within the city's downtown area. The proposed project would encourage uses that are compatible with existing uses and would not divide an established community. The project area has a mix of primarily residential and commercial uses with a small portion of the project area being used for industrial or other facilities. Proposed land use changes would not physically divide existing communities. Therefore, no impact would occur, and no further analysis is required in the EIR.

b) 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?

Potentially Significant Impact. The proposed project would establish zoning districts, development standards, and implementation actions associated with land use, mobility, and infrastructure to facilitate new development and growth in the city's downtown area. The proposed project would be required to remain consistent with the City's general plan and implement relevant goals and policies of applicable plans and regulations. This issue will be further discussed in the EIR.

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3.12 MINERAL RESOURCES

Would the project:

- a) **Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?**

No Impact. According to the Department of Conservation Mineral Land Classification maps, the project site is within a Mineral Resource Zone classified MRZ-1, which is an area where adequate information indicates that no significant mineral deposits are present (DOC 2023). The project site is in a highly urbanized area and there are no active, dry, or plugged wells in the project site or immediate vicinity, nor are there any planned oil extraction activities within the project site. No oil fields or other mineral resources exist on the project site. Therefore, no impact would occur, and no further analysis is required in the EIR.

- 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. As discussed above, the project site is classified MRZ-1, which indicates that there are no significant mineral deposits present (DOC 2023). The proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general land, specific plan, or other land use plan. Therefore, no impact would occur, and no further analysis is required in the EIR.

3.13 NOISE

Would the project result in:

- a) **Generation of 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?**

Potentially Significant Impact. Noise that exceeds adopted thresholds may be generated during construction and operation of future development facilitated by the proposed project. The EIR will address potential noise impacts associated with the proposed project.

- b) **Generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. Noise that exceeds adopted thresholds may be generated during construction of future development facilitated by the proposed project. Thus, the proposed project has the potential to result in adverse impacts associated with groundborne noise or vibration. This issue will be further discussed in the EIR.

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- 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. Artesia is not in an airport land use plan, and no public airports are within two miles of the city. The nearest public airport to the project area is the Long Beach Airport, approximately 6 miles southwest of the city. The nearest airfield, the Los Alamitos Army Airfield, is approximately 9 miles south of the city. The project limits are not within the 65 dBA CNEL noise contour of either the Long Beach Airport or the Los Alamitos Army Airfield. The proposed project would not introduce new public airports or private airstrips in the City; no impact would occur. No further analysis would be required in the EIR.

3.14 POPULATION AND HOUSING

Would the project:

- a) **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)?**

Potentially Significant Impact. The proposed project is the adoption and implementation of a new Specific Plan and associated zoning map and general plan amendments. The project area has a mix of primarily residential and commercial uses. Associated zoning updates may result in more housing opportunities, which may lead to a growth in population. This issue will be further discussed in the EIR.

- b) **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No Impact. The Specific Plan does not propose any policies that are intended to or that would indirectly result in displacement or demolition of any permanent or temporary residential structures. Associated zoning and general plan updates would result in more housing opportunities in the planning area. Therefore, no impact would occur, and this issue will not be further discussed in the EIR.

3.15 PUBLIC SERVICES

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

- a) **Fire protection?**

Potentially Significant Impact. Fire protection services in Artesia are provided through the Los Angeles County Fire Department (LACFD). Two fire stations provide services to the city; Fire Station #30 is at 19030 Pioneer Boulevard in Cerritos to the south, and Fire Station #115 is at 11317 Alondra Boulevard in Norwalk to the north. The land use changes associated with the proposed project would result in an increase in residential

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and commercial uses in the project area, which would increase demand for fire protection services. This issue will be further discussed in the EIR.

b) Police protection?

Potentially Significant Impact. Police protection services to Artesia are provided under contract with the County of Los Angeles Sheriff's Department. The city is served by the Lakewood Sheriff's Station at 5130 Clark Avenue in the city of Lakewood. The Lakewood Station provides general and specialized community-oriented law enforcement services in contract with the cities of Artesia, Bellflower, Hawaiian Gardens, Lakewood, and Paramount. The land use changes associated with the proposed project would result in an increase in residential and commercial uses in the project area, which would increase demand for police services. This issue will be further discussed in the EIR.

c) Schools?

Potentially Significant Impact. Artesia is served by the ABC Unified School District (ABCUSD). The proposed project would increase residential and commercial uses as buildout of the proposed project occurs, and thus would potentially increase students in the ABCUSD. Typically, the demand for schools is created by new housing development or activities that generate additional population. Therefore, the increase in students and impacts to school facilities will be further discussed in the EIR.

d) Parks?

Potentially Significant Impact. The potential for population growth associated with zoning updates could incrementally increase the use of existing parks and/or recreational facilities. Artesia is largely built out, with little available vacant land for parkland dedication and conversion. The EIR will further evaluate the potential significant impact associated with parks and recreational facilities.

e) Other public facilities?

Potentially Significant Impact. Los Angeles County Library is responsible for maintenance and library improvements to meet future library service demands. The Artesia Library is the main library that serves the city at 18801 Elaine Avenue. The EIR will further evaluate the proposed project's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities.

3.16 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Impact. The potential for population growth associated with zoning updates could incrementally increase the use of existing parks and/or recreational facilities. Artesia is largely built out, with little available vacant land for parkland dedication and conversion. The EIR will further evaluate the potential significant impact associated with parks and the potential need for the expansion of recreational facilities.

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- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

Potentially Significant Impact. The potential for population growth associated with land use and zoning updates could incrementally increase the use of existing parks and /or recreational facilities. Artesia is largely built out with little available vacant land for parkland dedication and conversion. The EIR will further evaluate the potential significant impact associated with parks and the potential need for the expansion of recreational facilities, which might have an adverse physical impact on the environment.

3.17 TRANSPORTATION

Would the project:

- a) **Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

Potentially Significant Impact. The proposed land use changes associated with the project would increase pedestrian, bicyclist, and vehicle traffic in the project area. The EIR will further evaluate whether this increase would conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

- b) **Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?**

Potentially Significant Impact. The proposed land use changes, and thus future growth and development, associated with the proposed project may increase the vehicle miles traveled (VMT) over existing conditions. Therefore, the EIR will further evaluate the project's VMT for consistency with State CEQA Guidelines Section 5064.3(b).

- c) **Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Potentially Significant Impact. The proposed project is the adoption and implementation of a new Specific Plan and associated zoning map and general plan amendments that would work to achieve safe pedestrian and vehicular access. The EIR will further evaluate the project's design features for hazards and evaluate the project's use for incompatibility.

- d) **Result in inadequate emergency access?**

Potentially Significant Impact. The project site is in an urbanized downtown 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. Access and circulation features for future development would need to accommodate emergency ingress and egress by fire trucks, police units, and ambulance vehicles. Emergency site access will be reviewed in the EIR.

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3.18 TRIBAL CULTURAL RESOURCES

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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:**
- i) **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 section 5020.1(k), or**

Potentially Significant Impact. The potential for tribal cultural resources to be unearthed during ground-distributing activities associated with future development pursuant to the proposed project will be addressed. The City will initiate consultation with California Native American Tribes pursuant to SB 18 and AB 52, and the results of tribal consultation will be further discussed in the EIR.

- 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 Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Potentially Significant Impact. The potential for tribal cultural resources to be unearthed during ground-distributing activities associated with future development pursuant to the proposed project will be analyzed. The City will initiate consultation with California Native American Tribes pursuant to AB 52 and SB 18, and the results of tribal consultation will be further discussed in the EIR.

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:

- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Potentially Significant Impact. Future buildout and population growth in the project site pursuant to the proposed project would increase demand for utilities, potentially resulting in adverse impacts to utilities and service systems. Wastewater treatment and storm drainage are provided and under the management of the Golden State Water Company. Natural Gas is provided by SoCalGas, and electricity service is provided by Southern California Edison. The land use changes associated with the proposed project would result in an increase in residential and commercial uses in the project area, which would increase demand for utility services. The EIR will further evaluate these potential impacts.

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- b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Potentially Significant Impact. The City's potable water needs are served by the Golden State Water Company. The 2020 Urban Water Management Plan discussed the reliability of supply for the Artesia System and estimated that water supply projects will meet demand through 2045. The project would increase water demands in the project site. The EIR will further evaluate these potential impacts.

- c) **Result in a determination by the waste water 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?**

Potentially Significant Impact. Future development facilitated by the proposed project would increase utility usage and wastewater generation within the downtown area, potentially resulting in the need to relocate or construct new utility facilities. The EIR will further evaluate these potential impacts.

- d) **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?**

Potentially Significant Impact. CR&R Incorporated provides solid waste and recycling services for the city. Future development facilitated by the proposed project must comply with the City's Source Reduction and Recycling Element (SRRE) program and divert solid waste to meet the State diversion goals of AB 939 as well as State and county waste reduction programs and policies to reduce the volume of solid waste entering landfills (Artesia 2010). The City of Artesia also implemented source-separated collection in order to comply with the Senate Bill (SB) 1383, which requires all cities to implement an Organic Waste Recycling Program for its residents in order to divert food waste from being sent to landfills. Review of future projects will continue to be carried out to ensure that the projects are consistent with all general plan policies and policy actions and the SRRE program. The project would increase utility usage and demands in the project site, potentially resulting in the need to relocate or construct new utility facilities, insufficient water supplies, a determination by the wastewater provider of insufficient capacity, or excessive waste. The EIR will further evaluate these potential impacts.

- e) **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

Potentially Significant Impact. Future development pursuant to the proposed project would increase utility usage and demands within the project site, potentially resulting in the need to relocate or construct new utility facilities, insufficient water supplies, a determination by the wastewater provider of insufficient capacity, or excessive waste. All future development must be compliant with federal, state, and local management regulations. The EIR will further evaluate these potential impacts.

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3.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. Wildland fire protection in California is the responsibility of either the local government, state, or the federal government. State responsibility areas (SRA) are areas where the State of California has the primary fiscal responsibility for the prevention and suppression of wildland fires. The city of Artesia does not contain moderate, high, or very high fire hazard severity zones. The project site is not in or adjacent to lands classified as high FHSZ. The nearest SRA is a very high FHSZ approximately 15 miles east of the project site (CALFIRE 2023). Therefore, no impact would occur. No further analysis is required in the EIR.

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?

No Impact. The project site is highly developed in an urbanized area and not in or adjacent to a high FHSZ or an SRA. The project site and surrounding area are generally flat. There is no wildland susceptible to wildfire on or near the site. Therefore, no impact would occur, and no further analysis is required in the EIR.

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?

No Impact. The project site is not in or near an SRA or lands classified as high FHSZ. The proposed project is in an urbanized area and would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. Therefore, no impact would occur, and no further analysis is required in the EIR.

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. The project site is not in or near a high FHSZ or an SRA. The proposed project would not expose people or structures to significant risk due to post-wildfire slope or drainage changes, and no impact would occur. No further analysis is required in the EIR.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have 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

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reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. As discussed in Section 3.4, *Biological Resources*, the proposed project would not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Impacts to cultural resource impacts will be further analyzed in the EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. Implementation of the proposed project could result in cumulative impacts to aesthetics, air quality, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. Cumulative impacts of these resources will be further analyzed in the EIR.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As discussed in this Initial Study, the proposed project could potentially have harmful effects on the environment, which could affect humans directly or indirectly. Impacts would be potentially significant, and these issues will be discussed in the EIR.

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