

February 2025 | Draft Environmental Impact Report  
State Clearinghouse No. 2024020999

# ARTESIA DOWNTOWN SPECIFIC PLAN

for City of Artesia

*Prepared for:*

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## Abbreviations and Acronyms

### 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

## Abbreviations and Acronyms

CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CO	carbon monoxide
CO <sub>2</sub> e	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 <sub>dn</sub>	day-night noise level
L <sub>eq</sub>	equivalent continuous noise level
LBP	lead-based paint
LCFS	low-carbon fuel standard
LOS	level of service
LST	localized significance thresholds
M <sub>w</sub>	moment magnitude
MCL	maximum contaminant level
MEP	maximum extent practicable

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Abbreviations and Acronyms

mgd	million gallons per day
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric ton
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O <sub>3</sub>	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 <sub>x</sub>	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

## Abbreviations and Acronyms

TAC	toxic air contaminants
TNM	transportation noise model
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. Executive Summary

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The executive summary provides an overview of the Arteria Downtown Specific Plan (proposed project) and the potential environmental impacts of implementing the proposed project. In accordance with State California Environmental Quality Act (CEQA) Guidelines Section 15123, this summary identifies: “1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the Lead Agency including issues raised by agencies and the public; and 3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.”

## 1.1 INTRODUCTION

CEQA requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences to inform the public and support informed decisions by local and state governmental agency decision makers. This Draft Environmental Impact Report (DEIR) addresses the potential environmental effects associated with the implementation of the proposed project, focusing on impacts determined to be potentially significant in the Initial Study (IS) completed for this project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of CEQA and the City of Artesia’s (City) CEQA procedures. The City, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR derive from onsite field observations, analysis of adopted plans and policies; review of available studies, reports, data and similar literature; and specialized environmental assessments (air quality, energy, greenhouse gas emissions, geological resources [paleontological resources], hydrology and water quality, noise, and transportation).

## 1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA and the CEQA Guidelines to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. CEQA establishes six main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.

## 1. Executive Summary

4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts, and identifies ways to avoid or minimize those impacts to the extent feasible.

Before approving a proposed project, the lead agency must consider the information in the EIR; determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a statement of overriding considerations if significant impacts cannot be avoided.

### 1.2.1 EIR Format

**Chapter 1. Executive Summary:** Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

**Chapter 2. Introduction:** Describes the purpose of this EIR, the environmental process including the Notice of Preparation (NOP)/Initial Study and Final EIR process, and the use of incorporation by reference.

**Chapter 3. Project Description:** A detailed description of the project including its objectives, definition of the project area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this EIR.

**Chapter 4. Environmental Setting:** A description of the physical environmental conditions in the vicinity of the project as they existed at the time the NOP was published, from local and regional perspectives. These provide the baseline physical conditions from which the lead agency determines the significance of the project's environmental impacts.

**Chapter 5. Environmental Analysis:** Each environmental topic is analyzed in a separate section that discusses: the existing environmental setting; the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the potential adverse and beneficial environmental effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project as appropriate; the level of significance after mitigation is incorporated; the potential cumulative impacts of the proposed project and other existing, approved, and proposed development in the area; and a list of all references used to prepare the analysis.

**Chapter 6. Significant Unavoidable Adverse Impacts:** Identifies the significant unavoidable adverse impacts of the proposed project.

## 1. Executive Summary

**Chapter 7. Alternatives to the Proposed Project:** Describes alternatives to the proposed project and compares their impacts to the impacts of the proposed project. Alternatives include the No Project/Existing General Plan Alternative, Redevelopment at Reduced Commercial Incentive Alternative, and Redevelopment with No Commercial Incentives Alternative. It identifies the alternatives that were considered but rejected from analysis and the environmentally superior alternative.

**Chapter 8. Impacts Found Not to Be Significant:** Briefly describes the potential impacts of the proposed project that were determined not to be significant by the Initial Study and were therefore not discussed in further detail in this EIR.

**Chapter 9. Significant Irreversible Changes Due to the Proposed Project:** Describes the significant irreversible environmental changes associated with the proposed project.

**Chapter 10. Growth-Inducing Impacts of the Proposed Project:** Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

**Chapter 11. Organizations and Persons Consulted:** Lists the people and organizations that were contacted during the preparation of this EIR.

**Chapter 12. Qualifications of Persons Preparing EIR:** Identifies the people who are responsible for preparation of EIR .

**Appendices:** The appendices for this document comprise these supporting documents:

- Appendix A: Initial Study, Notice of Preparation, and Public Comment Letters
- Appendix B: Buildout Scenarios Memo
- Appendix C: Air Quality and Greenhouse Gas Emissions Modeling Data
- Appendix D: Records Search Results from South Central Coastal Information Center at California State University, Fullerton
- Appendix E: Paleontological Records Search Results from the Natural History Museum of Los Angeles County
- Appendix F: Noise Modeling Data
- Appendix G: Local Transportation Assessment
- Appendix H: Transportation Impact Study

## 1. Executive Summary

### 1.2.2 Type and Purpose of This DEIR

This DEIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are typically more conceptual than Project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures, commensurate with the level of detail available for a project. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a Program EIR gives the lead agency an opportunity to consider broad policy alternatives and program-wide mitigation measures as well as greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

Agencies prepare Program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways. This is applicable to the City's review of the Artesia Downtown Specific Plan, which is a long-range policy document with no specific development projects proposed, within a defined geographic area.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document is necessary. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities may be within the Program EIR's scope, and additional environmental documentation may not be required (Guidelines Section 15168[c]). When a lead agency relies on a Program EIR for a subsequent activity, it must incorporate feasible mitigation measures and alternatives from the Program EIR into the subsequent activities (Guidelines Section 15168[c][3]). If a subsequent activity would have effects outside the scope of the Program EIR, the lead agency must prepare a CEQA Section 15183, Projects Consistent with a Community Plan or Zoning, findings, and new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. Even in this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines encourage the use of Program EIRs, citing five advantages (CEQA Guidelines Section 15168(b)):

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them;
- Reduce paperwork by encouraging the reuse of data (through tiering).



## 1. Executive Summary

### 1.3 PROJECT LOCATION

The Artesia Downtown Specific Plan area (Specific Plan area or project site) is in an urbanized area in the City of Artesia (City), Los Angeles County. The City is 19 miles southeast of Downtown Los Angeles and 10 miles northwest of the City of Anaheim; 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 70.8 acres, including 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 Metro's Southeast Gateway Line light rail project) is bounded by Albutis 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, Pioneer Boulevard on the east, and Jersey Avenue on the west. The nearest freeway providing regional access to the project site is State Route (SR-) 91, a multilane freeway that divides the northern end of the City.

### 1.4 PROJECT SUMMARY

The proposed project is a planning document that would implement new land use, zoning, and development standards to guide the scale and future development and growth within the City's Downtown district as the City prepares for the planned expansion of a new Los Angeles County Metropolitan Transportation Authority (Metro) light rail line (referred to as the Southeast Gateway Line) that would connect southeastern Los Angeles County communities, including the City, to Downtown Los Angeles.

The proposed project would divide the project site into six zoning districts that would allow for a range of land uses and density within a defined building envelope. While there are no specific development projects proposed at this time, the proposed project would establish goals and objectives, development standards, and implementation actions associated with land use, mobility, and infrastructure and establish a transit-oriented plan that would provide new opportunities for housing, retail/commercial, and entertainment uses. The proposed project would divide the project site into six zoning districts:

- **Downtown North.** The Downtown North District encompasses 15.3 acres and 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). The southwest corner of this district would allow four- to five-story mixed-use development and two- and three-story townhomes. Where the City owns property at the northwest corner of 183rd Street and Pioneer Boulevard, a public-private partnership would be encouraged for development of a public parking structure with ground-floor retail uses. The parking structure would serve visitors, residents, and employees as they travel to and from Downtown Artesia and the 91 freeway to the north. The post office at 183rd Street and Albertis Avenue is expected to remain.
- **Pioneer Boulevard.** The Pioneer Boulevard District encompasses 8.8 acres, fronts Pioneer Boulevard north of the future Metro Pioneer Boulevard light rail station and is in the center of Downtown Artesia. This area is composed of narrow parcels with a continuous street frontage of one-story commercial

## 1. Executive Summary

establishments such as restaurants, markets, and jewelry shops. Although significant new development is not expected in this district, the district would allow for three-story buildings at 50 du/ac or 60 du/ac by utilizing the Downtown Density Bonus Program.

- **Downtown South.** The Downtown South District encompasses 23.1 acres and would become the southern gateway to Downtown Artesia and the City. The district would allow four- to six-story mixed-use development at 75 du/ac and incorporate land uses such as ground-floor retail, a hotel, townhomes, and neighborhood parks for residents and visitors. A Metro parking structure<sup>1</sup> is planned in the South Street Mixed District just south of the transit station.
- **188th Street / Corby Avenue.** The 188th Street/Corby Avenue District encompasses 4.6 acres and would be south of the future Metro Pioneer Boulevard light rail station; it presently includes residential and light industrial uses. This district would allow for residential uses such as duplex, triplex, and townhomes at 65 du/ac and commercial office and retail in a horizontal mixed-use format.
- **Downtown Neighborhood.** The Downtown Neighborhood District encompasses 9.4 acres and would be in the residential west and east edges of the Downtown area along Corby Avenue and Arline Avenue. The Downtown Neighborhood District would retain its residential character at 40 du/ac.
- **Chateau Estates.** The Le Belle Chateau Estates Mobile Home Park District encompasses 9.6 acres and sits at the southern edge of the project site. The mobile home park use would be maintained in this district. The Chateau Estates District would retain its residential character at 11 du/ac.

The proposed project has identified 53 parcels within the project site that could support future redevelopment (Redevelopment Opportunity Sites). At buildout (for purposes of this EIR estimated to be in 2045), the proposed project would allow for a total of 1,981 housing units (1,962 net increase in housing units), 502,919 square feet of commercial space (78,901 net increase in commercial square feet), 6,935 residents (6,868 net increase in residents), and 356 jobs (56 net increase in jobs). The proposed project, combined with total existing development on parcels that would not undergo land use or zoning changes, would result in 2,276 housing units, 1,052,850 square feet of nonresidential land use, 7,967 residents, and 745 jobs in the project site.

## 1.5 SUMMARY OF PROJECT ALTERNATIVES

Three alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the basic objectives of the proposed project which may avoid or substantially lessen the proposed project's significant effects. An EIR must identify an "environmentally superior" alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or

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<sup>1</sup> The planned Metro parking structure is part of the Southeast Gateway Line project (formerly West Santa Ana Branch Corridor Project) and is analyzed in the West Santa Ana Branch Transit Corridor Project EIR (SCH No. 2017061007).

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inferior. Section 7.7 of this DEIR identifies the environmentally superior alternative. The preferred land use alternative (proposed project) is analyzed in detail in Chapter 5 of this DEIR.

### 1.5.1 No-Project/Existing General Plan Alternative (Alternative 1)

Section 15126.6(e) of the State CEQA Guidelines requires that an EIR evaluate the specific alternative of “no project” along with its impact. As stated in this section of the State CEQA Guidelines, the purpose of describing and analyzing a No Project/Existing General Plan Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving a proposed project. As specified in Section 15126.6(e)(3)(A), when a project is the revision of an existing land use or regulatory plan or policy or an ongoing operation, the No Project/Existing General Plan Alternative (Alternative 1) will be the continuation of the plan, policy, or operation into the future. Therefore, the Alternative 1, as required by the State CEQA Guidelines, analyzes the effects of not adopting and implementing the Artesia Downtown Specific Plan.

Under Alternative 1 the proposed Artesia Downtown Specific Plan would not be adopted, and the transit-oriented development would not occur. Instead, this alternative assumes the project site is redeveloped in accordance with the site’s existing land use designations and zoning. Alternative 1 would result in 1,783 housing units (1,764 net units), 6,241 residents (6,175 net residents), and 326 employees (26 net employees). No land use or zoning amendments would be processed under this alternative.

### 1.5.2 Redevelopment at Reduced Commercial Incentive Alternative (Alternative 2)

The Redevelopment at Reduced Commercial Incentives Alternative (Alternative 2) assumes the adoption of the proposed Artesia Downtown Specific Plan and includes estimates for full redevelopment of the 53 selected sites identified by the proposed project. However, this alternative assumes that in the proposed Downtown South, Pioneer Boulevard, and Downtown North Mixed Use Districts, the development of commercial uses (at 20 percent of the land maximum) would not utilize the Downtown Density Bonus Program and therefore would not increase residential density through density bonus. Alternative 2 would result in 1,754 housing units (1,735 net housing units), 6,139 residents (6,073 net residents), and 178 employees (122 less employees). Alternative 2 was included for further analysis as an approach to meet the City’s Regional Housing Needs Assessment (RHNA) allocation with the goal of decreasing the severity of the proposed project’s environmental impacts.

### 1.5.3 Redevelopment with No Commercial Incentive Alternative (Alternative 3)

The Redevelopment with No Commercial Incentives Alternative (Alternative 3) assumes the adoption of the proposed Artesia Downtown Specific Plan and includes estimates for full redevelopment of the 53 selected sites identified by the proposed project at a reduced intensity and density as compared to the proposed project. This alternative assumes that in the proposed Downtown South, Pioneer Boulevard, and Downtown North Mixed Use Districts, the development of commercial uses (at 20 percent of the land maximum) would not utilize the Downtown Density Bonus Program and therefore would not increase residential density through

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density bonus. Alternative 3 would result in 1,498 housing units (1,479 net housing units), 5,243 residents (5,177 net residents), and 178 employees (122 less employees). Alternative 3 was included for further analysis as an approach to meet the City's Regional Housing Needs Assessment (RHNA) allocation with the goal of decreasing the severity of the proposed project's environmental impacts.

### 1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

### 1.7 AREAS OF CONTROVERSY

Prior to the preparation of this DEIR, the City issued an NOP consistent with the requirements of Section 15082 of the CEQA Guidelines. The NOP was accompanied by an Initial Study, which provided an assessment of the anticipated environmental effects. The 30-day public review period began on February 26, 2024, and concluded March 27, 2024. An in-person public scoping meeting was held on March 4, 2024, to provide information to interested members of the public and agencies of the project and the EIR process. Three comment letters were received during the NOP public review period and one comment letter was received during the public scoping meeting. Summaries of the NOP comment letters and scoping meeting comment letter are provided in Table 2-1, *Summary of Scoping Comments Received*, in Chapter 2, *Introduction*, and the letters are included in Appendix A of this DEIR. Based on the scoping process, the primary areas of controversy known to the City included:

- Impacts to aesthetics, development standards, public safety, and circulation and access associated with future development of the proposed Southeast Gateway Line Branch Transit Station and associated parking garage in downtown Artesia. These concerns are related to the project components analyzed in the West Santa Ana Branch Transit Corridor Project EIR. The proposed project's components are discussed and or

## 1. Executive Summary

analyzed throughout this DEIR. (Chapter 3, *Project Description*, Chapter 4, *Environmental Setting*, Section 5.1, *Aesthetics*, Section 5.11, *Public Services (Police)*, and Section 5.14, *Transportation*, respectively).

- Proposed land use changes and zoning updates (Sections 5.1, *Aesthetics*, 5.8, *Land Use and Planning*, and 5.13, *Transportation*).
- Concerns regarding development and/or redevelopment in areas that are traditionally and culturally affiliated with California Native American tribes (Section 5.14, *Tribal Cultural Resources*).

### 1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-1 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

# 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>5.1 AESTHETICS</b>			
<b>Impact 5.1-1:</b> Would the Project, 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.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.1-2:</b> Would the Project create a new source of substantial light or glare which would adversely	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.2 AIR QUALITY</b>			
<b>Impact 5.2-1:</b> Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant	Mitigation Measures GHG-1 through GHG-3 and T-1 and T-2 shall apply	Significant and Unavoidable
<b>Impact 5.2-2:</b> Would construction of the Project result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard?	Potentially Significant	<p>AQ 1 Prior to discretionary approval by the City of Artesia for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Artesia Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD-adopted thresholds of significance, the City of Artesia Building and Safety Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:</li> </ul>	Significant and Unavoidable

# 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>Requiring use of nontoxic soil stabilizers to reduce wind erosion.</li> <li>Applying water every four hours to active soil disturbing activities.</li> <li>Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.</li> <li>Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.</li> <li>Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.</li> <li>Limiting nonessential idling of construction equipment to no more than five consecutive minutes.</li> <li>Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: <a href="https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings">https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings</a>.</li> </ul> <p>These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.</p>	
<b>Impact 5.2-3:</b> Would construction of the Project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant	Mitigation Measures GHG-1 through GHG-3 and T-1 and T-2 shall apply.	Significant and Unavoidable
<b>Impact 5.2-4:</b> Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Potentially Significant	Mitigation Measure AQ-1 shall apply.	Significant and Unavoidable
<b>5.3 CULTURAL RESOURCES</b>			
<b>Impact 5.3-1:</b> Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Potentially Significant	CUL-1 Historic Resources Assessment. Prior to the approval of a discretionary project proposed on a parcel(s) within the Artesia Downtown Specific Plan area that includes a building or structure more than 45 years old and that has not previously been evaluated for potential historic significance, the City shall	Less Than Significant

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>require the project proponent to retain an architectural historian meeting the minimum professional qualifications standards (PQS) set forth by the Secretary of the Interior (codified in 36 Code of Federal Regulations [CFR] Part 61; 48 Federal Register 44738–44739) (Qualified Architectural Historian) to conduct a historic resources assessment of affected properties. The assessment shall include a records search at the South Central Coastal Information Center or review of a prior record search conducted within the previous one year; a review of other pertinent archives and sources; a pedestrian field survey; recordation of all identified historic architectural resources on California Department of Parks and Recreation (DPR) 523 forms; evaluation of resources which may be eligible for listing in the California Register (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a]), and for local listing; and preparation of a technical report documenting the methods and results of the assessment for each future project facilitated by Artesia Downtown Specific Plan measures and actions.</p> <p>If a historic architectural resource is found eligible by the Qualified Architectural Historian, then the Qualified Architectural Historian shall coordinate with the project proponent and City to ensure the project is constructed in conformance with the Secretary of the Interior's Standards. All reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center (including but not limited to historic resources assessments and Secretary of the Interior's Standards plan reviews). On the basis of this evaluation, if it is determined that the subject property contains a historic resource, Mitigation Measure CUL-2 shall be implemented.</p> <p>CUL-2 Avoidance or Minimization of Effects on Identified Historic Resources. If it is determined that the subject property contains a historic resource the project proponent shall consult with City staff to determine whether a project can be feasibly redesigned or modified to avoid significant adverse impacts on listed and identified eligible historic resource(s), including historic districts. If avoidance of historic resource(s) is not feasible, where feasibility is defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors," the project proponent shall seek to reduce the effect on</p>	



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Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		historic resource(s) to a less-than-significant level pursuant to CEQA Guidelines Section 15364. Projects that conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties are considered to have a less-than-significant effect on historic architectural resources.	
<b>Impact 5.3-2:</b> Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Potentially Significant	<p><b>CUL-3</b> Cultural Resources Assessment. For discretionary projects that involve ground-disturbing activities during construction on areas within the Artesia Downtown Specific Plan area where no previous ground disturbance or excavation has occurred, or ground-disturbing activities would occur in native soil, a site-specific cultural resources study shall be completed prior to project approval. The study shall include records searches of the California Historical Resources Information System and the Sacred Lands File maintained by the Native American Heritage Commission. The records searches shall determine if the proposed project has been previously surveyed for archaeological resources, identify, and characterize the results of previous cultural resource surveys, and disclose any cultural resources that have been recorded and/or evaluated.</p> <p>If the records search identifies a sensitivity for archaeological resources, an archaeological resources assessment shall be performed under the supervision of an archaeologist that meets the Secretary of the Interior's Professional Qualification Standards (PQS) in either prehistoric or historic archaeology. If the archaeological assessment indicates the area to be of medium sensitivity for archaeological resources, an archaeologist who meets the PQS shall be retained on an on-call basis.</p> <p>If the archaeological assessment indicated the area to be highly sensitive for archaeological resources, a qualified archaeologist shall monitor all ground-disturbing construction and pre-construction activities.</p> <p><b>CUL-4</b> All Projects. If cultural resources are discovered during ground-disturbing activities, all ground-disturbing activities within 50 feet of the find shall be halted until a meeting is convened between the developer, archaeologist, tribal representatives, and the Director of the Community Development Department. At the meeting, the significance of the discoveries shall be</p>	Less Than Significant

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**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		discussed and after consultation with the tribal representatives, developer, and archaeologist, a decision shall be made, with the concurrence of the Director of the Community Development Department, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.	
<b>Impact 5.3-3:</b> Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.4 ENERGY</b>			
<b>Impact 5.4-1:</b> Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.4-2:</b> Would the Project conflict with or obstruct a state or local plan for renewable or energy efficiency?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.5 GEOLOGY AND SOILS</b>			
<b>Impact 5.5-1:</b> Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant	GEO-1 Low-to-High Sensitivity. For discretionary projects that involve ground-disturbing activities during construction on areas within the Artesia Downtown Specific Plan area where no previous ground disturbance or excavation has occurred, or ground-disturbing activities would occur in native soil, the project applicant shall consult with a geologist or paleontologist to confirm the level of sensitivity for paleontological resources. If confirmed that underlying sediments may have moderate to high sensitivity, a qualified paleontologist shall be retained to develop and implement a Paleontological Resources Impact Mitigation Plan. The paleontologist shall have the authority to halt construction during ground disturbing activities as outlined in Mitigation Measure GEO-2.	Less Than Significant
		GEO-2 All Projects. In the event of any fossil discovery, regardless of depth or geologic formation, ground disturbing activities shall halt within a 50-foot	

## 1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		radius of the find until its significance can be determined by a qualified paleontologist. Significant fossils shall be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the Society of Vertebrate Paleontology. The most likely repository is the Natural History Museum of Los Angeles County. The repository shall be identified, and a curatorial arrangement shall be signed as part of the Paleontological Impact Mitigation Plan (GEO-1) and prior to collection of the fossils.	
<b>5.6 GREENHOUSE GAS EMISSIONS</b>			
<b>Impact 5.6-1:</b> Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant	<p>GHG-1 New development within the Artesia Downtown Specific Plan shall implement the following, voluntary provisions of the California Green Building Standards Code (CALGreen). The project applicant/developer(s) shall provide documentation (e.g., building plans) of implementation of the applicable voluntary measures to the City of Artesia Building and Safety Department prior to the issuance of building permits.</p> <p>Residential Structures with Three or Fewer Stories. For residential land uses with three or fewer stories, the project developer(s) shall:</p> <ul style="list-style-type: none"> <li>• Design and build condominium/townhouses dwellings that have an attached private garage to have a dedicated electric circuit to support electric vehicle charging, as outlined in the Residential Voluntary Measures of CALGreen, Division A4.1, Planning and Design, as outlined under Section A4.106.8.1.</li> <li>• Design and build residential buildings to, at a minimum, meet the Tier 2 electric vehicle parking standards of the Residential Voluntary Measures of CALGreen, Division A4.1, Planning and Design, as outlined under Section A4.106.8.2.1.</li> <li>• Design and build residential buildings to meet the short- and long-term bicycle parking standards of the Residential Voluntary Measures of CALGreen, Division A4.1, Planning and Design, as outlined under Section A4.106.9.</li> </ul>	Significant and Unavoidable

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>Design and build residential buildings to meet energy efficiency requirements of the Residential Voluntary Measures of CALGreen, Division A4.2, Energy Efficiency, as outlined under Section A4.203.1.</li> </ul> <p>Nonresidential Structures and Residential Structures with Four or More Stories. For nonresidential land uses and residential land uses that are four or more stories, the applicant/developer shall:</p> <ul style="list-style-type: none"> <li>Design and build structures to, at a minimum, meet the Tier 2 advanced energy efficiency requirements of the Nonresidential Voluntary Measures of CALGreen, Division A5.2, Energy Efficiency, as outlined under Section A5.203.1.2.2.</li> <li>For projects with off-street parking, design the proposed parking to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal the Tier 2 Nonresidential Voluntary Measures of CALGreen, Division A5.1, Planning and Design, Section A5.106.5.1.2.</li> <li>For projects with off-street parking, design the proposed parking to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall comply with the Tier 2 Nonresidential Voluntary Measures of CALGreen, Division A5.1, Planning and Design, Section A5.106.5.3.3 or Section A5.106.5.3.4.</li> </ul> <p>GHG-2 For residential and nonresidential land use development projects, the project applicant/developer shall comply with the following:</p> <ul style="list-style-type: none"> <li>All major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) provided/installed shall be Energy Star certified or of equivalent energy efficiency where applicable.</li> <li>Installed water heaters shall meet a zero NOX emissions standard.</li> <li>Installed central furnaces with a Rated Heat Input Capacity less than or equal to 2,000,000 British thermal units (Btu) per hour shall meet a zero NOX emissions standard.</li> </ul>	

## 1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>Installed fireplaces shall be electric-powered only. Prior to the issuance of the certificate of occupancy, the City of Artesia Building and Safety Department shall verify implementation of these requirements.</li> </ul> <p>GHG-3 For nonresidential land use development projects, prior to issuance of the certificate of occupancy, the property owner shall provide documentation to the City of Artesia Building and Safety Department demonstrating enrollment in a 100 percent carbon-free electricity energy plan, such as Southern California Edison's Green Rate program, for proposed project building(s) when feasible. If a 100 percent carbon-free electricity plan is not available, the property owner shall enroll in an energy plan with the next highest carbon-free electricity until a 100 percent carbon-free electricity energy plan becomes available. Measures to achieve 100 percent carbon-free electricity use for the proposed project building(s) may include, but are not limited to, plans for 100 percent renewable electricity. If such carbon-free electricity energy plans are waitlisted, the property owner shall sign up onto the waiting list until such time a plan is available.</p>	
<b>Impact 5.6-2:</b> Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.7 HYDROLOGY AND WATER QUALITY</b>			
<b>Impact 5.7-1:</b> Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.7-2:</b> Would the project 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	Less Than Significant	No mitigation measures are required.	Less Than Significant

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
which would 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?			
<b>5.8 LAND USE AND PLANNING</b>			
<b>Impact 5.8-2:</b> Would the Project 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?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.9 NOISE</b>			
<b>Impact 5.9-1:</b> Would the Project result in the generation of a substantial temporary 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	<p>N-1 Prior to any construction activity such as grading, site prep or issuance of building permits a, a note shall be provided on construction plans indicating that during construction activities and phasing the project applicant shall be responsible for requiring contractors to implement the following measures to limit construction-related noise to a performance standard of 80 dBA Leq at the property line of the nearest sensitive receptor:</p> <ul style="list-style-type: none"> <li>Per Section 5-2.06 of the Artesia Municipal Code, construction activity is limited to the daytime hours 7:00 a.m. and 7:00 p.m. on weekdays or at any time on Sunday or Federal holiday. If construction outside of these hours is necessary for construction of a project under the Specific Plan, construction noise shall be limited to the City of Artesia nighttime exterior and interior noise standards for residential uses of 50 dBA and 45 dBA, respectively.</li> <li>During the entire active construction period, equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.</li> </ul>	Significant and Unavoidable

## 1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>Require that impact tools (e.g., jack hammers and hoe rams) be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.</li> <li>Stationary equipment such as generators, air compressors shall be located as far as feasible from nearby noise-sensitive uses.</li> <li>Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.</li> <li>Construction traffic shall be limited—to the extent feasible—to approved haul routes established by the City.</li> <li>At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.</li> <li>Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.</li> <li>During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level, or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.</li> <li>Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the noise standards after other measures have been considered, would occur at nighttime, or when the anticipated construction duration is greater than is typical (e.g., two years or greater).</li> </ul>	

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>Impact 5.9-2:</b> Would the Project result in the generation of a substantial 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?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.9-3:</b> Would the Project result in the generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant	N-2 Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as static rollers and drilling piles as opposed to pile driving shall be used.	Less Than Significant
<b>5.10 POPULATION AND HOUSING</b>			
<b>Impact 5.10-1:</b> Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less Than Significant	No mitigation measures are required.	Less Than Significant



# 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>5.11 PUBLIC SERVICES</b>			
<b><i>FIRE PROTECTION AND EMERGENCY SERVICES</i></b>			
<b>Impact 5.11-1:</b> Would the Project result in a substantial adverse physical impact associated with the provisions 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 fire protection services?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b><i>POLICE PROTECTION</i></b>			
<b>Impact 5.11-2:</b> Would the Project result in a substantial adverse physical impact associated with the provisions 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 police protection facilities and personnel?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b><i>SCHOOL SERVICES</i></b>			
<b>Impact 5.11-3:</b> Would the Project result in a substantial adverse physical impact associated with the provisions 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	Less Than Significant	No mitigation measures are required.	Less Than Significant

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
other performance objectives for school facilities?			
<b>LIBRARY SERVICES</b>			
<b>Impact 5.11-4:</b> Would the Project result in a substantial adverse physical impact associated with the provisions 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 library facilities?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.12 RECREATION</b>			
<b>Impact 5.12-1:</b> 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?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.12-2:</b> Would the Project include recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.13 TRANSPORTATION</b>			
<b>Impact 5.13-1:</b> Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less Than Significant	No mitigation measures are required.	Less Than Significant

# 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>Impact 5.13-2:</b> Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Potentially Significant	<p>T-1 At the time of project entitlement, the project developer shall ensure the implementation of California Air Pollution Control Officer's Association (CAPCOA) 2021 Handbook Transportation Demand Management (TDM) Program T-16.</p> <ul style="list-style-type: none"> <li>T-16. Unbundle Residential Parking Costs from Property Cost</li> </ul> <p>According to the CAPCOA 2021 Handbook, "this measure will unbundle or separate a residential project's parking costs from property costs, requiring those who wish to purchase parking spaces do so at an additional cost. On the assumption that parking costs are passed to the vehicle owners/drivers utilizing the parking spaces, this measure results in decreased vehicle ownership and, therefore, a reduction in VMT and GHG emissions." It is assumed that qualifying residential project within the Specific Plan area will comply with the provisions of California Civil Code Section 1947.1 resulting from Assembly Bill 1317 (2023, Carillo), which requires residential developments of 16 or more units located in Los Angeles County to unbundle parking from the cost of rent. A cost of \$25.00 per month, or \$300.00 per year, per leased parking space, is assumed for analysis purposes. No action is required by the City of Artesia to implement this measure, as project developers would be required to comply with all applicable State laws as the time of project entitlement.</p>	
		<p>T-2 At the time of project operation, the developer shall and City shall continue to enforce California Air Pollution Control Officer's Association (CAPCOA) 2021 Handbook Transportation Demand Management (TDM) Program T-24.</p> <ul style="list-style-type: none"> <li>T-24. Implement Market Price Public Parking (On-Street)</li> </ul> <p>According to the CAPCOA 2021 Handbook, "this measure will price all on-street parking in a given community. Increasing the costs of parking increases the total coast of driving to a location, incentivizing shifts to other modes and thus decreasing total VMT to and from the priced areas." The</p>	

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		City of Artesia currently provides priced on-street parking within the Specific Plan area, primarily along Pioneer Boulevard, 186th Street, and 187th Street. The City of Artesia should continue to implement the priced on-street parking which currently exists within the Specific Plan area.	
<b>Impact 5.13-3:</b> Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.13-4:</b> Would the Project result in inadequate emergency access?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.14 TRIBAL CULTURAL RESOURCES</b>			
<b>Impact 5.14-1:</b> 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: <ul style="list-style-type: none"> <li>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</li> <li>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</li> </ul>	Potentially Significant	Mitigation Measures CUL-3 and CUL-4 shall apply.	Less Than Significant

# 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
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.			
<b>5.15 UTILITIES AND SERVICE SYSTEMS</b>			
<b>Impact 5.15-1:</b> Would the Project require or result in the relocation or construction of new or expanded wastewater treatment, the construction or relocation of which could cause significant environmental effects?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.15-2:</b> Would the Project result in a determination by the waste water treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.15-3:</b> Would the Project require or result in the relocation or construction of new or expanded water, the construction or relocation of which could cause significant environmental effects?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.15-4:</b> Would the Project result in insufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less Than Significant	No mitigation measures are required.	Less Than Significant

## 1. Executive Summary

**Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>Impact 5.15-5:</b> Would the Project require or result in the relocation or construction of new or expanded storm water drainage, the construction or relocation of which could cause significant environmental effects?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.15-6:</b> Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals or would the Project conflict with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.15-7:</b> Would the Project 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?	Less Than Significant	No mitigation measures are required.	Less Than Significant

## 2. Introduction

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### 2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This draft environmental impact report (DEIR) has been prepared to satisfy CEQA and the CEQA Guidelines. An EIR is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. An EIR must also disclose significant environmental impacts that cannot be avoided; growth-inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

The lead agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment” (Public Resource Code Section 21067). The City of Artesia has the principal responsibility for approval of the Artesia Downtown Specific Plan (proposed project). For this reason, the City of Artesia is the CEQA lead agency for this project.

The intent of the DEIR is to provide sufficient information on the potential environmental impacts of the proposed project to allow the City of Artesia to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described in Section 3.4, *Intended Uses of the EIR*.

This DEIR has been prepared in accordance with requirements of the:

- CEQA of 1970, as amended (Public Resources Code, Sections 21000 et seq.)
- State Guidelines for the Implementation of CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, Sections 15000 et seq.)

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the proposed project. This DEIR addresses effects that may be significant and adverse; evaluates alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects.

### 2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The City of Artesia determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on February 26, 2024 (see Appendix A). The NOP was distributed to

## 2. Introduction

the State Clearinghouse, public agencies, special districts, responsible and trustee agencies, and other interested parties; and was filed with the Los Angeles County Clerk. Printed copies of the NOP were available for public review at the Artesia Public Library and Artesia City Hall, Planning Department. In addition, electronic copies were made available for download on the City's website at: <https://www.cityofartesia.us/522/Artesia-Downtown-Specific-Plan>. Comments received during the 30-day public review period, from February 26 to March 27, 2024, are provided in Appendix A and summarized in Table 2-1, *Summary of Scoping Comments Received*.

A public scoping meeting was held during the public review period, on March 4, 2024, from 6:00 p.m. to 7:00 p.m. at the City of Artesia's Albert O. Little Community Center. At the conclusion of the presentation, attendees of the scoping meeting were able to provide comments and questions about the project to City staff and the project consultant during the question-and-answer portion of the meeting.

The NOP process helps determine the scope of the environmental issues to be addressed in the DEIR. Based on this process and the analysis in the Initial Study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this DEIR, and issues identified as Less Than Significant or No Impact are addressed in the Initial Study. Please refer to the Initial Study in Appendix A for a discussion of how these determinations were made.

**Table 2-1 Summary of Scoping Comments Received**

Agency/Organization/Individual	Date	Comment Summary	Issue Addressed In:
City of Cerritos	3/12/2024	<ul style="list-style-type: none"> <li>Requests that any potential impacts to the City of Cerritos that may result from the project's proposed development standards be appropriately addressed and/or mitigated.</li> </ul>	Section 5.1, Aesthetics; Section 5.8, Land Use; Section 5.13, Transportation
Department of Transportation	3/18/2024	<ul style="list-style-type: none"> <li>Recommends eliminating car parking requirements.</li> <li>Recommends adopting Form-Based Codes.</li> <li>Recommends investments in connecting all areas of the Plan area to the network of transit stops.</li> <li>Recommends protecting pedestrians and bicyclists through the construction of bike lanes and sidewalks.</li> </ul>	Section 5.13, Transportation
Native American Heritage Commission	2/27/2024	<ul style="list-style-type: none"> <li>Recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.</li> </ul>	Section 5.14, Tribal Cultural Resources
Lorelei Hellena Bailey	3/04/2024	<ul style="list-style-type: none"> <li>Expresses concerns about health, fiscal, and ecological impacts of various levels of multi-modal transit infrastructure options, modal filters for low traffic neighborhoods, and different levels of housing density.</li> </ul>	Section 5.8, Land Use; Section 5.13, Transportation



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### 2.3 SCOPE OF THIS DEIR

The scope of the DEIR was determined based on the City's Initial Study, comments received in response to the NOP, and comments received at the scoping meeting conducted by the City. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of less than significant.

The information in Chapter 3, *Project Description*, establishes the basis for analyzing future, project-related environmental impacts associated with the adoption of the proposed Specific Plan. However, there are no specific development projects proposed at this time, and further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

#### 2.3.1 Potentially Significant Adverse Impacts

As detailed in the Initial Study, the City of Artesia determined that the following environmental factors have potentially significant impacts if the proposed project is implemented, and they are therefore addressed in detail in this EIR.

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

#### 2.3.2 Unavoidable Significant Adverse Impacts

This DEIR identifies three significant and unavoidable adverse impact, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. The City must prepare a "statement of overriding considerations" before it can approve the project, attesting that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the

## 2. Introduction

adverse effects are considered acceptable. The impacts that were found in the DEIR to be significant and unavoidable are:

- Air Quality
- Greenhouse Gas Emissions
- Noise

## 2.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this DEIR, consistent with Section 15150 of the CEQA Guidelines, and they are available for review at the City of Artesia City Hall at 18747 Clarkdale Avenue.

- City of Artesia Municipal Code
- City of Artesia General Plan, 2010

## 2.5 FINAL EIR CERTIFICATION

This DEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to the City address shown on the title page of this document. After completion of the 45-day review period, the City of Artesia will review all written comments received and prepare written responses for each. A Final EIR (FEIR) will incorporate the received comments, responses to the comments, and any changes to the DEIR that result from comments. The FEIR will be presented to the City of Artesia for potential certification as the environmental document for the project. All persons who comment on the DEIR will be notified of the availability of the FEIR and the date of the public hearing before the City.

The DEIR is available to the general public for review at the following locations:

- Artesia Public Library, 18801 Elaine Avenue, California 90701
- Artesia City Hall, Planning Department, 18747 Clarkdale Avenue, Artesia, California 90701
- Online at the City website at <https://www.cityofartesia.us/522/Artesia-Downtown-Specific-Plan>

## 2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081 or adopted a Negative Declaration pursuant to Section 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration.

The Mitigation Monitoring Program for the Artesia Downtown Specific Plan will be completed as part of the Final EIR, prior to consideration of the project by the Artesia City Council.

## 3. Project Description

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The purpose of this chapter is to describe the proposed Artesia Downtown Specific Plan (proposed project) in a manner that will be meaningful for review by the public, reviewing agencies, and decisionmakers in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Title 14, Sections 15000 et seq.).

### 3.1 PROJECT LOCATION

The proposed Artesia Downtown 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 3-1, *Regional Location*.

The project site encompasses 70.8 acres known as the Artesia Downtown district, including 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 Metro's Southeast Gateway Line light rail project) is bounded by Alburdis Avenue and Corby Avenue 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 to Pioneer Boulevard on the east and Jersey Avenue on the west. The nearest freeway providing regional access to the project site is State Route (SR-) 91, a multilane freeway that divides the northern end of the City. See Figure 3-2, *Local Vicinity* and Figure 3-3, *Aerial Photograph*.

#### 3.1.1 Existing Land Use Summary

As shown on Figure 3-3, *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, and 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, to the east of Arline Avenue, and to the west of Alburdis Avenue. The north and south ends of the project site are connected by the Pioneer Boulevard corridor, which includes one- and two-story retail, restaurant, and office uses. Multifamily residential, mixed-use residential, commercial, general office, and industrial uses are 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. Table 3-1, *Existing Development*, reflects the built environment of project site, which includes 314 dwelling units and 973,949 square feet of nonresidential uses.

### 3. Project Description

**Table 3-1 Existing Development**

Land Use	Units
Residential Dwelling Units	314
Nonresidential Square Feet <sup>1</sup>	973,949

Source: PlaceWorks 2025.

<sup>1</sup> Nonresidential uses include South Street Specific Plan, Commercial Planned Development, Commercial General, Service & Professional, and Light Industrial

#### 3.1.1.1 ZONING DESIGNATIONS

As shown in Figure 3-4, *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, include Commercial Planned Development and the South Street Specific Plan.

#### 3.1.1.2 GENERAL PLAN LAND USE DESIGNATIONS

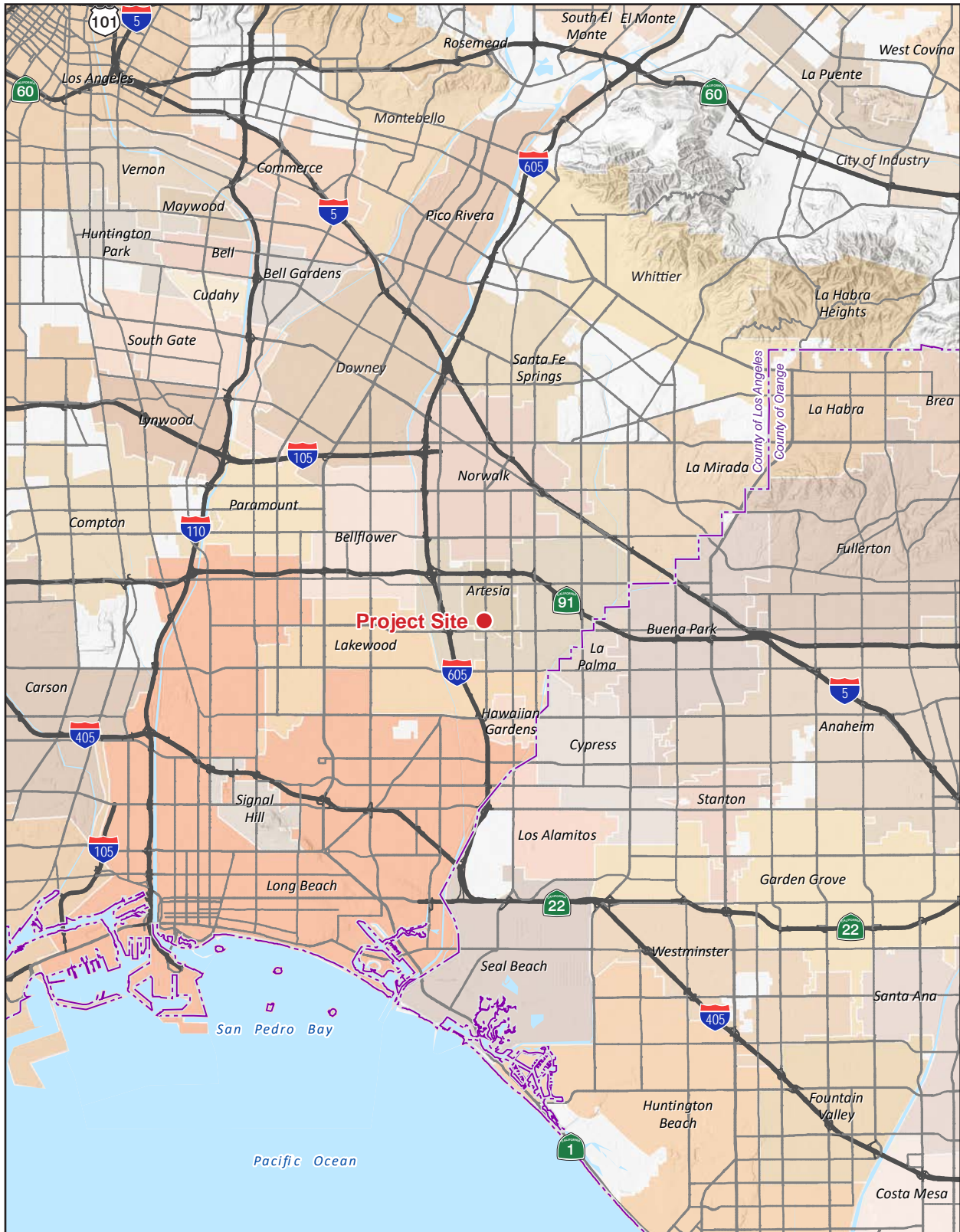
As shown on Figure 3-5, *Existing General Plan Land Use Map*, the project site includes two General Plan land use designations. Between the future Pioneer Boulevard Light Rail Station in the south to 180th Street in the north, the project site has a General Plan land use designation of City Center Mixed-Use. 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.

### 3.2 STATEMENT OF OBJECTIVES

The proposed project would establish strategic land use designations to connect the community to housing, jobs, and recreation; create a connected business district to facilitate new economic opportunities, build a vibrant and scenic downtown reflective of a diverse community; beautify downtown through building design, landscape, and art; and enhance streetscapes to increase multimodal accessibility and safety. Objectives for proposed project will aid decision makers in their review of the project and associated environmental impacts:

1. Provide strategic land use designations to connect the community to housing, jobs, and recreation.
2. Provide a connected business district to facilitate new economic opportunities.
3. Create a vibrant and scenic downtown reflective of a diverse community.
4. Beautification through building design, landscape, and art.

Figure 3-1 - Regional Location

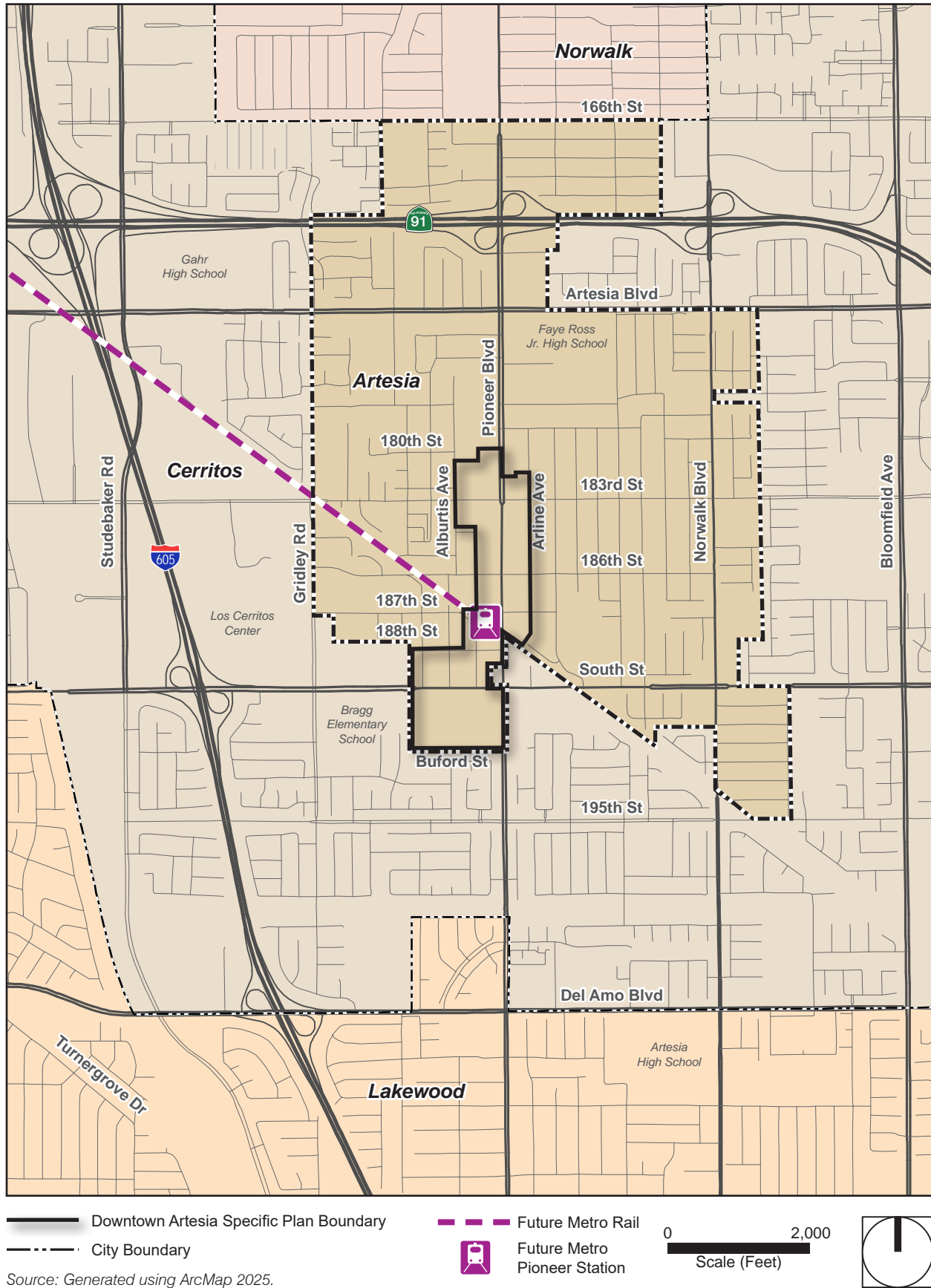


Source: Generated using ArcMap 2023.

### 3. Project Description

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Figure 3-2 - Local Vicinity

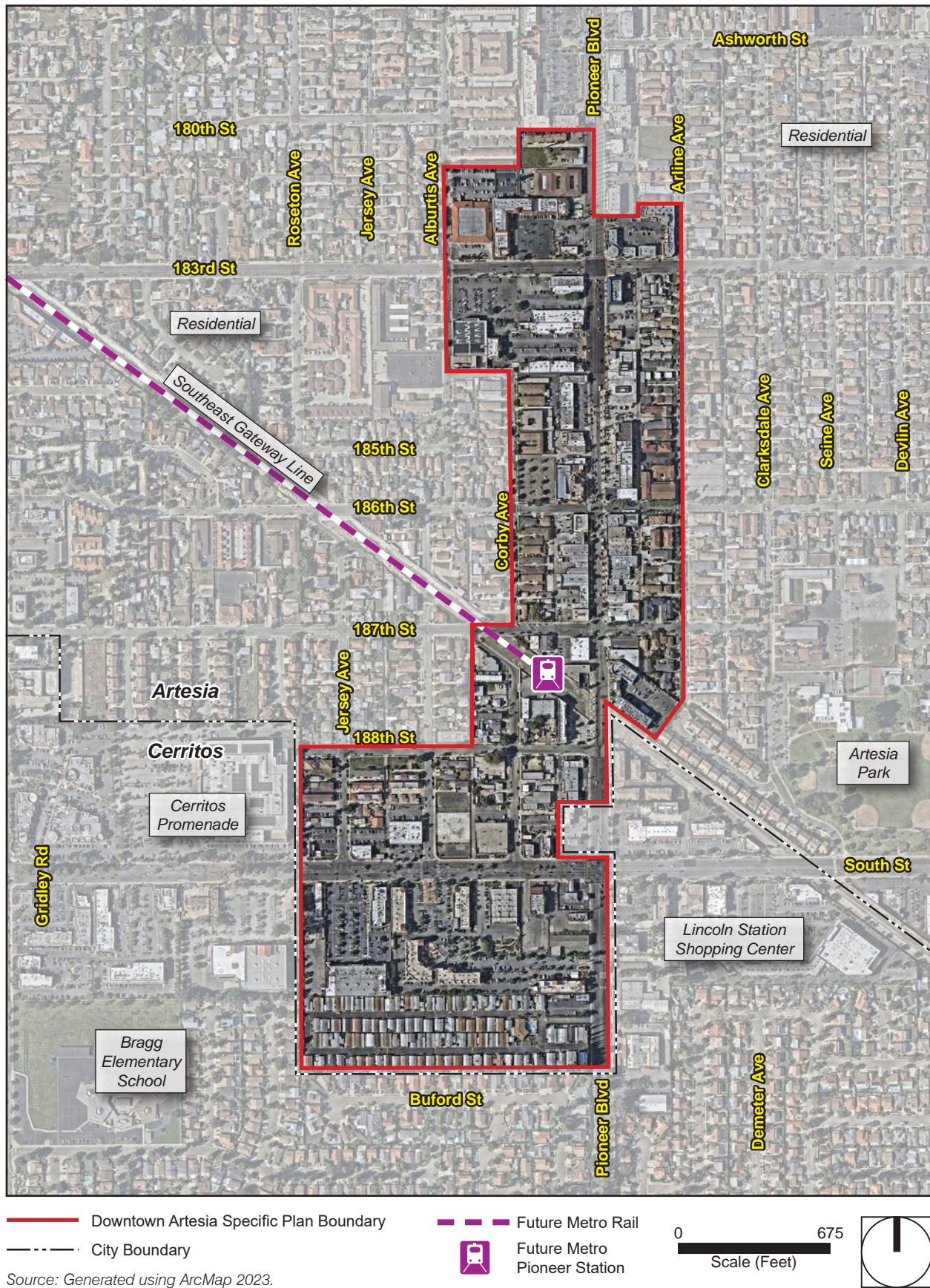


### 3. Project Description

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Figure 3-3 - Aerial Photograph

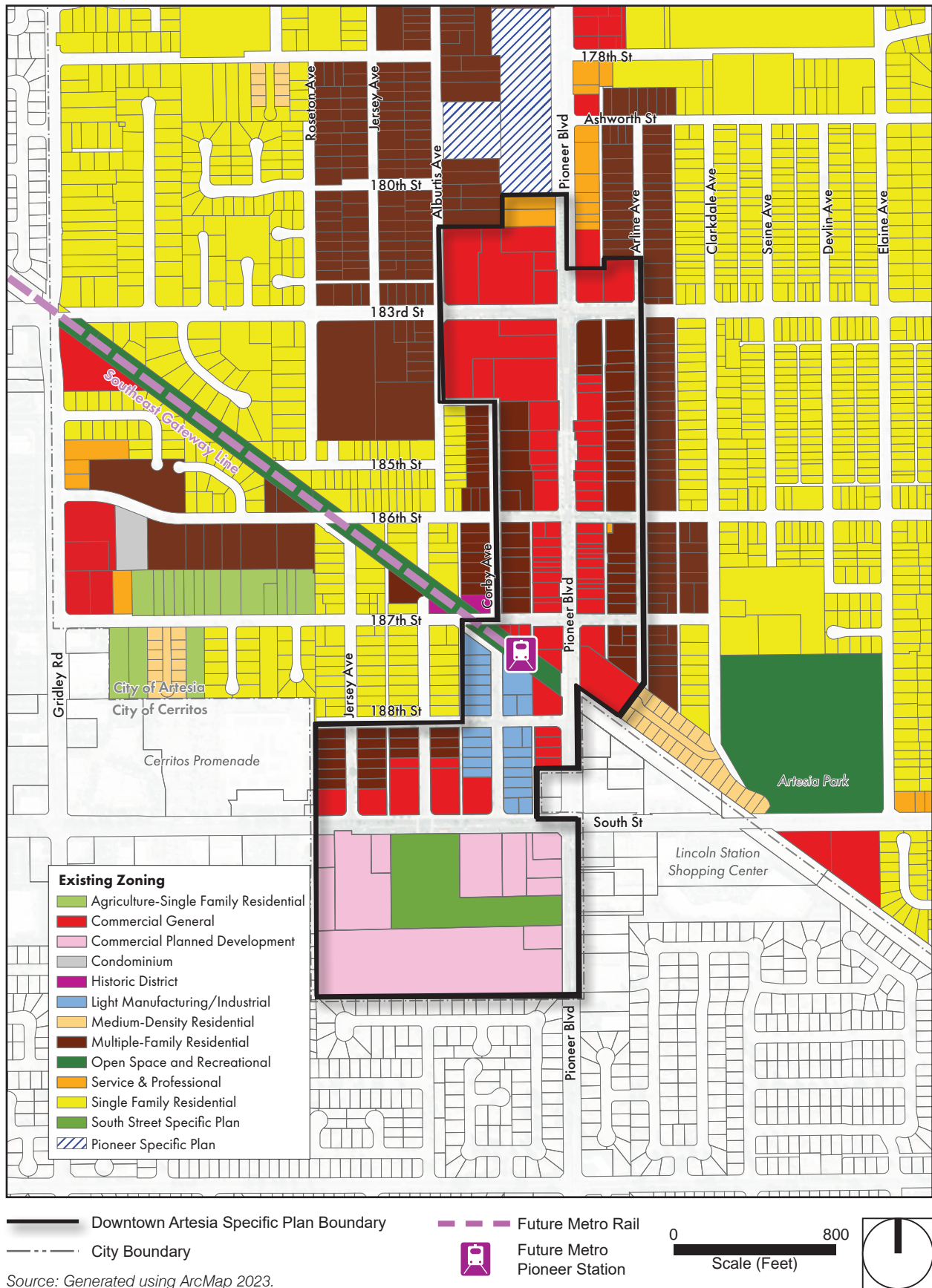


### 3. Project Description

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Figure 3-4 - Existing Zoning Map

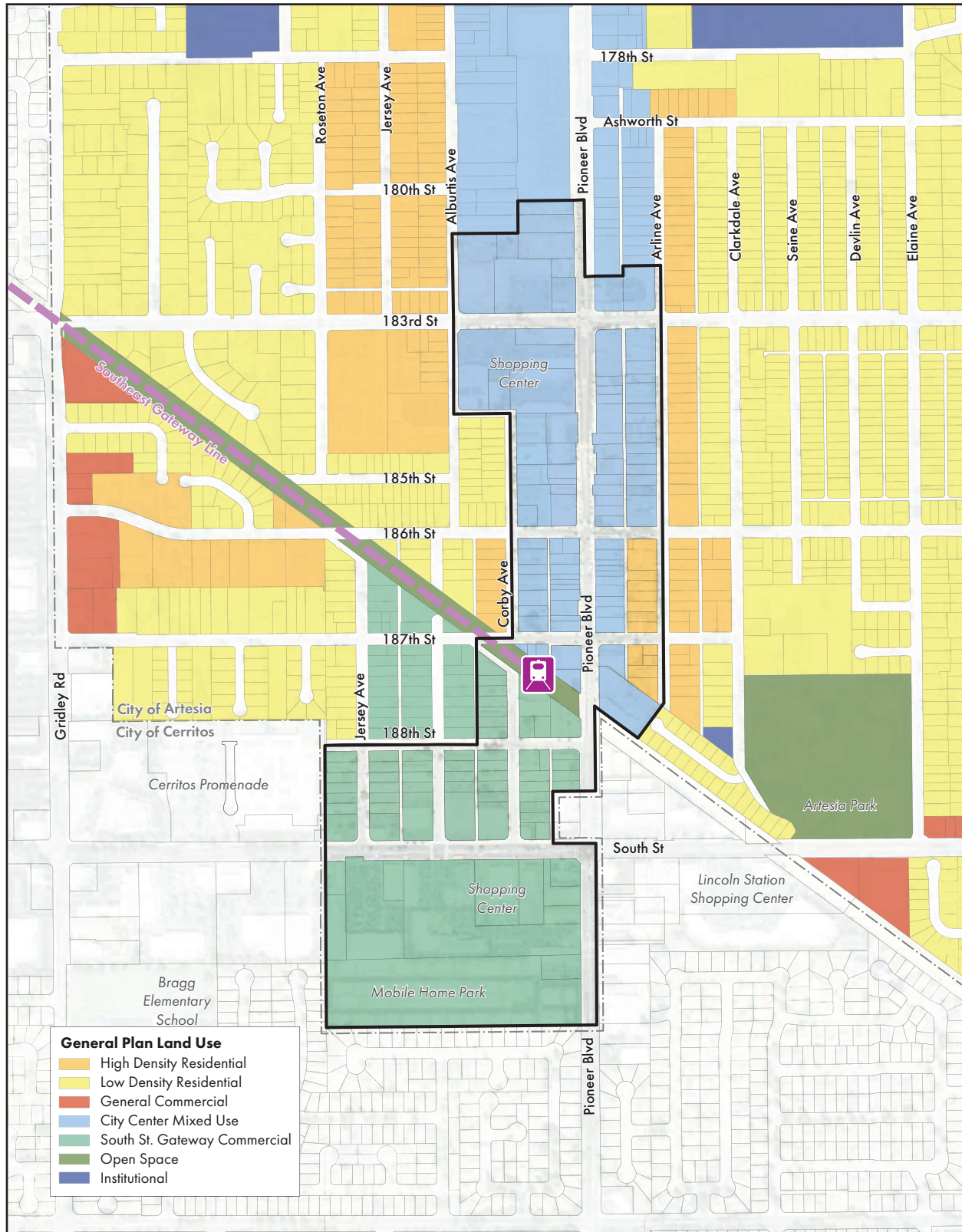


Source: Generated using ArcMap 2023.

### 3. Project Description

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Figure 3-5 - Existing General Plan Land Use Map



— Downtown Artesia Specific Plan Boundary  
- - - City Boundary

— Future Metro Rail  
Future Metro Pioneer Station

0 735  
Scale (Feet)



Source: Generated using ArcMap 2023.

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5. Enhance connectivity and streetscapes to increase multimodal accessibility and safety.
6. Plan for and build a transit ready Downtown Artesia.
7. Facilitate the City in reaching its Regional Housing Needs Assessment allocation of 1,069 units.
8. Promote higher-density, mixed-use development in proximity to the Southeast Gateway Line station to encourage transit ridership.
9. Balance increased density and commercial activity with design standards that respect and enhance the character of existing neighborhoods, ensuring compatibility with the surrounding community.

### 3.3 PROJECT CHARACTERISTICS

“Project,” as defined by the CEQA Guidelines, means:

... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. § 15378[a])

#### 3.3.1 Description of the Project

The 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) 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.<sup>1</sup> The Final EIR for the Metro light rail line extension was certified April 2024 (Metro 2024).

While there are no specific development projects proposed at this time, the Artesia Downtown Specific Plan would establish goals and objectives, development standards, and implementation actions associated with land use, mobility, and infrastructure and establish 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 on Figure 3-6, *Proposed Zoning Districts*, the land use plan divides the project site into six zoning districts that allow for a range of land uses and density within a defined building envelope. The zones would

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<sup>1</sup> 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 2024).

### 3. Project Description

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:

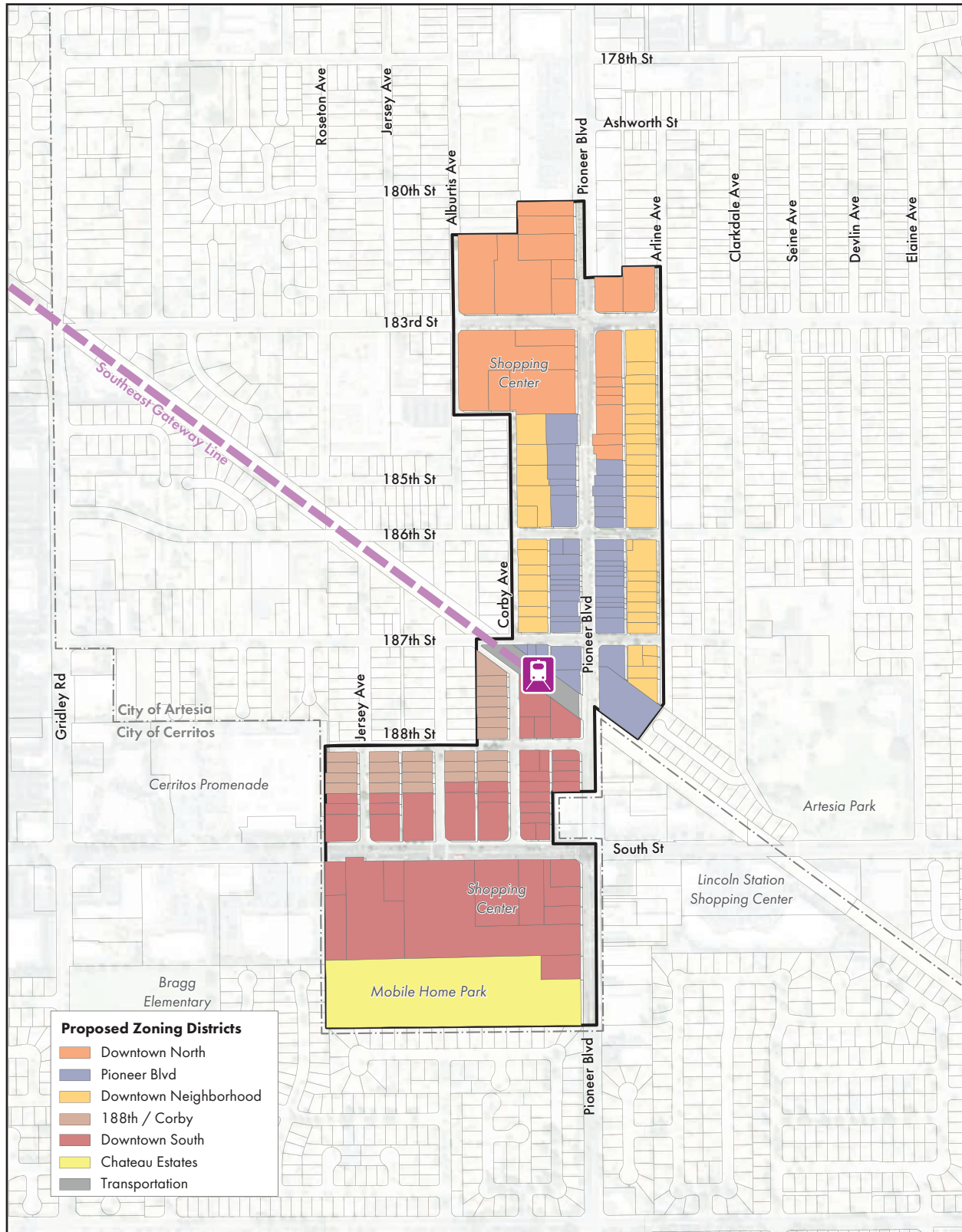
- **Downtown North.** The Downtown North District encompasses 15.3 acres and would become the northern gateway and anchor to Downtown Artesia. This district would allow for higher density mixed-use development at 65 dwelling units per acre (du/ac). The southwest corner of this district would allow four- to five-story mixed-use development and two- and three-story townhomes. Where the City owns property at the northwest corner of 183rd Street and Pioneer Boulevard, a public-private partnership would be encouraged for development of a public parking structure with ground-floor retail uses. The parking structure would serve visitors, residents, and employees as they travel to and from Downtown Artesia and the 91 freeway to the north. The post office at 183rd Street and Albertis Avenue is expected to remain.
- **Pioneer Boulevard.** The Pioneer Boulevard District encompasses 8.8. acres, fronts Pioneer Boulevard north of the future Metro Pioneer Boulevard light rail station and is in the center of Downtown Artesia. This area is composed of narrow parcels with a continuous street frontage of one-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 three-story buildings at 50 du/ac or 60 du/ac by utilizing the Downtown Density Bonus Program.
- **Downtown South.** The Downtown South District encompasses 23.1 acres and would become the southern gateway to downtown Artesia and the City. This district would allow four- to six-story mixed-use development at 75 du/ac 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.<sup>2</sup>
- **188th Street / Corby Avenue.** The 188th Street/Corby Avenue District encompasses 4.6 acres and would be south of the future Metro station; it presently includes residential and light industrial uses. This district would allow for residential uses such as duplex, triplex and townhomes at 65 du/ac and commercial office and retail in a horizontal mixed-use format.
- **Downtown Neighborhood.** The Downtown Neighborhood District encompasses 9.4 acres and would be in the residential west and east edges of the Downtown area along Corby Avenue and Arline Avenue. The Downtown Neighborhood District would retain its residential character at 40 du/ac.
- **Chateau Estates.** The Le Belle Chateau Estates Mobile Home Park District encompasses 9.6 acres and sits at the southern edge of the project site. Although the proposed project would establish new development standards for the Chateau Estates District, the mobile home park use would be maintained in this district. The Chateau Estates District would retain its residential character at 11 du/ac.

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<sup>2</sup> A 3.3-acre, four-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).



Figure 3-6 - Proposed Zoning Districts



— Downtown Artesia Specific Plan Boundary  
- - - City Boundary

— Future Metro Rail  
Future Metro Pioneer Station

0 735  
Scale (Feet)



Source: Generated using ArcMap 2023.

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Certain standards, such as maximum density and building heights, would be regulated within each of the districts. The proposed standards for each proposed district are shown in Table 3-2, *District Standards*.

**Table 3-2 District Development Standards**

	Pioneer Boulevard	Downtown South	Downtown North	188 <sup>th</sup> Street / Corby Avenue	Downtown Neighborhood	Chateau Estates
<b>Site Design &amp; Building Form Standards by Right</b>						
Maximum Building Height	3 stories/ 45 ft	5 stories/ 65 ft	4 stories/ 55 ft	4 stories/ 55 ft	3 stories/ 45 ft	2 stories/ 24 ft
Maximum Residential Density	50 du/ac	75 du/ac	65 du/ac	65 du/ac	40 du/ac	11 du/ac
Maximum Intensity	1.5 FAR	3.0 FAR	2.5 FAR	2.0 FAR	1.25 FAR	0.75 FAR
<b>Site Design &amp; Building Form Standards with Community Benefits<sup>1</sup></b>						
Maximum Building Height	3 stories/ 45 ft	6 stories/ 80 ft	5 stories/ 65 ft	N/A	N/A	N/A
Maximum Residential Density	60 du/ac	85 du/ac	75 du/ac	N/A	N/A	N/A
Maximum Intensity	2.0 FAR	2.5 FAR	3.0 FAR	N/A	N/A	N/A

Notes: ft = feet, FAR = floor area ratio, du/ac = dwelling unit per acre  
<sup>1</sup> If an applicant chooses to participate in the Community Benefit program, the project shall be eligible for additional height as measures in stories/feet and density as measured in Floor Area Ratio (FAR) or units/acre. Under no circumstances except in the application of Government Code Section 65915, et seq (Senate Bill 1818 Affordable Housing Densit Bonus Law), shall any project exceed the maximum allowable height or floor.

### 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 standards; building mass, scale, and maximum heights; materials and finishes; parking and loading; and frontage design standards.

### Mobility and Infrastructure

The proposed project includes mobility policies and standards reflective of a long-term vision to maximize accessibility of Downtown Artesia that is centered around the development of a transit-oriented community, enhancing first and last mile and complete street elements that dedicate space and amenities for people walking, bicycling, and accessing transit. The proposed project aims to complete the gaps in the bicycle network, enhance the pedestrian network, boost transportation options by adding micro-mobility, and adjust the parking network to manage the curb space for continuously changing needs and to construct parking structures at the edges of Downtown. Additionally, the proposed project identifies improvements to the infrastructure system as a result of implementation of the Specific Plan with respect to water supply, sewage, and storm drainage.

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#### Implementation Actions

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

#### Incentives and Bonuses

Community benefits have been included as part of the proposed project and create the Downtown Density Bonus Program. Additional development potential in exchange for community benefits would be granted to applicants by the City Council, following policies and procedures adopted by the City of Artesia. Applicants utilizing the Downtown Density Bonus program would require a statutory development agreement with the City or a covenant between the City and developer.

#### Opportunity Sites

Redevelopment Opportunity Sites buildout projections represent likely redevelopment based on the anticipated levels of density and intensity for each land use category. The proposed project has identified 53 parcels within the Specific Plan area that could support future redevelopment (Redevelopment Opportunity Sites). Criteria for selecting these site is described in detail in the Specific Plan. For purposes of analysis, this Draft EIR conservatively assumes redevelopment of the 53 Redevelopment Opportunity Sites using the by-right development standards shown in Table 3-2. Table 3-3, *Buildout of Units on Opportunity Sites*, identifies the forecast residential and employment population projections of the proposed project under horizon year conditions (2045).

**Table 3-3 Buildout of Units on Opportunity Sites (2045)**

Proposed Zone	Acreage	Proposed Density/Intensity		Proposed Development	
		DU/AC <sup>1</sup>	FAR	DU	Non-Residential SF
Downtown North	15.3	75	2.5	634	
Pioneer Boulevard	8.8	60	1.5	90	
Downtown Neighborhood	9.4	40	1.25	13	
188 <sup>th</sup> /Corby	4.6	65	2.0	150	
Downtown South	23.1	85	3.0	1,094	
Chateau Estates	9.6	11	0.75	0	
Commercial as Mixed Use <sup>2</sup>	-	-	-	-	502,919 sf
<b>Total Residential</b>	<b>70.8</b>	<b>-</b>	<b>-</b>	<b>1,981</b>	<b>502,919</b>

Source: PlaceWorks 2025

Notes: du= dwelling unit, sf= square feet

<sup>1</sup> Uses the maximum densities permitted within each district, including districts that allow the Downtown Density Bonus Program.

<sup>2</sup> Commercial buildout assumes 20% of land at a minimum of 2 stories on selected sites in the Downtown South Mixed Use, 188<sup>th</sup> Street/Corby Avenue Mixed Use, and the Pioneer Boulevard Mixed Use zones.

#### 3.3.1.1 COMPARISON OF EXISTING LAND USES AND LAND USES AT PROJECT BUILDOUT

As detailed in Table 3-4, *Comparison of Existing Conditions to Buildout of the Proposed Project (2045)*, the proposed project allow for an increase of 1,981 housing units, 502,919 square feet of commercial space, 6,934

### 3. Project Description

residents, and 356 jobs within the Specific Plan area. The proposed project, combined with total existing development on parcels that would not undergo land use or zoning changes, would result in 2,276 housing units, 1,052,850 square feet of nonresidential land use, 7,967 residents, and 745 jobs in the Specific Plan area. Buildout projections shown in Table 3-4 are used throughout this DEIR to estimate the magnitude of development that could likely occur in the Specific Plan area upon implementation of the proposed project to year 2045.

**Table 3-4 Comparison of Existing Conditions to Buildout of the Proposed Project (2045)**

Scenario	Housing Units	Nonresidential Square Feet	Residential Population <sup>1</sup>	Employees <sup>2</sup>
<b>Existing Conditions</b>				
Existing Conditions	314	973,949	1,099	689
Existing to be Redeveloped <sup>3</sup>	(19)	(424,018)	(67)	(300)
<b>Proposed Project Conditions (2045)</b>				
Total Existing Development to Remain	295	549,931	1,033	389
Proposed Project	1,981	502,919	6,934	356
<b>Total</b>	<b>2,276</b>	<b>1,052,850</b>	<b>7,967</b>	<b>745</b>
Net Difference (Less Existing Conditions)	1,962	78,901	6,868	56

Source: PlaceWorks 2025 (see Appendix B); LLG 2025 (see Appendix F).

<sup>1</sup> Based on the person per household generation rate of 3.5 as derived from Table 13 from Connect SoCal's Demographics and Growth Forecast Appendix (SCAG 2024)

<sup>2</sup> 10,321,542 sf nonresidential (excluding open space and ROW from General Plan Table LU-3 and 20% commercial for mixed use)/7,300 employees (California Economic Development Department Data) = 1,414 sf nonresidential/employee (City of Artesia 2010; EDD 2024)

<sup>3</sup> Of the 53 parcels selected for redevelopment, there are several parcels that are developed with existing uses that would be demolished and redeveloped with the proposed project's uses under proposed project conditions.

### 3.4 INTENDED USES OF THE EIR

This Draft EIR is a programmatic DEIR that examines the environmental impacts of the proposed project. This DEIR also addresses various actions by the City and others to adopt and implement the proposed project. It is the intent of this DEIR to evaluate the environmental impacts of the proposed project, thereby enabling the City of Artesia, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. However, there are no specific development projects proposed at this time, and further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis. The anticipated approvals required for this project are in Table 3-5, *Project Approvals Needed*.

**Table 3-5 Project Approvals Needed**

Lead Agency	Action
Artesia City Council	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 Certification of the Artesia Downtown Specific Plan Final EIR

### 3. Project Description

## 3.5 REFERENCES

- Artesia, City of. 2010. City of Artesia General Plan 2030.  
[https://www.cityofartesia.us/DocumentCenter/View/226/Artesia-General-Plan?bidId=.](https://www.cityofartesia.us/DocumentCenter/View/226/Artesia-General-Plan?bidId=)
- California Economic Development Department (EDD). 2024. Monthly Labor Force Data for Cities and Census Designated Places Annual Average 2023.  
<https://labormarketinfo.edd.ca.gov/file/lfhist/23aasub.xls>.
- Linscott, Law and Greenspan Engineers (LLG). 2024. Transportation Impact Study Scope of Work. (Appendix F)
- Los Angeles County Metropolitan Transit Authority (Metro). 2024. Southeast Gateway Line (previously West Santa Ana Branch Transit Corridor). <https://www.metro.net/projects/southeastgateway/>.
- PlaceWorks. 2025. Artesia Downtown Specific Plan Buildout Scenarios Memo. (Appendix B)
- Southern California Association of Governments (SCAG). Connect SoCal 2024: Demographics and Growth Forecast Appendix. <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839>.

## 4. Environmental Setting

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### 4.1 INTRODUCTION

This section provides a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective” (California Environmental Quality Act [CEQA] Guidelines Section 15125[a]), pursuant to provisions of CEQA and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

### 4.2 REGIONAL ENVIRONMENTAL SETTING

#### 4.2.1 Regional Location

The City of Artesia is approximately 19 miles southeast of downtown Los Angeles and 10 miles northwest of the city of Anaheim. Artesia is bordered by the city of Norwalk to the north, and the city of Cerritos to the south, east, and west. Regional access is provided via State Route (SR-) 91 (Artesia Freeway) and Interstate (I-) 605 (San Gabriel River Freeway). Local access is provided via Pioneer Boulevard, Artesia Boulevard, 183rd Street, and South Street. The City is a suburban jurisdiction with a mix of residential densities, although low-density residential uses are most common. It also contains a mix of retail commercial, office, and industrial uses.

#### 4.2.2 Regional Planning Considerations

##### 4.2.2.1 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 380,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal) was adopted in April 2024. Major themes in Connect SoCal are:

- Integrating strategies for land use and transportation.
- Striving for sustainability.

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- Protecting and preserving existing transportation infrastructure.
- Increasing capacity through improved system management.
- Providing more transportation choices.
- Leveraging technology.
- Responding to demographic and housing market changes.
- Supporting commerce, economic growth, and opportunity.
- Promoting the links between public health, environmental protection, and economic opportunity.
- Incorporating the principles of social equity and environmental justice into the plan.

Connect SoCal outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement). Connect SoCal is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets identified by the California Air Resources Board (CARB). However, Connect SoCal does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to government and developers for consistency.

### 4.2.2.2 SOUTH COAST AIR BASIN AIR QUALITY MANAGEMENT PLAN

Artesia is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (AQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law, and standards are detailed in the SoCAB Air Quality Management Plan (AQMP). Air pollutants for which ambient air quality standards (AAQS) have been developed are known as criteria air pollutants, including ozone (O<sub>3</sub>), volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide, coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead. VOC and NO<sub>x</sub> are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O<sub>3</sub>, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated nonattainment for O<sub>3</sub>, PM<sub>2.5</sub>, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO<sub>2</sub> under the California AAQS.

### 4.2.2.3 GREENHOUSE GAS EMISSIONS REDUCTION LEGISLATION

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in a number of State regulations. Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction goals for the State of California:

- 2000 levels by 2010
- 1990 levels 2020
- 80 percent below 1990 levels by 2050

Assembly Bill (AB) 32, the Global Warming Solutions Act (2006), was passed by the State legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32



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established a legislative target for the year 2020 goal outlined in Executive Order S-03-05. CARB prepared its first Scoping Plan in 2008, which outlined the State's plan for achieving the 2020 targets of AB 32.

In 2008, Senate Bill (SB) 375 was adopted to connect passenger-vehicle GHG emissions reduction targets for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips.

In September 2016, Governor Brown signed SB 32, making the Executive Order B-15-30 goal for year 2030 of a 40 percent reduction below 1990 levels by 2030 into a statewide-mandated legislative target. CARB issued an update to its Scoping Plan in 2017, with programs for meeting the SB 32 reduction target.

On August 31, 2022, the California Legislature passed AB 1279, which requires California to achieve net-zero GHG emissions no later than 2045 and to achieve and maintain negative GHG emissions thereafter. Additionally, AB 1279 also establishes a GHG emissions reduction goal of 85 percent below 1990 levels by 2045. CARB will be required to update the scoping plan to identify and recommend measures to achieve the net-zero and GHG emissions-reduction goals.

### 4.2.2.4 SENATE BILL 743

On September 27, 2013, SB 743 was signed into law and started a process that has fundamentally changed transportation impact analysis for CEQA compliance. With the adoption of SB 375, the State signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and contribute to the reduction of GHG emissions, as required by the California Warming Solutions Act of 2006 (AB 32).

SB 743 generally eliminates auto delay, level of service, and other similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts under CEQA. Pursuant to the CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099[b][1]).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. Under the new guidelines, VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects, were required beginning July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements for evaluation of level of service, but these metrics can no longer be the basis for determining transportation impacts under CEQA.

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### 4.3 LOCAL ENVIRONMENTAL SETTING

#### 4.3.1 Location and Land Use

The project site is fully built up and consists primarily of one- and two-story commercial uses and multifamily residential properties, as seen in Table 3-1, *Existing Development*, in Chapter 3, *Project Description*. The Artesia Downtown Specific Plan (proposed project) area focuses on the blocks adjoining Pioneer Boulevard, beginning with the area around the future Pioneer Station to the south and ending just beyond 183rd Street to the north. To the east and west, the study area is bounded by Arline, Corby, and Alburdis Avenues. 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 are connected by the Pioneer Boulevard corridor, which includes one- and two-story retail, restaurant, and office uses. Multifamily residential, mixed-use residential, commercial, general office, and industrial uses are on various parcels throughout the entire project site to the east and west of Pioneer Boulevard. Civic institutions within a half mile from the future Pioneer Station include Artesia City Hall, Albert O. Little Community Center, Artesia Library, a fire station, and a post office. The post office is located at the northern end of the study area. Artesia Park is the only park within walking distance from the future Metro station. Limited vacant parcels exist within the project area south of 188th Street. The Southeast Gateway Line bisects the project site.

#### 4.3.2 General Plan and Zoning

As shown in Figure 3-4, *Existing Zoning Map*, the project site includes two General Plan land use designations. Between the future Pioneer Boulevard Light Rail Station in the south to 180th Street 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.

#### 4.3.3 Biological Resources

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.

#### 4.3.4 Climate and Air Quality

Artesia is in the SoCAB and is subject to the AQMP prepared by the South Coast 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.

## 4. Environmental Setting

### 4.3.5 Geology and Landform

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). 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 2010a). Therefore, conditions that contribute to substantial soil erosion or loss of topsoil are not present in the city.

### 4.3.6 Hydrology

The project site receives its potable water service from the Golden State Water Company, 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. 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.

### 4.3.7 Public Services and Utilities

Fire protection services in Artesia are provided through the Los Angeles County Fire Department. 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 and commercial uses in the project area, which would increase demand for fire protection services. 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. Wastewater treatment and storm drainage are provided by 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.

## 4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed when a project's incremental effect is cumulatively considerable. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the proposed project alone. Section 15355 of the CEQA Guidelines defines cumulative impacts to be "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of the proposed project when added to effects of past projects, other current projects and probable future projects in the vicinity.

## 4. Environmental Setting

Section 15130 (b)(1) of the CEQA Guidelines states that the information utilized in an analysis of cumulative impacts should come from one of two methods, either:

- a) A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- b) A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

Table 4-1, *Cumulative Projects*, shows a list of past, present, and probable future projects.

No.	Project Location	City	Land Use	Size
1. Pioneer Place	Pioneer Boulevard and 176th Street	Artesia	Mixed use residential and commercial	83 du Rooftop restaurant
2. Artesia Square	11746 South Street	Artesia	Mixed use residential and commercial	168 du 7,000 sf commercial
3. Artesia Place	Artesia Boulevard and Alburdis Avenue	Artesia	Mixed use residential commercial	80 du 11,257 sf commercial/office
4. Arkansas Street Specific Plan Project	11700 Arkansas Street	Artesia	Mixed use residential, residential and commercial	59 du 4,544 sf commercial
5. Southeast Gateway Line Project (Metro)	Central Los Angeles, Gateway Cities - Artesia	Central Los Angeles, Gateway Cities	Light Rail Transit	14.5 miles of new light rail 9 stations C Line infill station 5 parking facilities Ancillary facilities and Maintenance and Storage Facility
6. Pioneer Transit Station and Garage (Metro)	Pioneer Boulevard/187th Street	Artesia	Light Rail Transit Station	Light Rail Transit Station 3.3-acre 4-story parking structure 1,100 parking stalls
7. Del Amo Boulevard Bridge Replacement and Signal Enhancement Project	2-mile long portion of Del Amo Boulevard (From Interstate 605 to Denni Street)	Cerritos	Major four-lane arterial	2 miles of improvements
8. Artesia Botanical Garden	11504 178th Street	Artesia	Botanical Gardens	1.43 acres

Source: City of Artesia 2024; PlaceWorks 2024.

sf= square feet

du= dwelling units

The cumulative impacts of the proposed project have been addressed for each environmental category study described in detail in Chapter 5, *Environmental Analysis*, of this Draft Environmental Impact Report (DEIR).

## 4. Environmental Setting

### 4.5 REFERENCES

- Artesia, City of. 2010a. *City of Artesia General Plan 2030 Environmental Impact Report*.  
<https://www.cityofartesia.us/DocumentCenter/View/100/Sec0503Aesthetics?bidId=>.
- . 2010b. *City of Artesia General Plan 2030*.  
<https://www.cityofartesia.us/DocumentCenter/View/226/Artesia-General-Plan?bidId=>.
- . 2024. *Community Development*. <https://www.cityofartesia.us/336/Community-Development>
- DOC. 2023. *Alquist-Priolo Earthquake Fault Zones*. <https://www.conservation.ca.gov/cgs/alquist-priolo>

## 4. Environmental Setting

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## 5. Environmental Analysis

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This chapter examines the regulatory and environmental setting of the proposed project, describes applicable policies of the Artesia Downtown Specific Plan (proposed project), analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts where necessary. This chapter has a separate section for each environmental issue area that was determined to need further study in the Draft Environmental Impact Report (DEIR). This scope was determined in the Initial Study and Notice of Preparation (NOP), which were published February 26, 2024, and through public and agency comments received during the NOP comment period from February 26 to March 27, 2024 (see Appendix A). Environmental issues and their corresponding sections are:

- 5.1 Aesthetics
- 5.2 Air Quality
- 5.3 Cultural Resources
- 5.4 Energy
- 5.5 Geology and Soils
- 5.6 Greenhouse Gas Emissions
- 5.7 Hydrology and Water Quality
- 5.8 Land Use and Planning
- 5.9 Noise
- 5.10 Population and Housing
- 5.11 Public Services
- 5.12 Recreation
- 5.13 Transportation
- 5.14 Tribal Cultural Resources
- 5.15 Utilities and Service Systems

Sections 5.1 through 5.15 provide a detailed discussion of the environmental setting, impacts associated with the proposed project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed.

Issues considered Potentially Significant are addressed in this DEIR, and issues identified as Less Than Significant or No Impact are addressed in the Initial Study. Please refer to the Initial Study in Appendix A for discussion of how these determinations were made.

## 5. Environmental Analysis

### Organization of Environmental Analysis.

To assist the reader with comparing information between environmental issues, each section is organized under the following major headings:

- Environmental Setting
  - Regulatory Background
  - Existing Conditions
- Thresholds of Significance
- Environmental Impacts
  - Methodology
  - Proposed Specific Plan Goals and Policies
  - Impact Analysis
- Cumulative Impacts
- Level of Significance Before Mitigation
- Mitigation Measures
- Level of Significance After Mitigation
- References

In addition, Chapter 1, *Executive Summary*, has a table that summarizes all impacts by environmental issue.

### Terminology Used in This DEIR

The level of significance is identified for each impact in this DEIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with the California Environmental Quality Act (CEQA) and the CEQA Guidelines:

- **No impact.** The project would not change the environment.
- **Less than significant.** The project would not cause any substantial, adverse change in the environment.
- **Less than significant with mitigation incorporated.** The EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and unavoidable.** The project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less-than-significant level.



## 5. Environmental Analysis

### 5.1 AESTHETICS

This section identifies and evaluates issues related to aesthetics to determine whether implementation of the Artesia Downtown Specific Plan (proposed project) could result in a significant impact related to existing visual character or quality and shadows, light, or glare that would adversely affect day or nighttime views in the area. Impacts related to scenic vistas and scenic resources in a State scenic highway were determined to be less than significant in the Initial study. This section describes the environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the Draft Environmental Impact Report (DEIR), written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Notice of Preparation and Comment Letters Summary*, in Chapter 2, *Introduction*, includes a summary of all comments received during the scoping comment period.

#### 5.1.1 Environmental Setting

##### 5.1.1.1 REGULATORY BACKGROUND

###### Federal

There are no federal regulations, plans, or policies applicable to aesthetics issues relevant to the proposed project.

###### State

###### *Modernization of Analysis for Transit-Oriented Infill Projects (Senate Bill 743)*

Enacted in 2013, Senate Bill (SB) 743 implemented a number of changes to the California Environmental Quality Act (CEQA; California Public Resources Code [PRC] Section 21000 et seq.) that are designed to streamline some of its procedures for certain projects, including infill residential, mixed-use residential, and employment center projects near transit services. As specified in CEQA PRC Section 21099(d)(1), aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site in a transit priority area shall not be considered significant impacts on the environment, provided the project meets all the following three criteria:

- The project is in a transit priority area.<sup>1</sup>
- The project is on an infill site.<sup>2</sup>

<sup>1</sup> CEQA PRC Section 21099(a)(7) defines a “transit priority area” as an area within one-half mile of an existing or planned major transit stop. A “major transit stop” is defined in CEQA Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the a.m. and p.m. peak commute periods.

<sup>2</sup> CEQA Section 21099(a)(4) defines an “infill site” as either (1) a lot within an urban area that was previously developed; or (2) a vacant site where at least 75 percent of the site perimeter adjoins (or is separated by only an improved public right-of-way from) parcels that are developed with qualified urban uses.

## 5. Environmental Analysis

### AESTHETICS

- The project is residential, mixed-use residential, or an employment center.<sup>3</sup>

CEQA PRC Section 21099(d)(2)(A) specifies that this subdivision does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies. CEQA PRC Section 21099(e) further specifies that this section does not affect the authority of a public agency to establish or adopt thresholds of significance that are more protective of the environment.

#### *Caltrans Scenic Highway Program*

In 1963, California's Scenic Highway Program was created to preserve and protect the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The state laws governing this program are in the Streets and Highways Code, Sections 260 to 2684, and Caltrans oversees the program. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on the following criteria described in Caltrans's Guidelines for Official Designation of Scenic Highways (Caltrans 2008):

- The State or county highway consists of a scenic corridor that is comprised of a memorable landscape that showcases the natural scenic beauty or agriculture of California; "vividness" is used to assess visual quality, and is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- Existing visual intrusions do not significantly impact the scenic corridor; this is based on intactness (the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions) and unity (the extent to which visual intrusions are sensitive to and in visual harmony with the natural landscape).
- Demonstration of strong local support for the proposed scenic highway designation.
- The length of the proposed scenic highway is not less than a mile and is not segmented.

There are no officially designated state scenic highways or eligible state scenic highways that traverse the City of Artesia.

#### *California Building Code*

The California Building Code, Part 2 of Title 24 in the California Code of Regulations, is based on the International Building Code and combines three types of building standards from three different origins:

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<sup>3</sup> CEQA Section 21099(a)(1) defines an "employment center" as a project situated on property zoned for commercial uses with a floor area ratio of no less than 0.75 and in a transit priority area.

## 5. Environmental Analysis

### AESTHETICS

- Building standards that have been adopted by State agencies without change from building standards contained in the International Building Code.
- Building standards that have been adopted from the International Building Code to meet California conditions.
- Building standards, authorized by the California legislature, that constitute extensive additions not covered by the International Building Code that have been adopted to address particular California concerns.

The code includes standards for outdoor lighting that are intended to improve energy efficiency and reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls.

### Local

#### *City of Artesia General Plan*

##### ***Land Use Element***

- **Policy LU 1.4.** Ensure mixed-use developments are integrated with surrounding uses to become part of the neighborhood by utilizing cohesive architecture, lively streetscapes, interesting urban spaces and attractive landscaping.
- **Policy LU 2.2.** Encourage uniformly high standards of residential property maintenance to preserve real estate values and high quality of life.
- **Policy LU 2.3.** Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a neighborhood.
- **Policy LU 2.4.** Ensure that the distinct character of Artesia's neighborhoods are preserved and reflected in all new development and redevelopment projects.
- **Policy LU 3.2.** Monitor the appearance of commercial and retail service facilities to prevent areas of decline by requiring improved maintenance of rehabilitation, as necessary.
- **Policy LU 3.3.** Work with property owners of commercial developments that are currently in a state of deterioration to revitalize these centers.

##### ***Circulation and Mobility Element***

- **Policy CIR 2.1.** Provide landscaped medians and greenbelts along major arterials, highways, and freeways where economically feasible.

##### ***Community Resources and Wellness Element***

- **Policy OS 3.1.** Promote visually appealing landscaped corridors and landscape buffers to introduce plant materials into urbanized areas.

## 5. Environmental Analysis

### AESTHETICS

#### *Sustainability Element*

- **Policy SUS 3.4.** Promote neighborhood identity and conservation of individual neighborhood character. Retain Artesia's history and heritage.
- **Policy SUS 4.1.** Increase tree canopy and provide natural landscape elements throughout the City.

#### *City of Artesia Zoning Code*

The "Zoning Law of the City of Artesia" is provided in Title 9, Chapter 2, Zoning, of the City of Artesia Municipal Code (AMC). The purpose of Chapter 2 is to:

Encourage, classify, designate, regulate, restrict, and segregate the highest and best locations and uses of buildings, structures, and land to serve the needs of residence, commerce, industry, and other purposes in appropriate places; to regulate and limit the height, number of stories, and size of buildings and other structures designed, erected, and altered; to regulate and determine the size of yards and other open spaces; to regulate and limit the density of population; to facilitate adequate provisions for community utilities, such as transportation, water, sewage, schools, parks, and other public requirements; to lessen congestion on streets; and to promote the public health, safety, welfare, and general prosperity with the aim of preserving a wholesome, serviceable, and attractive community.

The provisions of this chapter also assist with the implementation of the City's General Plan.

Development standards and regulations for residential and nonresidential developments, which influence the City's visual character, are specified in the following articles/sections in AMC Chapter 2, Zoning.

- Article 8, Lots
- Article 9, Yards
- Article 10, Streets and Highways
- Article 11, Off-Street Parking and Loading
- Article 12, Signs
- Article 12.5, Lighting
- Article 13, Performance Standards
- Article 14, Fences, Walls, and Hedges
- Article 15, Landscaping
- Articles 27 to 42, Development standards for each of the respective zoning districts and various specified land uses

## 5. Environmental Analysis

### AESTHETICS

Additionally, the provisions of AMC Chapter 2, Article 20, Design Review Approval, are intended to establish a process by which certain types of development projects and structures are subject to a discretionary review approval process before the City's Planning Commission, and under specified circumstances before the City Council or Planning Director. The following categories of development projects are subject to the design review approval process:

Any building or structure requiring a building permit, or the modification of the exterior design or color of an existing structure or element thereof, including architectural accents, that is located on a site in any zone other than the Single-Family Residential (R-1) Zone or the Agricultural (A-1) Zone;

- a) Any building or structure requiring a building permit, or the modification of the exterior design or color of any existing structure or element thereof, that is located in the Single-Family Residential (R-1) Zone or Agricultural (A-1) Zone that is designed for use other than as a dwelling unit or dwelling units; and
- b) Any major wall sign as specified in Chapter 2, Article 12 or 12.5.

#### *City of Artesia Design Guidelines*

The City of Artesia developed Community Design Guidelines (Design Guidelines) in February 2006. The purpose of the Design Guidelines is to ensure quality development and improvements by establishing and implementing stated design and architectural guidelines. The Design Guidelines do not constitute specific development standards but provide a framework for preferred construction design and materials while promoting individual creativity and unique architectural styles that will be an asset to the City.

#### **5.1.1.2 EXISTING CONDITIONS**

The City, including the project site, is entirely built out, and the City's aesthetic is one of a fully urbanized community. Additionally, the areas surrounding the City are fully developed and urbanized with similar land use patterns, density, and character. The predominant land uses in the project site include 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 are connected by the Pioneer Boulevard corridor, which includes one- and two-story retail and restaurant and office uses. Multifamily residential, mixed-use residential, commercial, general office, and industrial uses are on various parcels throughout the entire project site to the east and west of Pioneer Boulevard. Limited vacant parcels exist in the project area south of 188th Street. The Southeast Gateway Line bisects the project site.

#### **Scenic Resources**

There are no designated scenic vistas or other scenic resources, such as natural landforms, present within the City (Artesia 2010a).

## 5. Environmental Analysis

### AESTHETICS

#### State Scenic Highway

No officially designated or eligible State scenic highways are in the City (Caltrans 2024; Artesia 2010b).

#### Visual Character

The City's visual character, including the project site, is influenced by its transportation infrastructure and system. The pattern of arterial roadways in the City reflects the standard land plotting system of a one-mile grid of arterial streets running north-south and east-west. As a result, the community's design is largely reactive to these transportation facilities. Because of the dominant role roadways had in the City's development, streetscape appearance is a critical element in the City's visual character.

The following discussion provides a general overview of the City's visual character according to primary land uses.

##### *Residential Character*

Most of the City's residential development occurred during the post-war boom evidenced in northern Los Angeles County during the 1950s and into the 1960s. The City's post-war residential development resulted in architecture that reflects the dominant styles of that period. The architectural style of the post-war time tracts is characterized as small one-story buildings set on a concrete perimeter foundation with a pitched roof. More specifically, these homes were primarily built in the California Ranch architectural style, characterized by its one-story, pitched-roof construction, built-in garage, wood or brick exterior walls, sliding and picture windows, and sliding doors leading to patios. Over time, these single-family homes in established communities have been remodeled, altering communities' cohesiveness. Landscaping in these areas is generally mature and extends out to the back of the curb face. Expansive front lawns and deep setbacks create a more rural feel in an otherwise urban environment. Artesia's multifamily residences typically include one- or two-story buildings set back from the street (Artesia 2010b).

##### *Commercial Character*

Most of the City's commercial development is in downtown Artesia along Pioneer Boulevard, Artesia Boulevard, and South Street. Commercial activities range from neighborhood grocery stores to community shopping centers, motels, hotels, restaurants, and offices. Commercial development in the City previously focused on strip commercial development dominated by parking and automobiles. However, several commercial areas in the City have been developed that have common distinguishing characteristics and/or functions that make them identifiable as a distinct place from other areas. Other commercial concentrations are found at key intersections of most major streets (Artesia 2010b).

##### *Industrial Character*

Industrial development is concentrated in the area north of Artesia Boulevard and west of Pioneer Boulevard. Industrial development in Artesia is very diverse and consists of small business parks, heavy and light industrial and commercial service land uses. Architecture associated with industrial uses varies noticeably, from single-story, flat-roof structures to tilt-up concrete buildings with modern window treatments (Artesia 2010b).

## 5. Environmental Analysis

### AESTHETICS

#### Light and Glare

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e. street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas; diminish the view of the clear night sky; and, if uncontrolled, cause disturbances. Uses such as residences and hotels are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light sources, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation observed by a person as they look directly into the light sources of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely composed of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

The project site is in a highly urbanized and developed part of the City. Sources of light in the project site include building lighting (interior and exterior), security lighting, sign illumination, street lighting, and parking area lighting. These sources of light and glare are mostly associated with the residential, commercial, and industrial uses in the project site. Other sources of nighttime light and glare include streetlights, vehicular traffic along surrounding roadways, and ambient lighting from surrounding developments.

#### 5.1.2 Thresholds of Significance

Appendix G of the CEQA Guidelines states that, “except as provided in Public Resources Code Section 21099,” a project would normally have a significant effect on the environment if the project would:

- AE-1 Have a substantial adverse effect on a scenic vista.
- AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- AE-3 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.

## 5. Environmental Analysis

### AESTHETICS

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Initial Study, included as Appendix A, substantiates that no impacts would occur associated with the following thresholds:

- Threshold AE-1
- Threshold AE-2

These impacts were addressed in the Initial Study (Appendix A), and can also be found in Chapter 8, *Impacts Found Not to Be Significant*, of this DEIR.

### 5.1.3 Environmental Impacts

#### 5.1.3.1 METHODOLOGY

The evaluation of aesthetics and aesthetic impacts is highly subjective, yet it must objectively identify the visual features of the existing environment and their importance. The characterization of aesthetics involves establishing existing visual character, including resources and scenic vistas unique to the City. Visual resources are determined by identifying existing landforms (e.g., topography and grading), views (e.g., scenic resources such as natural features or urban characteristics), viewing points/locations, and existing light and glare (e.g., nighttime illumination). Changes to the existing aesthetic environment that would result from implementation of the proposed project are identified and qualitatively evaluated based on the proposed modifications to the existing setting and the viewer's sensitivity. This analysis focuses on the proposed project's potential to conflict with applicable zoning and other regulations governing scenic quality and create a new source of substantial light and glare in the City.

#### 5.1.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

**Goal 3 Encourage a vibrant and scenic downtown reflective of a diverse community.**

- Affirm community character and culture through restaurants, retail, and design.
- The restoration and reuse of buildings and places of historical or cultural significance.



## 5. Environmental Analysis

### AESTHETICS

#### Goal 4 Beautify Downtown Artesia through building design, landscape, and art.

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

#### 5.1.3.3 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.1-1: The project would not conflict with applicable zoning and other regulations governing scenic quality. [Thresholds AE-3]**

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As previously discussed, the project site is within a highly urbanized and developed area of the City. Thus, the analysis below identifies the proposed project's potential to conflict with applicable zoning and other regulations governing scenic quality.

Under existing conditions, the project site is zoned Commercial General, Multi-Family Residential, Light Manufacturing/Industrial, Commercial Planned Development, and South Street Specific Plan (refer to Figure 3-4, *Existing Zoning Map*, of this DEIR) and is fully developed. The proposed project would amend the zoning code to establish new zoning and development standards and zoning map to classify the project site as Specific Plan. It should be noted that no specific development projects are proposed at this time.

Future residential and mixed-use development that could result from implementation of the proposed project, particularly development within one-half mile of the future Pioneer Boulevard Light Rail Station, which is considered an existing or planned major transit stop as defined in PRC Section 21064.3, would meet the criteria under which aesthetic impacts are not required to be considered.

Under existing conditions, the project site is zoned Commercial General, Commercial Planned Development, Light Manufacturing/Industrial, Multiple-Family Residential, Service & Professional, and South Street Specific Plan. The proposed project's new zoning and development standards would guide the scale of future development and growth within the project site and would ensure that future development would preserve and enhance the project site's visual character and quality. Table 5.1-1, *Existing and Proposed Development Standards*, below provides a comparison of existing and proposed development standards for the project site.

## 5. Environmental Analysis

### AESTHETICS

**Table 5.1-1 Existing and Proposed Development Standards**

	Maximum Height	Maximum Density/Intensity
<b>Existing Zoning<sup>1</sup></b>		
Commercial General	35 ft	1.0 FAR
Commercial Planned Development	35 ft	1.0 FAR
Light Manufacturing/Industrial	35 ft	1.0 FAR
Multiple-Family Residential	35 ft / two stories	30 du/ac
Service & Professional	35 ft / two stories	2.0 FAR
South Street Specific Plan <sup>2</sup>	45 ft	1.5 FAR
<b>Proposed Zoning</b>		
Pioneer Boulevard	3 stories / 45 ft	60 du/ac / 2.0 FAR
Downtown South	6 stories / 80 ft	85 du/ac / 2.5 FAR
Downtown North	5 stories / 65 ft	75 du/ac / 3.0 FAR
188 <sup>th</sup> Street/Corby Avenue	4 stories / 55 ft	6 du/ac / 2.0 FAR
Downtown Neighborhood	3 stories / 45 ft	40 du/ac / 1.25 FAR
Chateau Estates	2 stories / 24 ft	11 du/ac / 0.75 FAR

Notes: ft = feet, FAR = floor area ratio, du/ac = dwelling unit per acre  
<sup>1</sup> City of Artesia 2024  
<sup>2</sup> City of Artesia 2000

Although the proposed project would increase the height and density/intensity in most zoning districts, the proposed project would not substantially change the scenic quality of the project site or surrounding area. Proposed Specific Plan Chapter 5.0, Land Use, establishes the permitted uses and regulations for the planned development within the project site. Proposed Specific Plan Chapter 6.0, Development Standards, provides the development standards including maximum densities, floor area, maximum intensities, maximum height, wall dimensions, open space, encroachments, and required building setbacks (see also Chapter 3, *Project Description*, Table 3-2, *District Development Standards*). The regulations and standards identified in proposed Specific Plan Chapters 5.0 and 6.0, respectively, would ensure the proposed project meets applicable General Plan Policies. The proposed project would comply with policies LU 1.4, LU 2.2 LU 2.3, LU 2.4, LU 3.2, LU 3.3, and SUS 3.4 which aim to create a cohesive and high quality neighborhood with a distinct character. Additionally, the proposed project would comply with policies CIR 2.1, OS 3.1, and SUS 4.1 which aim to promote appealing landscaped areas.

The development standards identified in Specific Plan Chapter 6.0 would adhere to and in specific instances supersede those standards and regulations established in the City's Municipal Code, Title 9, Chapter 2, Zoning. Future development in accordance with the proposed project would be required to comply with the proposed Development Standards and would be regulated through the City's design review process for consideration for consistency with the Specific Plan Design Guidelines. The City would utilize the Specific Plan's Development Standards and Design Guidelines and the City's Design Guidelines to review subsequent plan submittals to ensure that future development meets the requirements of the proposed project and complies with City requirements. The proposed project would be consistent with the General Plan policies related to scenic quality. The proposed project would not conflict with any applicable zoning or other regulations governing scenic quality. Although future development in accordance with the proposed project would change the existing visual

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character of the project site, the development would create an attractive, well-designed, mixed-use community with a high-quality pedestrian environment. Therefore, impacts would be less than significant.

***Level of Significance Before Mitigation:*** Less Than Significant

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**Impact 5.1-2:** The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. [Threshold AE-4]

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The two major causes of light pollution are glare and spill light. Spill light is caused by misdirected light that illuminates outside the intended area. Glare is light that shines directly or is reflected from a surface into a viewer's eyes. Spill light and glare are effects of a project's exterior lighting on adjoining uses and areas.

The project site is in a highly urbanized and developed part of the City. Sources of light in the project site include building lighting (interior and exterior), security lighting, sign illumination, street lighting, and parking area lighting. These sources of light and glare are mostly associated with the residential, commercial, and industrial uses in the project site and surrounding areas. Other sources of nighttime light and glare include streetlights, vehicular traffic along surrounding roadways, and ambient lighting from surrounding developments. The proposed project includes land use and zoning changes specific to the 52 identified Redevelopment Opportunity Sites. As such, future redevelopment would occur in areas where development, and associated light and glare sources, already exists.

Future redevelopment would increase lighting at the project site compared to existing conditions, given the proposed increase in density and a mix of land uses on-site. However, all proposed lighting would be required to comply with the exterior lighting requirements included in proposed Specific Plan Chapter 6.0 and AMC Article 12.5, Lighting. As indicated in proposed Specific Plan Chapter 6.0, all lighting shall be directed, oriented, and shielded to prevent light trespassing or glaring onto adjacent properties. Resulting developments would also be in an urban setting where street lighting, parking area lighting, and auto traffic are common. For these reasons, the development would not create a new source of substantial light or glare that would adversely affect day or nighttime views. Additionally, the California Building Code contains standards for outdoor lighting that are intended to reduce light pollution and glare by regulation of light power and brightness, shielding, and sensor controls. These regulations would serve to mitigate potential impacts of new land uses. The proposed project would result in a less than significant impact with respect to light or glare.

***Level of Significance Before Mitigation:*** Less Than Significant

#### 5.1.4 Cumulative Impacts

This section presents an analysis of the cumulative effects of the proposed project in combination with other past, present, and reasonably foreseeable future projects that could cause cumulatively considerable impacts. Significant cumulative impacts related to aesthetics could occur if the incremental impacts of the proposed project combined with the incremental impacts of one or more cumulative projects.

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#### *Scenic Quality*

As discussed, the City is mostly built out with relatively little land available for new development. As such, the cumulative development projects identified in Table 4-1, *List of Cumulative Projects*, primarily consist of infill development and would result in development similar to what currently exists in the surrounding vicinity. Additionally, the City would review site-specific development proposals against the AMC requirements for all future projects requiring discretionary and ministerial approvals. This regulatory procedure would ensure cumulative development is reviewed against the qualities and characteristics expected of development and major renovations in the City. Cumulative development would be reviewed against applicable General Plan policies.

As indicated in Impact 5.1-1, the proposed project would be consistent with applicable zoning and regulations related to scenic quality upon approval of the proposed project. Further, project implementation would be subject to the Specific Plan Development Standards and Design Guidelines. Overall, these standards would serve to improve the scenic quality within the project site. Thus, cumulative impacts to scenic quality regulations would be less than significant, and the proposed project would not significantly contribute to cumulative impacts in this regard.

#### *Light and Glare*

Development of cumulative projects could result in increased light and glare in the City during construction and operational activities. However, all cumulative development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with light and glare. Additionally, similar to the proposed project, cumulative project would be required to comply with outdoor lighting requirement as detailed in AMC.

As indicated in Impact 5.1-2, proposed Specific Plan Chapter 6.0 would require outdoor lighting fixtures to be located and designed to minimize light spill. Following compliance with the Specific Plan Development Standards and Design Guidelines and applicable AMC regulations, the proposed project would result in a less than significant impact with respect to light and glare. Thus, the proposed project would not cumulatively contribute to the creation of substantial light and glare, and impacts would be less than significant.

### 5.1.5 Level of Significance Before Mitigation

No impacts were identified as being potentially significant.

### 5.1.6 Mitigation Measures

No significant adverse impacts related to aesthetics were identified and no mitigation measures are required.

### 5.1.7 Level of Significance After Mitigation

No significant unavoidable adverse impacts related to aesthetics have been identified.

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### 5.1.8 References

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### 5.2 AIR QUALITY

This section provides an analysis of potential local and regional impacts on air quality from future development facilitated by adoption of the Artesia Downtown Specific Plan (Specific Plan or proposed project), including those related to air quality plans and standards, criteria pollutants, sensitive receptors, and objectionable odors. This section provides context regarding air quality standards and local air quality, as well as relevant federal, State, and local regulations and programs.

This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD) and focuses on criteria air pollutants and toxic air contaminants. Greenhouse gases (GHGs) are evaluated in Section 5.6, *Greenhouse Gas Emissions*, of this Draft Environmental Impact Report (DEIR). Criteria air pollutant emissions modeling is included in Appendix C of this DEIR. The analysis in this section is based on trip generation and average trip distance data as provided by Linscott, Law & Greenspan, Engineers (LLG) (see Appendix H). Cumulative impacts related to air quality are based on the regional boundaries of the South Coast Air Basin (SoCAB).

During the scoping period for the DEIR, written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Summary of Scoping Comments Received*, in Chapter 2, *Introduction*, includes a summary of all comments received during the scoping comment period.

#### Terminology

The following are definitions for terms used throughout this section.

- **AAQS:** Ambient Air Quality Standards that define clean air, established to protect the health of sensitive communities.
- **CES:** CalEnviroScreen, a mapping tool that helps identify the California communities most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects.
- **Concentrations:** The amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ).
- **Criteria Air Pollutants:** Those air pollutants specifically identified for control under the Federal Clean Air Act (currently six: carbon monoxide, nitrogen oxides, lead, sulfur oxides, ozone, and particulates).
- **DPM:** Diesel particulate matter, exhaust from trucks, buses, trains, ships, and other equipment with diesel engines, containing a mixture of gases and solid particles.
- **Emissions:** The actual quantity of pollutant, measured in pounds per day or tons per year.
- **ppm:** Parts per million.

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- **Sensitive receptor:** Land uses that are considered more sensitive to air pollution compared to others due to the types of population groups or activities involved. These land uses include residential, retirement facilities, hospitals, and schools.
- **TAC:** Toxic air contaminant.
- **µg/m<sup>3</sup>:** Micrograms per cubic meter.
- **VMT:** Vehicle miles traveled.

### 5.2.1 Environmental Setting

#### 5.2.1.1 AIR POLLUTANTS OF CONCERN

##### Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead (Pb) are primary air pollutants. Of these, CO, SO<sub>2</sub>, nitrogen dioxide (NO<sub>2</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> are “criteria air pollutants,” which means that ambient air quality standards (AAQS) have been established for them. VOC and NO<sub>x</sub> are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O<sub>3</sub>) and NO<sub>2</sub> are the principal secondary pollutants.

Each of the primary and secondary criteria air pollutants and its known health effects are described below.

- **Carbon Monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines and motor vehicles operating at slow speeds are the primary source of CO in the SoCAB, the highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (South Coast AQMD 2005, 2022; US EPA 2024a). The SoCAB is designated as being in attainment under the California AAQS and attainment (serious maintenance)<sup>1</sup> under the National AAQS (CARB 2024a).
- **Volatile Organic Compounds (VOC)** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (South Coast AQMD 2005). There are no AAQS for VOCs. However, because they

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<sup>1</sup> A maintenance area refers to a previously nonattainment area that has been redesignated to “maintenance” after it meets the standards and additional redesignation requirements in the Clean Air Act Section 107(d)(3)(E).



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contribute to the formation of  $O_3$ , South Coast AQMD has established a significance threshold (South Coast AQMD 2023a). The health effects for ozone are described later in this section.

- **Nitrogen Oxides ( $NO_x$ )** are a by-product of fuel combustion and contribute to the formation of ground-level  $O_3$ ,  $PM_{10}$ , and  $PM_{2.5}$ . The two major forms of  $NO_x$  are nitric oxide (NO) and nitrogen dioxide ( $NO_2$ ). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of  $NO_x$  produced by combustion is NO, but NO reacts quickly with oxygen to form  $NO_2$ , creating the mixture of NO and  $NO_2$  commonly called  $NO_x$ .  $NO_2$  is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however,  $NO_2$  is only potentially irritating.  $NO_2$  absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility.  $NO_2$  exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term  $NO_2$  exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term  $NO_2$  concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (South Coast AQMD 2005, 2022; US EPA 2024a). The SoCAB is designated in attainment (maintenance) under the National AAQS and attainment under the California AAQS (CARB 2024a).
- **Sulfur Dioxide ( $SO_2$ )** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of  $SO_2$ . When sulfur dioxide forms sulfates ( $SO_4$ ) in the atmosphere, together these pollutants are referred to as sulfur oxides ( $SO_x$ ). Thus,  $SO_2$  is both a primary and secondary criteria air pollutant. At sufficiently high concentrations,  $SO_2$  may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to  $SO_2$ , ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing) at lower concentrations, and when combined with particulates,  $SO_2$  may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (South Coast AQMD 2005, 2022; US EPA 2024a). The SoCAB is designated as attainment under the California and National AAQS (CARB 2024a).
- **Suspended Particulate Matter ( $PM_{10}$  and  $PM_{2.5}$ )** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or  $PM_{10}$ , include particulate matter with an aerodynamic diameter of 10 microns or less (i.e.,  $\leq 0.01$  millimeter). Inhalable fine particles, or  $PM_{2.5}$ , have an aerodynamic diameter of 2.5 microns or less (i.e.,  $\leq 0.0025$  millimeter). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both  $PM_{10}$  and  $PM_{2.5}$  may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The US Environmental Protection Agency's (EPA) scientific review

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concluded that PM<sub>2.5</sub>, which penetrates deeply into the lungs, is more likely than PM<sub>10</sub> to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (South Coast AQMD 2005, 2022). There has been emerging evidence that ultrafine particulates, which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.0001 millimeter) have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (South Coast AQMD 2022). However, the EPA and the California Air Resources Board (CARB) have not adopted AAQS to regulate these particulates. Diesel particulate matter is classified by CARB as a carcinogen (CARB 1999, 2024b). Particulate matter can also cause environmental effects such as visibility impairment,<sup>2</sup> environmental damage,<sup>3</sup> and aesthetic damage<sup>4</sup> (South Coast AQMD 2005, 2022; US EPA 2024a). The SoCAB is a nonattainment area for PM<sub>2.5</sub> under California and National AAQS and a nonattainment area for PM<sub>10</sub> under the California AAQS (CARB 2024a).<sup>5</sup>

- **Ozone (O<sub>3</sub>)** is a key ingredient of “smog” and is a gas that is formed when VOCs and NO<sub>x</sub>, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O<sub>3</sub> is a secondary criteria air pollutant. O<sub>3</sub> concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O<sub>3</sub> poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O<sub>3</sub> can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O<sub>3</sub> also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O<sub>3</sub> also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O<sub>3</sub> harms sensitive vegetation during the growing season (South Coast AQMD 2005, 2022; US EPA 2024a). The SoCAB is designated extreme nonattainment under the California AAQS (one-hour and eight-hour) and National AAQS (eight-hour) (CARB 2024a).
- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of

<sup>2</sup> PM<sub>2.5</sub> is the main cause of reduced visibility (haze) in parts of the United States.

<sup>3</sup> Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

<sup>4</sup> Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

<sup>5</sup> CARB approved the South Coast AQMD’s request to redesignate the SoCAB from serious nonattainment for PM<sub>10</sub> to attainment for PM<sub>10</sub> under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM<sub>10</sub> standards from 2004 to 2007. The EPA approved the State of California’s request to redesignate the South Coast PM<sub>10</sub> nonattainment area to attainment of the PM<sub>10</sub> National AAQS, effective on July 26, 2013.

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lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (South Coast AQMD 2005, 2022; US EPA 2024a). The major sources of lead emissions have historically been mobile and industrial sources. As a result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.<sup>6</sup> As a result of these violations, the Los Angeles County portion of the SoCAB is designated as nonattainment under the National AAQS for lead (South Coast AQMD 2012; CARB 2024a). However, lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011 (South Coast AQMD 2012). Because emissions of lead are found only in projects that are permitted by South Coast AQMD, lead is not a pollutant of concern for the proposed project.

Table 5.2-1, *Criteria Air Pollutant Health Effects Summary*, summarizes the potential health effects associated with criteria air pollutants.

**Table 5.2-1 Criteria Air Pollutant Health Effects Summary**

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	<ul style="list-style-type: none"> <li>Chest pain in heart patients</li> <li>Headaches, nausea</li> <li>Reduced mental alertness</li> <li>Death at very high levels</li> </ul>	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O <sub>3</sub> )	<ul style="list-style-type: none"> <li>Cough, chest tightness</li> <li>Difficulty taking a deep breath</li> <li>Worsened asthma symptoms</li> <li>Lung inflammation</li> </ul>	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO <sub>2</sub> )	<ul style="list-style-type: none"> <li>Increased response to allergens</li> <li>Aggravation of respiratory illness</li> </ul>	Same as carbon monoxide sources
Particulate Matter (PM <sub>10</sub> and PM <sub>2.5</sub> )	<ul style="list-style-type: none"> <li>Hospitalizations for worsened heart diseases</li> <li>Emergency room visits for asthma</li> <li>Premature death</li> </ul>	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction
Sulfur Dioxide (SO <sub>2</sub> )	<ul style="list-style-type: none"> <li>Aggravation of respiratory disease (e.g., asthma and emphysema)</li> <li>Reduced lung function</li> </ul>	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	<ul style="list-style-type: none"> <li>Behavioral and learning disabilities in children</li> <li>Nervous system impairment</li> </ul>	Contaminated soil

Source: CARB 2024c.

<sup>6</sup> Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (South Coast AQMD 2012).

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#### Toxic Air Contaminants

CARB has identified other air pollutants as TACs, which are pollutants that may cause serious, long-term effects. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (US EPA 2024b). By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. There are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to the proposed project being particulate matter from diesel-fueled engines.

#### *Diesel Particulate Matter*

In 1998, CARB identified DPM as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Short-term (i.e., acute) exposure can cause irritation and inflammatory systems and may exacerbate existing allergies and asthma systems (US EPA 2002).

Ambient air quality standards have been adopted at the state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of TACs. The proposed project is in the SoCAB and is subject to the rules and regulations imposed by the South Coast AQMD, the California AAQS adopted by CARB, and National AAQS adopted by the EPA. Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized in this section.

#### 5.2.1.2 REGULATORY BACKGROUND

##### Federal and State

##### *Ambient Air Quality Standards*

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 CAA amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

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The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect “sensitive receptors” most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 5.2-2, *Ambient Air Quality Standards for Criteria Air Pollutants*. These pollutants are O<sub>3</sub>, NO<sub>2</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and Pb. In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

**Table 5.2-2 Ambient Air Quality Standards for Criteria Air Pollutants**

Pollutant	Averaging Time	California Standard <sup>1</sup>	Federal Primary Standard <sup>2</sup>	Major Pollutant Sources
Ozone (O <sub>3</sub> ) <sup>3</sup>	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM <sub>10</sub> )	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	
Respirable Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>4</sup>	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	9 µg/m <sup>3</sup>	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m <sup>3</sup>	

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**Table 5.2-2 Ambient Air Quality Standards for Criteria Air Pollutants**

Pollutant	Averaging Time	California Standard <sup>1</sup>	Federal Primary Standard <sup>2</sup>	Major Pollutant Sources
Lead (Pb)	30-Day Average	1.5 µg/m <sup>3</sup>	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m <sup>3</sup>	
	Rolling 3-Month Average	*	0.15 µg/m <sup>3</sup>	
Sulfates (SO <sub>4</sub> ) <sup>5</sup>	24 hours	25 µg/m <sup>3</sup>	*	Industrial processes.
Visibility-Reducing Particles	8 hours	ExCo = 0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H <sub>2</sub> S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2016.

Notes: ppm: parts per million; µg/m<sup>3</sup>: micrograms per cubic meter

\* Standard has not been established for this pollutant/duration by this entity.

<sup>1</sup> California standards for O<sub>3</sub>, CO (except 8-hour Lake Tahoe), SO<sub>2</sub> (1 and 24 hour), NO<sub>2</sub>, and particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

<sup>2</sup> National standards (other than O<sub>3</sub>, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O<sub>3</sub> standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

<sup>3</sup> On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

<sup>4</sup> On February 7, 2024, the national annual PM<sub>2.5</sub> primary standard was lowered from 12.0 µg/m<sup>3</sup> to 9.0 µg/m<sup>3</sup>. The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35 µg/m<sup>3</sup>, as was the annual secondary standard of 15 µg/m<sup>3</sup>. The existing 24-hour PM<sub>10</sub> standards (primary and secondary) of 150 µg/m<sup>3</sup> also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

<sup>5</sup> On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

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California has also adopted a host of other regulations that reduce criteria pollutant emissions:

- **Assembly Bill (AB) 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.
- **Senate Bill (SB) 1078 and SB 107: Renewables Portfolio Standards.** A major component of California's Renewable Energy Program is the renewables portfolio standard established under SB 1078 (Sher) and SB 107 (Simitian). Under the renewables portfolio standard, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent to reach at least 20 percent by December 30, 2010.
- **Title 20 of California Code of Regulations (CCR): Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR Sections 1601–1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances.
- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and nonresidential buildings adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977.
- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.<sup>7</sup>

#### *California Air Resources Board*

CARB is a part of the California Environmental Protection Agency and responsible for the coordination and administration of both federal and state air pollution control programs in California. In this capacity, CARB conducts research, sets the California AAQS (see Table 5.2-2), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), working closely with the federal government and the local air districts. The SIP is required for the State to take over implementation of the federal CAA from the EPA.

#### *Nuisance Regulations*

Health and Safety Code Section 41700 states,

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<sup>7</sup> The green building standards became mandatory in the 2010 edition of the code.

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... a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property.

This section also applies to objectionable odors.

#### *Tanner Air Toxics Act and Air Toxics Hot Spot Information and Assessment Act*

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and reduce exposure to them. The California Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health” (17 CCR Section 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal CAA (42 US Code Section 7412[b]) is a TAC. Under State law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an “airborne toxics control measure” for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate “toxics best available control technology” to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

CARB has promulgated the following specific rules to limit TAC emissions:

- **13 CCR Chapter 10, Section 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.** Regulation generally restricting on-road diesel-powered commercial motor vehicles with a gross vehicle weight rating of greater than 10,000 pounds from idling more than five minutes.
- **13 CCR Chapter 10, Section 2480: Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools.** Generally restricts a school bus or transit bus from idling for more than five minutes when within 100 feet of a school.



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- **13 CCR Section 2477 and Article 8: Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate.** Regulations established to control emissions associated with diesel-powered TRUs.

### Regional

#### *Air Quality Management Planning*

The South Coast AQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. South Coast AQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). The AQMP is a regional strategy plan to achieve air quality standards by examining emissions, looking at regional growth projections, and the impact of existing and proposed control measures to provide healthful air in the long-term. Since 1979, a number of AQMPs have been prepared.

The CAA requires CARB to develop a SIP that describes how an area will attain National AAQS. The AQMP provides the framework for air quality basins to achieve attainment of the State and federal AAQS through the SIP. Areas are classified as attainment or nonattainment areas for a particular pollutant depending on whether they meet the AAQs.

#### ***2022 AQMP***

South Coast AQMD adopted the 2022 AQMP on December 2, 2022, as an update to the 2016 AQMP. On October 1, 2015, the EPA strengthened the National AAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb) (2015 Ozone National AAQS). The SoCAB is currently classified as an “extreme” nonattainment for the 2015 Ozone National AAQS. Meeting the 2015 federal ozone standard requires reducing NO<sub>x</sub> emissions, the key pollutant that creates ozone, by 67 percent more than is required by adopted rules and regulations by 2037. The only way to achieve the required NO<sub>x</sub> reductions is through extensive use of zero emission (ZE) technologies across all stationary and mobile sources. South Coast AQMD’s primary authority is over stationary sources which account for approximately 20 percent of NO<sub>x</sub> emissions. The overwhelming majority of NO<sub>x</sub> emissions are from heavy-duty trucks, ships, and other State and federally regulated mobile sources that are mostly beyond the South Coast AQMD’s control. The region will not meet the standard without significant federal action. In addition to federal action, the 2022 AQMP requires substantial reliance on future deployment of advanced technologies to meet the standard. The control strategy for the 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available ZE and low-NO<sub>x</sub> technologies and (2) developing new ZE and ultra-low NO<sub>x</sub> technologies for use in cases where the technology is not currently available. South Coast AQMD is prioritizing distribution of incentive funding in environmental justice areas and seeking opportunities to focus benefits on the most disadvantaged communities (South Coast AQMD 2022).

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#### ***South Coast AQMD PM<sub>2.5</sub> Redesignation Request and Maintenance Plan***

In 1997, the EPA adopted the 24-hour fine PM<sub>2.5</sub> standard of 65 µg/m<sup>3</sup>. In 2006, this standard was lowered to a more health-protective level of 35 µg/m<sup>3</sup>. The SoCAB is designated nonattainment for both the 65 µg/m<sup>3</sup> and 35 µg/m<sup>3</sup> 24-hour PM<sub>2.5</sub> standards (24-hour PM<sub>2.5</sub> standards). In 2020, monitored data demonstrated that the SoCAB attained both 24-hour PM<sub>2.5</sub> standards. The South Coast AQMD developed the “2021 Redesignation Request and Maintenance Plan” for the 1997 and 2006 24-hour PM<sub>2.5</sub> Standards for the SoCAB PM<sub>2.5</sub> Redesignation Request and Maintenance Plan, demonstrating that the SoCAB has met the requirements to be redesignated to attainment for the 24-hour PM<sub>2.5</sub> standards (South Coast AQMD 2021b). Additionally, South Coast AQMD released the “Draft Final South Coast Air Basin Attainment Plan for the 2012 Annual PM<sub>2.5</sub> Standard”. This plan requests a 5-year extension from the current attainment deadline of December 31, 2025 established under the 2016 AQMP and demonstrates attainment of the 2012 12 µg/m<sup>3</sup> annual PM<sub>2.5</sub> standard by December 31, 2030 (South Coast AQMD 2024c).

#### ***Lead Implementation Plan***

In 2008, the EPA designated the Los Angeles County (County) portion of the SoCAB as a nonattainment area under the federal lead (Pb) classification because of the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007 to 2009 period. The remainder of the SoCAB, outside the County nonattainment area, remains in attainment of the new 2008 lead standard. On May 24, 2012, CARB approved the SIP revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval and was approved in March 2014.

#### ***Assembly Bill 617, Community Air Protection Program***

AB 617 (C. Garcia, Chapter 136, Statutes of 2017) requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. In response to AB 617, CARB established the Community Air Protection Program.

Air districts are required to host workshops to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations have been identified and the communities have been selected, new community monitoring systems are installed to track and monitor community-specific air pollution goals. In 2018 CARB prepared an air monitoring plan (Community Air Protection Blueprint) that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, the Blueprint is required to be updated every five years.

Under AB 617, CARB is also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology; adopt new rules requiring the latest best available retrofit control technology for all criteria pollutants for which an area has not achieved attainment of California AAQS; and provide uniform, statewide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the communities impacted by air pollution that CARB identifies.

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#### *South Coast AQMD Rules and Regulations*

All projects are subject to South Coast AQMD rules and regulations in effect at the time of activity, including:

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than three minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.
- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth-moving and grading activities.
- **Rule 445, Wood Burning Devices.** In general, the rule prohibits new developments from installing wood-burning devices. This rule is intended to reduce the emission of particulate matter from such devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.
- **Rule 1113, Architectural Coatings.** This rule serves to limit the VOC content of architectural coatings used on projects in the South Coast AQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast AQMD must comply with the current VOC standards in this rule.
- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfiling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

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- **Rule 1166, Volatile Organic Compound Emissions from Decontaminated Soil.** Under this rule, an excavation plan is required, and excavation operations are required to be monitored for VOC concentrations.
- **Rule 1466, Control of Particulate Emissions from Soils with Toxic Air Contaminants,** to minimize the amount of off-site fugitive dust emissions containing TACs by reducing particulate emissions in the ambient air as a result of earthmoving activities, including excavating, grading, handling, treating, stockpiling, transferring, and removing soil that contains applicable TACs. Components of the fugitive dust control plan are required to include the following measures: fencing that is a minimum of six feet tall and at least as tall as the height of the tallest stockpile, with a windscreen with a porosity of  $50 \pm 5$  percent; monitoring; notification; signage; and recordkeeping.
- **Rule 1113, Architectural Coatings.** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** This rule states that an owner or operator of any demolition or renovation activity is required to have an asbestos study performed prior to demolition and to provide notification to South Coast AQMD prior to commencing demolition activities.

### Local

#### *City of Artesia General Plan*

The Artesia General Plan (General Plan) was adopted in July 2010. The General Plan includes the following goals and policies in the Sustainability Element to reduce air quality impacts.

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

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- **Policy SUS 5.1.** Decrease vehicle miles traveled by increasing per vehicle ridership and decreasing the number of trips by autos and trucks.
  - **Policy Action SUS 5.1.2.** Wherever possible, encourage opportunities for “park-once” habits for business patrons. Reduce current subsidies to auto commuting by reducing parking required for new transit-oriented or mixed-use developments—with convenient parking reserved for carpoolers, bicycles, customers and guests.
- **Policy SUS 5.2.** Decrease congestion on local and regional roadways to improve safety, reduce emissions and maintain mobility.
  - **Policy Action SUS 5.2.1.** Prioritize development and implementation of a traffic signal synchronization and optimization program.
- **Policy SUS 6.2.** Protect and enhance environmental and public health by reducing or eliminating the use of hazardous and toxic materials; minimizing pollutants entering the air, soil, and water; and lessening the risks which environmental problems pose to human health and prosperity.
  - **Policy Action SUS 6.2.3.** Develop protocol to ensure that no one geographic or socioeconomic group in the City is being unfairly affected by environmental pollution.
  - **Policy Action SUS 6.2.5.** Investigate the feasibility of requiring parking lots to incorporate landscaping plans with greenery that holds and filters stormwater runoff while also reducing the heat island effect and creating a comfortable and safe pedestrian environment.
- **Policy SUS 7.3.** Work with community and regional partners to reduce the number of unhealthy air quality days per year based on an established baseline.
  - **Policy Action SUS 7.3.1.** Promote and participate in cooperative efforts with agencies and communities in the South Coast Air Basin to achieve clean air.
  - **Policy Action SUS 7.3.2.** Continue to implement the provisions of the Transportation Demand Management Ordinance.

#### 5.2.1.3 EXISTING ENVIRONMENTAL CONDITIONS

##### South Coast Air Basin Meteorology

The Specific Plan area is in the SoCAB, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (South Coast AQMD 2005).

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#### *Temperature and Precipitation*

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The lowest average mean temperature for Artesia is 47.8°F in December, and the highest average temperature is 85.1°F in August (USA.com 2024). Overall mean average temperature for the city is 65.4°F (USA.com 2024).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from October through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Rainfall historically averages 15.84 inches per year in the City (USA.com 2024).

#### *Humidity*

Although the SoCAB has a semiarid climate, the air near the Earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog are frequent, given the air basin's location along the coast. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (South Coast AQMD 1993).

#### *Wind*

Wind patterns across the southern coastal region are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, air stagnation may occur in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB combined with other meteorological conditions can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east inhibit the eastward transport and diffusion of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (South Coast AQMD 2005).

#### *Inversions*

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions<sup>8</sup> control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion (sinking air from high pressure

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<sup>8</sup> Air temperature typically decreases with an increase in altitude. In a temperature inversion, the normal temperature pattern of the atmosphere is reversed and the air temperature increases rather than decreases with height above mean sea level.

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systems) and the radiation inversion (cooling of the earth's surface by radiation). The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the air basin (South Coast AQMD 2005).

#### SoCAB Nonattainment Areas

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants depending on whether they meet the AAQS. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

- **Unclassified.** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- **Attainment.** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.
- **Nonattainment.** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area during a three-year period.
- **Nonattainment/Transitional.** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 5.2-3, *Attainment Status of Criteria Air Pollutants in the South Coast Air Basin*.

**Table 5.2-3 Attainment Status of Criteria Air Pollutants in the South Coast Air Basin**

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM <sub>10</sub>	Serious Nonattainment	Attainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment <sup>1</sup>
CO	Attainment	Attainment
NO <sub>2</sub>	Attainment	Attainment/Maintenance
SO <sub>2</sub>	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only) <sup>2</sup>
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2024a.

<sup>1</sup> The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal PM<sub>2.5</sub> standards. The 2021 PM<sub>2.5</sub> Redesignation Request and Maintenance Plan demonstrates that the SoCAB meets the requirements of the CAA to allow US EPA to re-designate the SoCAB to attainment for the 65 µg/m<sup>3</sup> and 35 µg/m<sup>3</sup> 24-hour PM<sub>2.5</sub> standards. CARB has reviewed and adopted the 2021 PM<sub>2.5</sub> Redesignation Request and Maintenance Plan to the US EPA as a revision to the California State Implementation Plan (SIP) (CARB 2021).

<sup>2</sup> In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 federal AAQS as a result of large industrial emitters. Remaining areas for lead in the SoCAB are unclassified. However, lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011 (South Coast AQMD 2012). CARB's SIP revision was submitted to the EPA for approval.

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#### Multiple Air Toxics Exposure Study V

MATES is a monitoring and evaluation study on existing ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In April 2021, South Coast AQMD released the latest update to the MATES study, MATES V. The first MATES analysis, MATES I, began in 1986 but was limited because of the technology available at the time. Conducted in 1998, MATES II was the first MATES iteration to include a comprehensive monitoring program, an air toxics emissions inventory, and a modeling component. MATES III was conducted in 2004 to 2006, with MATES IV following in 2012 to 2013.

MATES V uses measurements taken during 2018 and 2019, with a comprehensive modeling analysis and emissions inventory based on 2018 data. The previous MATES studies quantified cancer risks based on the inhalation pathway only. MATES V includes information on the chronic noncancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic noncancer risks from MATES II through IV measurements have been reexamined using current Office of Environmental Health Hazards Assessment and California Environmental Protection Agency risk assessment methodologies and modern statistical methods to examine the trends over time.

The MATES V study showed that cancer risk in the SoCAB decreased to 454 in a million from 997 in a million in the MATES IV study. Overall, air toxics cancer risk in the SoCAB decreased by 54 percent since 2012 when MATES IV was conducted. MATES V showed the highest risk locations near the Los Angeles International Airport and the Ports of Long Beach and Los Angeles. DPM continues to be the major contributor to air toxics cancer risk (approximately 72 percent of the total cancer risk). Goods movement and transportation corridors have the highest cancer risk. Transportation sources account for 88 percent of carcinogenic air toxics emissions, and the remainder is from stationary sources, which include large industrial operations such as refineries and power plants as well as smaller businesses such as gas stations and chrome-plating facilities. (South Coast AQMD 2021a).

#### Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the Specific Plan area are best documented by measurements taken by the South Coast AQMD. The Specific Plan area is located within Source Receptor Areas (SRA) 4 – South Coastal LA County. The air quality monitoring station closest to the Specific Plan area is the Long Beach – Signal Hill Monitoring Station, which is one of 31 monitoring stations South Coast AQMD operates and maintains within the SoCAB. Data from this station is summarized in Table 5.2-4, *Ambient Air Quality Monitoring Summary*. The data show that the area has exceeded the State and federal one-hour and eight-hour O<sub>3</sub> standards within the last five recorded years. Additionally, the area has exceeded the State PM<sub>10</sub> standards and federal PM<sub>2.5</sub> standard.



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**Table 5.2-4 Ambient Air Quality Monitoring Summary**

Pollutant/Standard	Number of Days Threshold Were Exceeded and Maximum Levels During Such Violations <sup>1</sup>				
	2019	2020	2021	2022	2023
<b>Ozone (O<sub>3</sub>)</b>					
State 1-Hour $\geq 0.09$ ppm (days exceed threshold)	*	1	0	1	0
State & Federal 8-hour $\geq 0.070$ ppm (days exceed threshold)	*	4	0	1	0
Max. 1-Hour Conc. (ppm)	*	0.105	0.086	0.108	0.089
Max. 8-Hour Conc. (ppm)	*	0.083	0.064	0.077	0.065
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>					
State 1-Hour $\geq 0.18$ ppm (days exceed threshold)	*	0	0	0	0
Federal 1-Hour $\geq 0.100$ ppm (days exceed threshold)	*	0	0	0	0
Max. 1-Hour Conc. (ppb)	*	0.0753	0.0590	0.0581	0.0562
<b>Coarse Particulates (PM<sub>10</sub>)</b>					
State 24-Hour $> 50$ $\mu\text{g}/\text{m}^3$ (days exceed threshold)	2	3	0	0	*
Federal 24-Hour $> 150$ $\mu\text{g}/\text{m}^3$ (days exceed threshold)	0	0	0	0	*
Max. 24-Hour Conc. ( $\mu\text{g}/\text{m}^3$ )	72.7	68.3	48.7	48.9	*
<b>Fine Particulates (PM<sub>2.5</sub>)</b>					
Federal 24-Hour $> 35$ $\mu\text{g}/\text{m}^3$ (days exceed threshold)	0	10	4	4	*
Max. 24-Hour Conc. ( $\mu\text{g}/\text{m}^3$ )	30.6	63.7	42.9	42.9	*

Source: CARB 2024d.

Notes: ppm = parts per million; ppb = parts per billion;  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter; \* = Data not available

<sup>1</sup> Data obtained from the Long Beach – Signal Hill Monitoring Station.

### Existing Emissions

The existing land uses in the Specific Plan area consist of residential, commercial, office and industrial uses. These operations currently generate criteria air pollutant emissions from area sources (e.g., consumer cleaning products, landscaping equipment, and VOC emissions from paints), energy consumption (e.g., natural gas used for cooking, heating, etc.), and mobile sources (e.g., vehicle trips). Table 5.2-5, *Maximum Daily Operation Emissions: Existing Uses Designated for Redevelopment*, shows the daily emissions generated by the existing uses designated for redevelopment (see Table 3-1, *Existing Development*, of this DEIR).

**Table 5.2-5 Maximum Daily Regional Operation Emissions: Existing Uses Designated for Redevelopment**

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Mobile <sup>1</sup>	99	78	786	2	149	39
Area	14	<1	1	<1	<1	<1
Energy	<1	1	1	<1	<1	<1
<b>Maximum Daily Total</b>	<b>113</b>	<b>79</b>	<b>807</b>	<b>2</b>	<b>150</b>	<b>39</b>

Source: CalEEMod Version 2022. Highest winter or summer emissions are reported.

Notes: lbs = Pounds.

<sup>1</sup> Based on CalEEMod calendar year 2024 emissions data.

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#### Sensitive Receptors

Some land uses are considered more sensitive to air pollution (i.e., TACs) than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent because the majority of workers tend to stay indoors most of the time. In addition, the workforce is generally the healthiest segment of the population.

The planning area is generally surrounded by residential uses. Other nearby sensitive receptors include Bragg Elementary School to the southwest of the planning area, CPC Preschool and Ross Academy of Creative and Media Arts Media School to the northeast. There is also the Artesia Christian Home nursing care facility near the northwest portion of the planning area and Luther Burbank Elementary School farther to the northwest.

#### 5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.
- AQ-2 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.
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations.
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

##### 5.2.2.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT THRESHOLDS

#### Regional Emissions

South Coast AQMD has established thresholds of significance for air quality for construction activities and project operation in the SoCAB, as shown in Table 5.2-6, *South Coast AQMD Significance Thresholds*. The table lists thresholds that are applicable for all projects uniformly, regardless of size or scope. As discussed in Section 5.2.1.1, there is growing evidence that although ultrafine particulate matter contributes a very small portion of the overall atmospheric mass concentration, it represents a greater proportion of the health risk

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from PM. However, because the EPA and CARB have not adopted AAQS to regulate ultrafine particulate matter, South Coast AQMD has not developed thresholds for it.

**Table 5.2-6 South Coast AQMD Significance Thresholds**

Air Pollutant	Construction Phase	Operational Phase
Volatile Organic Compounds (VOC)	75 lbs./day	55 lbs./day
Carbon Monoxide (CO)	550 lbs./day	550 lbs./day
Nitrogen Oxides (NO <sub>x</sub> )	100 lbs./day	55 lbs./day
Sulfur Oxides (SO <sub>x</sub> )	150 lbs./day	150 lbs./day
Coarse Particulates (PM <sub>10</sub> )	150 lbs./day	150 lbs./day
Fine Particulates (PM <sub>2.5</sub> )	55 lbs./day	55 lbs./day

Source: South Coast AQMD 2023a.

#### *Health Outcomes Associated with the AQMD Regional Significance Thresholds*

Projects that exceed the AQMD's regional significance threshold contribute to the nonattainment designation of the SoCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health effects. Exposure to fine particulate pollution and ozone causes myriad health impacts, particularly to the respiratory and cardiovascular systems:

- Increases cancer risk (PM<sub>2.5</sub>, TACs)
- Aggravates respiratory disease (O<sub>3</sub>, PM<sub>2.5</sub>)
- Increases bronchitis (O<sub>3</sub>, PM<sub>2.5</sub>)
- Causes chest discomfort, throat irritation, and increased effort to take a deep breath (O<sub>3</sub>)
- Reduces resistance to infections and increases fatigue (O<sub>3</sub>)
- Reduces lung growth in children (PM<sub>2.5</sub>)
- Contributes to heart disease and heart attacks (PM<sub>2.5</sub>)
- Contributes to premature death (O<sub>3</sub>, PM<sub>2.5</sub>)
- Contributes to lower birth weight in newborns (PM<sub>2.5</sub>) (South Coast AQMD 2015a)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of PM<sub>2.5</sub> is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists, in a landmark children's health study, found that lung growth improved as air pollution declined for children aged 11 to 15 in five communities in the SoCAB (South Coast AQMD 2015b).

South Coast AQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals exposed to elevated concentrations of air pollutants in the SoCAB and has established thresholds that would be protective of these individuals. To achieve the health-based standards established by the EPA, South Coast AQMD prepares an AQMP that details regional programs to attain the AAQS. Mass emissions

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thresholds shown in Table 5.2-6 are not correlated with concentrations of air pollutants but contribute to the cumulative air quality impacts in the SoCAB. These thresholds are based on the trigger levels for the federal New Source Review Program, which was created to ensure projects are consistent with attainment of health-based federal AAQS. Regional emissions from a single project do not trigger a regional health impact, and it is speculative to identify how many more individuals in the air basin would be affected by the health effects listed previously. Projects that do not exceed the South Coast AQMD regional significance thresholds in Table 5.2-6 would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

If projects exceed the emission levels in Table 5.2-6, those emissions would cumulatively contribute to the nonattainment status of the air basin and would contribute to elevating health effects associated with these criteria air pollutants. Reducing emissions would contribute to reducing possible health effects related to criteria air pollutants. However, for projects that exceed the emissions in Table 5.2-6, it is speculative to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment, because mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected by the health effects cited previously.

South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health to address the issue raised in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 (“Friant Ranch”). South Coast AQMD currently does not have methodologies that would provide the County with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project’s mass emissions.<sup>9</sup> Ozone concentrations are dependent on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the National and California AAQS, and the absence of modeling tools that could provide statistically valid data and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects, it is not possible to link specific health risks to the magnitude of emissions exceeding the significance thresholds. However, if a project in the SoCAB exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

### CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard

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<sup>9</sup> In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 (“Friant Ranch”) in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court’s advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects within the South Coast AQMD region.

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of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQSs is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels, as well as implementation of control technology on industrial facilities, CO concentrations in the SoCAB and the state have steadily declined.

In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.<sup>10</sup> As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in years before the 2007 redesignation were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—to generate a significant CO impact (BAAQMD 2023).<sup>11</sup>

### Localized Significance Thresholds

South Coast AQMD identifies localized significance thresholds (LST), shown in Table 5.2-7, *South Coast AQMD Localized Significance Thresholds*. Emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> generated at a project site could expose sensitive receptors to substantial concentrations of criteria air pollutants. Off-site mobile-source emissions are not included in the LST analysis. A project would generate a significant impact if it generates emissions that, when added to the local background concentrations, violate the AAQS.

**Table 5.2-7 South Coast AQMD Localized Significance Thresholds**

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO <sub>2</sub> Standard (CAAQS)	0.18 ppm
Annual NO <sub>2</sub> Standard (CAAQS)	0.03 ppm

<sup>10</sup> The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

<sup>11</sup> The CO hotspot analysis refers to the modeling conducted by the Bay Area Air Quality Management District for its CEQA Guidelines because it is based on newer data and considers the improvement in mobile-source CO emissions. Although meteorological conditions in the Bay Area differ from those in the Southern California region, the modeling conducted by BAAQMD demonstrates that the net increase in peak hour traffic volumes at an intersection in a single hour would need to be substantial. This finding is consistent with the CO hotspot analysis South Coast AQMD prepared as part of its 2003 AQMP to provide support in seeking CO attainment for the SoCAB. Based on the analysis prepared by South Coast AQMD, no CO hotspots were predicted for the SoCAB. As noted in the preceding footnote, the analysis included some of Los Angeles' busiest intersections, with daily traffic volumes of 100,000 or more peak hour vehicle trips operating at LOS E and F (South Coast AQMD 2003).

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**Table 5.2-7 South Coast AQMD Localized Significance Thresholds**

Air Pollutant (Relevant AAQS)	Concentration
24-Hour PM <sub>10</sub> Standard – Construction (South Coast AQMD) <sup>1</sup>	10.4 µg/m <sup>3</sup>
24-Hour PM <sub>2.5</sub> Standard – Construction (South Coast AQMD) <sup>1</sup>	10.4 µg/m <sup>3</sup>
24-Hour PM <sub>10</sub> Standard – Operation (South Coast AQMD) <sup>1</sup>	2.5 µg/m <sup>3</sup>
24-Hour PM <sub>2.5</sub> Standard – Operation (South Coast AQMD) <sup>1</sup>	2.5 µg/m <sup>3</sup>
Annual Average PM <sub>10</sub> Standard (South Coast AQMD) <sup>1</sup>	1.0 µg/m <sup>3</sup>

Source: South Coast AQMD 2023a.  
Notes: ppm – parts per million; µg/m<sup>3</sup> – micrograms per cubic meter  
<sup>1</sup> Threshold is based on South Coast AQMD Rule 403. Since the SoCAB is in nonattainment for PM<sub>10</sub> and PM<sub>2.5</sub>, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.

### Health Risk

Whenever a project would require use of chemical compounds that have been identified in South Coast AQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the South Coast AQMD. Table 5.2-8, *South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists the TAC incremental risk thresholds for operation of a project. The type of land uses that typically generate substantial quantities of criteria air pollutants and TACs from operations include industrial (stationary sources) and warehousing (truck idling) land uses (CARB 2005). Thus, these thresholds are typically applied to new industrial projects only. Additionally, the purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478).

**Table 5.2-8 South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds**

Maximum Incremental Cancer Risk (Project-Level)	≥ 10 in 1 million
Cancer Burden (in areas ≥ 1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0

Source: South Coast AQMD 2023a.

## 5.2.3 Environmental Impacts

### 5.2.3.1 METHODOLOGY

This air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with future development that would be accommodated by the proposed project. South Coast AQMD's *CEQA Air Quality Handbook* (Handbook) and updates on its website are intended to provide local governments with guidance for analyzing and mitigating

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project-specific air quality impacts. The Handbook provides standards, methodologies, and procedures for conducting air quality analyses in EIRs that were used in this analysis.

### Construction

Implementation of the Specific Plan would generally occur over a period of 20 years or potentially longer. However, because the proposed project is a broad-based policy plan, how development would occur for the individual land uses accommodated under the Specific Plan is unknown. For purposes of project-related construction emissions estimates, the CalEEMod default construction durations for construction activities are utilized based on the anticipated new land uses under the proposed project. In addition, although the specific timeline for individual project development is unknown, this analysis assumes that the various construction activities (e.g., site preparation, demolition, building construction) would overlap. Furthermore, the analysis accounts for the potential demolition of the 19 residential dwelling units and 424,018 building square feet of the non-residential land uses designated for potential future redevelopment (see Appendix B for further details). Construction assumptions such as construction equipment mix and construction worker trips were based on CalEEMod defaults, given lack of any development-specific information at this time. Table 5.2-9, *Construction Activities, Phasing, and Equipment*, shows the assumed construction activities and the start and end dates and equipment mix for each of the activities.

**Table 5.2-9 Construction Activities, Phasing and Equipment**

Activities <sup>1</sup>	Start/End Dates <sup>2</sup>	Equipment <sup>1</sup>
Demolition	1/1/2025 to 2/12/2025	1 concrete/industrial saw; 3 excavators; 2 rubber tired dozers
Site Preparation	1/1/2025 to 1/2/2025	3 rubber tired dozers; 4 tractors/loaders/backhoes; 4 water trucks <sup>3</sup>
Grading	1/1/2025 to 3/5/2025	2 excavators; 1 grader; 1 rubber tired dozer; 2 scrapers; 2 tractors/loaders/backhoes; 8 water trucks <sup>3</sup>
Building Construction	1/1/2025 to 12/2/2026	1 crane; 3 forklifts; 1 generator set; 3 tractors/loaders/backhoes; 1 welder
Asphalt Paving	1/1/2025 to 2/19/2025	2 pavers; 2 paving equipment; 2 rollers
Architectural Coating	1/1/2025 to 2/19/2025	1 air compressor

Source: CalEEMod Version 2022.1.

Notes:

<sup>1</sup> Based on CalEEMod defaults.

<sup>2</sup> Durations based on CalEEMod defaults and assumes construction activities overlap for purposes of modeling.

<sup>3</sup> Number of water trucks based on daily acreage disturbed, 10,000 gallons per acre disturbed, and a 4,000 gallon-capacity water truck (Maricopa 2005).

### Operational Phase

- Transportation.** The primary source of mobile-source emissions is from the combustion of fuel (i.e., gasoline and diesel). Mobile-source emissions for existing baseline are based on calendar year 2024 CalEEMod default emissions data. Project-related mobile-source emissions are based on calendar year 2045 CalEEMod default emissions data for the project's buildout year. Additionally, mobile emissions are based on and derived from the average daily trip (ADT) generation data and vehicle miles traveled (VMT) data provided by Linscott, Law, and Greenspan Engineers (LLG).

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- **Area Sources.** Area sources generated from use of consumer products and cleaning supplies are based on CalEEMod default emission rates and on the assumed net increase in dwelling units and retail square footage.
- **Energy.** The California Emissions Estimator Model (CalEEMod) Version 2022.1 default energy (i.e., natural gas) rates for nonresidential land uses are based on the CEC's 2018-2030 Uncalibrated Commercial Sector Forecast (commercial forecast), which was compiled by the CEC in 2019 (CAPCOA 2022). Use of the CalEEMod default natural gas usage rates for the non-residential land uses result in conservative estimates compared to the recently adopted 2022 Building Energy Efficiency Standards because the commercial forecast is based on the energy demand per square foot of building space, land use subtype, and end use for the year 2019. In addition, CalEEMod default natural gas usage rates for residential uses are based the CEC Residential Appliance Saturation Study (RASS) also completed in 2019. The RASS surveyed 40,000 homes built between 1935 and 2015 with the average home constructed in 1974 (CAPCOA 2022). Thus, the CalEEMod default natural gas usage rates for residential uses also result in conservative energy demand estimates compared to the 2022 Building Energy Efficiency Standards.<sup>12</sup> It is anticipated new buildings under the 2022 Standards would generally result in lower natural gas demand compared to the CalEEMod default energy rates.

#### 5.2.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

The proposed Specific Plan does not include any policies or goals specifically related to air quality.

#### 5.2.3.3 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.2-1: The proposed project would conflict with or obstruct implementation of the applicable air quality plans of the South Coast Air Quality Management District (South Coast AQMD). [Threshold AQ-1]**

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The South Coast AQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California AAQS and has responded to this requirement by preparing an AQMP. The South Coast AQMD Governing Board adopted the 2022 AQMP, which is a regional and multiagency effort (South Coast AQMD, CARB, SCAG, and EPA).

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality

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<sup>12</sup> As seen in Appendix D of the CalEEMod Users' Guide, the default energy dataset is based on 2019 consumption estimates from the CEC's Commercial Forecast and the Residential Appliance Saturation Survey (RASS). While these surveys were completed in 2019, the energy intensity estimates derived from the dataset represent buildings constructed in compliance with energy efficiency requirements of the 2019 Energy Code as well as older buildings that would, which have higher energy use rates. Therefore, the default energy consumption estimates provided in CalEEMod are conservative and overestimate expected energy use.



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concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The two principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.
2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and employment projects developed by SCAG are based, in part, on general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP.

#### Criterion 1

CEQA Guidelines Section 15206(b) states that a proposed project is of statewide, regional, or area-wide significance if the project is a residential development or more than 500 dwelling units or a commercial office building of 250,000 square feet or more or that employs 1,000 or more employees. The proposed project would introduce a net increase of approximately 1,962 new dwelling units. Therefore, it is a project of statewide, regional, or area-wide significance. As described under Impact 5.10-1, the anticipated net population growth of 6,868 residents and 56 jobs associated with the proposed project would be within the assumed population growth and forecasted numbers of jobs under SCAG projections for the City. Thus, implementation of the proposed project would not substantially affect demographic projections beyond what is accounted for in the AQMP. Therefore, the proposed project would not be considered inconsistent with the AQMP under the first criterion.

#### Criterion 2

The SoCAB is designated nonattainment for O<sub>3</sub> and PM<sub>2.5</sub> under the California and National AAQS,<sup>13</sup> nonattainment for PM<sub>10</sub> under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2024a). As evaluated under Impact 5.2-3, the proposed project would generate long-term emissions of criteria air pollutants that would exceed South Coast AQMD's regional operation-phase significance thresholds, which were established to determine whether a project has the potential to cumulatively contribute to the SoCAB's nonattainment designations. Thus, implementation of the proposed project would result in an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of the AAQS. Therefore, overall, the proposed project would be considered inconsistent with the AQMP under the second criterion.

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<sup>13</sup> The SoCAB is pending a redesignation request from nonattainment to attainment for the 24-hour federal PM<sub>2.5</sub> standards. The 2021 PM<sub>2.5</sub> Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 µg/m<sup>3</sup> and 35 µg/m<sup>3</sup> 24-hour PM<sub>2.5</sub> standards. CARB will submit the 2021 PM<sub>2.5</sub> Redesignation Request to the EPA as a revision to the California SIP (CARB 2021).

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#### Summary

As discussed above, the projected net growth resulting from implementation of the proposed project would be within the forecasted growth for the City. However, the estimated long-term emissions generated under full buildout of the proposed project would exceed the South Coast AQMD's regional operational significance thresholds (see Table 5.2-6) and would cumulatively contribute to the nonattainment designations in the SoCAB. Therefore, the proposed project would be considered inconsistent with the AQMP, and impacts are considered potentially significant.

***Level of Significance Before Mitigation:*** *Potentially Significant.*

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**Impact 5.2-2:** Construction activities associated with the proposed project would violate air quality standards or contribute substantially to an existing or projected air quality violation based on South Coast AQMD's threshold criteria. [Threshold AQ-2]

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Construction activities under the proposed project would also temporarily increase PM<sub>10</sub>, PM<sub>2.5</sub>, VOC, NO<sub>x</sub>, SO<sub>x</sub>, and CO regional emissions in the SoCAB. The primary source of NO<sub>x</sub>, CO, and SO<sub>x</sub> emissions is the operation of construction equipment. The primary sources of particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary sources of VOC emissions are the application of architectural coating and off-gas emissions associated with asphalt paving. A discussion of health impacts associated with air pollutant emissions generated by construction activities is included under Section 5.2.1.1, *Air Pollutants of Concern*.

Construction activities associated with the proposed project would occur over the 20-year plus building period, causing short-term emissions of criteria air pollutants. For the Specific Plan, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the South Coast AQMD's short-term regional construction emissions thresholds. However, for purposes of this analysis, an estimate of construction emissions for the Specific Plan is provided to show the potential maximum daily emissions that could result from implementation of the proposed land uses accommodate under the Specific Plan. The estimate of maximum daily emissions provided in Table 5.2-10, *Maximum Daily Regional Construction Emissions*, is based on a scenario where several construction projects occur at one time, and all construction phases overlap.

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Table 5.2-10 Maximum Daily Regional Construction Emissions

Construction Phase(s)	Criteria Air Pollutants (pounds per day) <sup>1, 2</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition <sup>3</sup>	3	37	27	<1	19	4
Site Preparation	3	32	31	<1	10	5
Grading	3	30	30	<1	7	3
Building Construction	8	29	130	<1	24	6
Paving	1	7	11	<1	<1	<1
Architectural Coating	510	2	18	<1	4	1
Maximum Daily Emissions <sup>4</sup>	529	139	249	<1	66	20
South Coast AQMD Regional Thresholds	75	100	550	150	150	55
Significant?	Yes	Yes	No	No	No	No

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported.

Notes:

<sup>1</sup> Construction equipment mix is based on CalEEMod default construction mix. See Appendix C for a list of assumptions on emissions generated on a worst-case day.<sup>2</sup> Includes implementation of fugitive dust control measures consistent with South Coast AQMD Rule 403, which includes watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, and street sweeping with Rule 1186-compliant sweepers.<sup>3</sup> For purposes of this analysis, it is assumed that up to 447,718 building square feet of existing land use structures would be demolished.<sup>4</sup> Based on overlap of all the construction phases for year 2025. Manual summation of sources may not equal to the total amounts shown due to rounding.

As shown in the table, construction activities associated with development of the Specific Plan could potentially exceed the South Coast AQMD regional threshold for VOC and NO<sub>x</sub>. The primary source of NO<sub>x</sub> emissions is vehicle and construction equipment exhaust. NO<sub>x</sub> is a precursor to the formation of both O<sub>3</sub> and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). VOC is a precursor to the formation of O<sub>3</sub>. Project-related emissions of VOC and NO<sub>x</sub> would contribute to the O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> nonattainment designations of the SoCAB. Overall, air quality emissions related to construction must be addressed on a project-by-project basis, and information regarding specific development projects such as construction activities needed, construction schedule, and construction equipment mix, would be needed in order to quantify the level of impact associated with construction activity. It is possible that future individual projects accommodated under the Specific Plan may not exceed the South Coast AQMD regional significance thresholds. However, the likely scale and extent of construction activities associated with all the future development projects accommodated under the Specific Plan would likely exceed the relevant South Coast AQMD thresholds for the criteria air pollutants other than VOC and NO<sub>x</sub>. Therefore, construction-related regional air quality impacts of developments that would be accommodated by the proposed project would be potentially significant.

**Level of Significance Before Mitigation:** *Potentially Significant.*

**Impact 5.2-3:** Long-term operation of the proposed project would violate air quality standards or contribute substantially to an existing or projected air quality violation based on South Coast AQMD's threshold criteria. [Threshold AQ-2]

Buildout of the proposed project would result in direct and indirect criteria air pollutant emissions from transportation, energy (e.g., natural gas use), and area sources (e.g., aerosols and landscaping equipment).

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Mobile-source criteria air pollutant emissions are based on the traffic analysis conducted by LLG (see Appendix H of this DEIR). The Specific Plan objectives emphasize increasing multi-modal accessibility and facilitating transit-oriented development. Furthermore, the proposed project would accommodate improvements to the bicycle, pedestrian, and transit infrastructure. For example, Class III bicycle lanes are planned along Pioneer Boulevard from Park Avenue north to 184th Street in addition to Alburdis Avenue. Furthermore, Class IV separated bikeways are planned on South Street and on Pioneer Boulevard through the entirety of Downtown Artesia, except on the segment that would have a Class III route. The Specific Plan also accommodates pedestrian corridor improvements along Pioneer Boulevard, South Street, 187th Street, and 183rd Street such as new or improved sidewalks, traffic calming features, high-visibility crosswalks, signalized crossings, landscaping and shade, and human-scale lighting. In addition, the Specific Plan includes guidelines that would support transit-oriented land use development such as the following:

- Ensure all Downtown transit stops have a bus shelter with seating, shade, lighting, and trash receptacles.
- Support transit expansion and supporting programming for Rapid Bus, Busways, and Light Rail, especially near new developments and to existing key destinations.
- Increase bicycle, pedestrian, and micromobility amenities at and near transit stops to encourage first and last mile connections.
- Install bus shelter and upgrade other bus stop amenities at the southbound stop at Pioneer Boulevard and South Street and the east and westbound stops on South Street at Jersey Avenue and Pioneer Boulevard.
- Add Wayfinding signage at Pioneer Boulevard from 180th Street to the south City limit.

The Specific Plan also includes planning for future mobility hubs, which can provide first and last mile connectivity. To support future mobility hubs, the proposed project includes the following guidelines:

- Bikeshares, electric scooters, or carshares should be located at or near future parking structures and the existing public parking lot at 186th Street and Corby Avenue.
- Implement pedestrian amenities at mobility hubs to facilitate safe crossings and promote a walkable Downtown, such as human-scale lighting, high-visibility crosswalks, curb ramps, and shade
- Introduce a Green Zone adjacent to Pioneer Station to accommodate clean transportation options
- Adopt a Neighborhood Electric Vehicle (NEV) program and locate charging stations in Green Zones or mobility hubs.
- Wayfinding signage should be located at or near parking structures, as well as throughout Downtown, to guide visitors to key destinations.

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- Explore alternative uses for on-street parking after the completion of each parking structure through the development of a curb space management plan for ridesharing services, loading zones, micromobility, or activations.

The features of the proposed project outlined above would promote alternative modes of transportation such as walking and biking in addition to utilizing public transit, which could contribute to minimizing passenger vehicle trips and VMT. However, as shown in Table 5.2-11, *Maximum Daily Regional Operational Phase Emissions*, due to the projected proposed growth, operation of the land uses accommodated under the proposed project at buildout would generate a net increase in criteria air pollutant emissions that exceed South Coast AQMD's regional significance thresholds for VOC and NO<sub>x</sub>. Emissions of VOC and NO<sub>x</sub> that exceed the South Coast AQMD regional threshold would cumulatively contribute to the O<sub>3</sub> nonattainment designation of the SoCAB. Emissions of NO<sub>x</sub> that exceed South Coast AQMD's regional significance thresholds would cumulatively contribute to the O<sub>3</sub> and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) nonattainment designations of the SoCAB. Therefore, the project would result in a potentially significant impact because it would significantly contribute to the nonattainment designations of the SoCAB.

**Table 5.2-11 Maximum Daily Regional Operational Phase Emissions**

Phase	Operation-Related Regional Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Existing Uses Designated for Redevelopment (Year 2045)</b>						
Mobile <sup>1</sup>	54	33	450	1	147	38
Area	14	<1	20	<1	<1	<1
Energy	<1	1	1	<1	<1	<1
<b>Total</b>	<b>68</b>	<b>34</b>	<b>470</b>	<b>1</b>	<b>148</b>	<b>38</b>
<b>Proposed Project (Year 2045)</b>						
Mobile <sup>1</sup>	64	41	514	1	159	41
Area	76	34	149	<1	3	3
Energy	1	15	9	<1	1	1
<b>Total</b>	<b>140</b>	<b>89</b>	<b>672</b>	<b>2</b>	<b>163</b>	<b>45</b>
<b>Net Change (Project - Existing)</b>						
<b>Net Change</b>	<b>72</b>	<b>55</b>	<b>202</b>	<b>&lt;1</b>	<b>15</b>	<b>7</b>
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
<b>Significant?</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod Version 2022.1. Based on highest winter or summer emissions. Totals may not equal 100 percent due to rounding.

<sup>1</sup> Based on calendar year 2045 CalEEMod default vehicle emissions data.

**Level of significance Before Mitigation:** *Potentially Significant.*

**Impact 5.2-4: Construction of the proposed project would expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-3]**

This impact analysis describes changes in localized impacts from short-term construction activities. The proposed project could expose sensitive receptors to elevated pollutant concentrations during construction

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activities from construction equipment and vehicle exhaust and fugitive dust (criteria air pollutants only) if it would cause or contribute significantly to elevated levels. Unlike the emissions shown in Table 5.2-10, which are described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or  $\mu\text{g}/\text{m}^3$ ) and can be correlated to potential health effects.

#### Construction-Phase LSTs

The LSTs are the amount of project-related emissions at which localized concentrations (ppm or  $\mu\text{g}/\text{m}^3$ ) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated a nonattainment area. Buildout of the proposed project would occur over a 20-year or longer period and would consist of several smaller projects with their own construction time frames and equipment. Per the LST methodology, information regarding specific development projects and the locations of receptors would be needed in order to quantify the levels of localized operation and construction-related impacts associated with future development projects. Because the proposed project is a broad-based policy plan, it is not possible to calculate individual, project-related, operation emissions at this time. The LST analysis can only be conducted at a project level. Per South Coast AQMD methodology, quantification of LSTs is not applicable for this program-level environmental analysis. However, because potential development and redevelopment could occur close to existing sensitive receptors, the proposed project has the potential to expose sensitive receptors to substantial pollutant concentrations. Construction equipment exhaust combined with fugitive particulate matter emissions have the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in a potentially significant impact.

#### Construction Health Risk

South Coast AQMD currently does not require health risk assessments to be conducted for short-term emissions from construction equipment. Health risks associated with emissions from construction equipment primarily are due to diesel particulate matter (DPM). OEHHA adopted new guidance for the preparation of health risk assessments that was issued in March 2015 (OEHHA 2015). OEHHA has developed a cancer risk factor and non-cancer chronic reference exposure level for DPM, but these factors are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM.

Construction associated with future development projects facilitated by the proposed project would be implemented over a period of 20 years or longer. It is anticipated that construction of individual developments accommodated under the proposed Specific Plan would likely be spread out incrementally over this period of time, which would limit the exposure of on- and off-site receptors to elevated concentrations of DPM. However, similar to the LST analysis, construction health risk can only be conducted at a project level; therefore, quantification of construction-related health risk is not applicable for this program-level environmental analysis. Because potential development and redevelopment could occur close to existing sensitive receptors, the proposed project has the potential to expose sensitive receptors to substantial pollutant concentrations. Construction equipment exhaust has the potential to expose sensitive receptors to substantial concentrations of TACs and result in a potentially significant impact.

***Level of Significance Before Mitigation:*** *Potentially Significant.*

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**Impact 5.2-5: Operation of the land uses accommodated under the proposed project would not expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-3]**

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Operation of new land uses that would be accommodated under the proposed project could generate new sources of criteria air pollutants and TACs in the Specific Plan area from area/stationary sources and mobile sources. Unlike the mass operation emissions shown in Table 5.2-11, described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or  $\mu\text{g}/\text{m}^3$ ) and can be correlated to potential health effects.

#### Operation Phase Localized Significance Thresholds (LSTs)

As stated, LSTs are the amount of project-related stationary and area sources of emissions at which localized concentrations (ppm or  $\mu\text{g}/\text{m}^3$ ) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated a nonattainment area. Typical sources of criteria air pollutant emissions within the Specific Plan area from stationary and area sources include energy use (natural gas used for cooking and water heating) and landscaping fuel and aerosols. Types of land uses that typically generate substantial quantities of criteria air pollutants and TACs include industrial (stationary sources) and warehousing (truck idling) land uses. The proposed project would permit development of new multifamily residential, office, retail, and hotel uses only, and would not accommodate the types of land uses that could result in major air pollutant emissions sources. Thus, the proposed project would not result in creation of land uses that would generate substantial concentrations of criteria air pollutant emissions. Therefore, localized operation-related air quality impacts are considered less than significant.

#### Operational Phase Toxic Air Contaminants (TACs)

Types of land uses that typically generate substantial quantities of criteria air pollutants and TACs include industrial (stationary sources) and warehousing (truck idling) land uses. These types of major air pollutant emissions sources would not be accommodated under the Specific Plan. Therefore, the proposed project would not result in creation of land uses that would generate substantial concentrations of TACs.

Development of the commercial land uses that are allowed under the Specific Plan may result in stationary sources of TACs emissions—e.g., dry cleaners, restaurants with charbroilers, or buildings with emergency generators and boilers. However, these sources are not considered by South Coast AQMD to be large emitters. Furthermore, these types of stationary sources are subject to South Coast AQMD's new source review through their permitting requirements and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under South Coast AQMD Rule 1401. The permitting process ensures that stationary source emissions would be below the South Coast AQMD significance thresholds of 10 in a million cancer risk and 1 for acute risk at the maximally exposed individual. Therefore, overall, impacts related to TACs are considered less than significant.

#### Operational Phase CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO referred to as hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9.0

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ppm. Because CO is produced in the greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. The SoCAB has been designated as in attainment of both the National and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—to generate a significant CO impact (BAAQMD 2023). Under full buildout conditions, the proposed project would result in overall maximum peak hour turning movement of 4,449 peak-hour trips during the PM peak hour, which is substantially below the incremental increase in peak-hour vehicle trips needed to generate a significant CO impact. Implementation of the proposed project would not have the potential to substantially increase CO hotspots at intersections in the Specific Plan study area. Impacts would be less than significant.

***Level of Significance Before Mitigation:*** *Less Than Significant.*

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**Impact 5.2-6:** The proposed project would not result in other emissions that would adversely affect a substantial number of people. [Threshold AQ-4]

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Nuisance odors from land uses in the SoCAB are regulated under South Coast AQMD Rule 402, *Nuisance*, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

### Industrial and South Coast AQMD Permitted Land Uses

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. These types of uses and industrial land use types in general would not be accommodated under the proposed project.

### Residential and Other Non-residential Land Uses

Residential and other non-residential (excluding industrial) land uses accommodated under the proposed project could result in generation of odors such as exhaust from landscaping equipment and cooking. However, unlike industrial land uses, these are not considered potential generators of odor that could affect a substantial number of people. Additionally, for uses that could generate food odors such as restaurants, coffee roasters, and breweries, these types of uses would be subject to South Coast AQMD Rule 402 which



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would minimize and provide a control for odors. Therefore, impacts from potential odors generated from residential and other non-residential land uses associated with the proposed project are considered less than significant.

#### Construction

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern and are not expected to affect a substantial number of people. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors are considered less than significant.

***Level of Significance Before Mitigation:*** *Less Than Significant.*

### 5.2.4 Cumulative Impacts

In accordance with the South Coast AQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects in the local area include new development and general growth in the project area. The greatest source of emissions in the SoCAB is mobile sources. Due to the extent of the area potentially impacted by cumulative project emissions (i.e., the SoCAB), the South Coast AQMD considers a project cumulatively significant when project-related emissions exceed the South Coast AQMD regional emissions thresholds shown in Table 5.2-6. In addition, per the draft guidelines released by the South Coast AQMD cumulative risk Working Group, projects that result in project risk impacts are also considered to result in cumulative risk impacts (South Coast AQMD 2023b).

#### Construction

The SoCAB is designated nonattainment for O<sub>3</sub> and PM<sub>2.5</sub> under the California and National AAQS and nonattainment for PM<sub>10</sub> and lead (Los Angeles County only) under the National AAQS. Construction of cumulative projects will further degrade the regional and local air quality. Air quality will be temporarily impacted during construction activities. Implementation of mitigation measures for related projects would reduce cumulative impacts. However, project-related construction emissions could still potentially exceed the South Coast AQMD significance thresholds on a project and cumulative basis. Thus, the proposed project's contribution to cumulative air quality impacts would be cumulatively considerable and would therefore be significant.

#### Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by South Coast AQMD to be a substantial source of air

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pollution and does not add significantly to a cumulative impact. Operation of the project would result in emissions in excess of the South Coast AQMD regional emissions thresholds for VOC and NO<sub>x</sub> and potentially for the other criteria air pollutants. Therefore, the air pollutant emissions associated with the proposed project would be cumulatively considerable and therefore significant.

#### 5.2.5 Level of Significance Before Mitigation

After implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.2-5 and 5.2-6.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.2-1** The proposed project would conflict with or obstruct implementation of the applicable air quality plans of the South Coast Air Quality Management District (South Coast AQMD).
- **Impact 5.2-2** Construction activities associated with the proposed project would violate air quality standards or contribute substantially to an existing or projected air quality violation based on South Coast AQMD's threshold criteria.
- **Impact 5.2-3** Long-term operation of the proposed project would violate air quality standards or contribute substantially to an existing or projected air quality violation based on South Coast AQMD's threshold criteria.
- **Impact 5.2-4** Construction of the proposed project would expose sensitive receptors to substantial pollutant concentrations.

#### 5.2.6 Mitigation Measures

##### Impact 5.2-1

Implementation of Mitigation Measures GHG-1 through GHG-3 and T-1 and T-2.

##### Impact 5.2-2

AQ-1 Prior to discretionary approval by the City of Artesia for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Artesia Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD-adopted thresholds of significance, the City of Artesia Building and Safety Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include, but are not limited to the following:

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- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every four hours to active soil disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufacturers can be found on the South Coast Air Quality Management District's website at: <https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings>.

These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.

### Impact 5.2-3

Mitigation Measures GHG-1 through GHG-3 from Section 5.6, *Greenhouse Gas Emissions*, apply and would contribute to reduce mobile-source, area-source, and energy sector criteria air pollutant emissions of the proposed project.

**GHG-1** New development within the Artesia Downtown Specific Plan shall implement the following, voluntary provisions of the California Green Building Standards Code (CALGreen). The project applicant/developer(s) shall provide documentation (e.g., building plans) of implementation of the applicable voluntary measures to the City of Artesia Building and Safety Department prior to the issuance of building permits.

**Residential Structures with Three or Fewer Stories.** For residential land uses with three or fewer stories, the project developer(s) shall:

- Design and build condominium/townhouses dwellings that have an attached private garage to have a dedicated electric circuit to support electric vehicle charging, as outlined in the Residential Voluntary Measures of CALGreen, Division A4.1, Planning and Design, as outlined under Section A4.106.8.1.

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- Design and build residential buildings to, at a minimum, meet the Tier 2 electric vehicle parking standards of the Residential Voluntary Measures of CALGreen, Division A4.1, Planning and Design, as outlined under Section A4.106.8.2.1.
- Design and build residential buildings to meet the short- and long-term bicycle parking standards of the Residential Voluntary Measures of CALGreen, Division A4.1, Planning and Design, as outlined under Section A4.106.9.
- Design and build residential buildings to meet energy efficiency requirements of the Residential Voluntary Measures of CALGreen, Division A4.2, Energy Efficiency, as outlined under Section A4.203.1.

**Nonresidential Structures and Residential Structures with Four or More Stories.** For nonresidential land uses and residential land uses that are four or more stories, the applicant/developer shall:

- Design and build structures to, at a minimum, meet the Tier 2 advanced energy efficiency requirements of the Nonresidential Voluntary Measures of CALGreen, Division A5.2, Energy Efficiency, as outlined under Section A5.203.1.2.2.
- For projects with off-street parking, design the proposed parking to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal the Tier 2 Nonresidential Voluntary Measures of CALGreen, Division A5.1, Planning and Design, Section A5.106.5.1.2.
- For projects with off-street parking, design the proposed parking to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall comply with the Tier 2 Nonresidential Voluntary Measures of CALGreen, Division A5.1, Planning and Design, Section A5.106.5.3.3 or Section A5.106.5.3.4.

GHG-2 For residential and nonresidential land use development projects, the project applicant/developer shall comply with the following:

- All major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) provided/installed shall be Energy Star certified or of equivalent energy efficiency where applicable.
- Installed water heaters shall meet a zero NO<sub>x</sub> emissions standard.
- Installed central furnaces with a Rated Heat Input Capacity less than or equal to 2,000,000 British thermal units (Btu) per hour shall meet a zero NO<sub>x</sub> emissions standard.
- Installed fireplaces shall be electric-powered only.

Prior to the issuance of the certificate of occupancy, the City of Artesia Building and Safety Department shall verify implementation of these requirements.

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GHG-3 For non-residential land use development projects, prior to issuance of the certificate of occupancy, the property owner shall provide documentation to the City of Artesia Building and Safety Department demonstrating enrollment in a 100 percent carbon-free electricity energy plan, such as Southern California Edison's Green Rate program, for proposed project building(s) when feasible. If a 100 percent carbon-free electricity plan is not available, the property owner shall enroll in an energy plan with the next highest carbon-free electricity until a 100 percent carbon-free electricity energy plan becomes available. Measures to achieve 100 percent carbon-free electricity use for the proposed project building(s) may include, but are not limited to, plans for 100 percent renewable electricity. If such carbon-free electricity energy plans are waitlisted, the property owner shall sign up onto the waiting list until such time a plan is available.

Mitigation Measures T-1 and T-2 from Section 5.13, *Transportation*, apply and would contribute to reduce mobile-source criteria air pollutant emissions of the proposed project.

T-1 At the time of project entitlement, the project developers shall ensure the implementation of California Air Pollution Control Officer's Association (CAPCOA) 2021 Handbook Transportation Demand Management (TDM) Program T-16.

■ T-16. Unbundle Residential Parking Costs from Property Cost

According to the CAPCOA 2021 Handbook, "this measure will unbundle or separate a residential project's parking costs from property costs, requiring those who wish to purchase parking spaces do so at an additional cost. On the assumption that parking costs are passed to the vehicle owners/drivers utilizing the parking spaces, this measure results in decreased vehicle ownership and, therefore, a reduction in VMT and GHG emissions." It is assumed that qualifying residential projects within the Specific Plan area will comply with the provisions of California Civil Code Section 1947.1 resulting from Assembly Bill 1317 (2023, Carillo), which requires residential developments of 16 or more units located in Los Angeles County to unbundle parking from the cost of rent. A cost of \$25.00 per month, or \$300.00 per year, per leased parking space, is assumed for analysis purposes. No action is required by the City of Artesia to implement this measure, as project developers would be required to comply with all applicable State laws as the time of project entitlement.

T-2 At the time of project operation, the developer shall and City shall continue to enforce California Air Pollution Control Officer's Association (CAPCOA) 2021 Handbook Transportation Demand Management (TDM) Program T-24.

■ T-24. Implement Market Price Public Parking (On-Street)

According to the CAPCOA 2021 Handbook, "this measure will price all on-street parking in a given community. Increasing the costs of parking increases the total cost of driving to a location, incentivizing shifts to other modes and thus decreasing total VMT to and from the priced areas." The City of Artesia currently provides priced on-street parking within the

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Specific Plan area, primarily along Pioneer Boulevard, 186<sup>th</sup> Street, and 187<sup>th</sup> Street. The City of Artesia should continue to implement the priced on-street parking which currently exists within the Specific Plan area.

#### Impact 5.2-4

Implementation of Mitigation Measure AQ-1.

### 5.2.7 Level of Significance After Mitigation

#### Impact 5.2-1

Mitigation Measures GHG-1 through GHG-3 and T-1 and T-2 would reduce project-related regional operational phase criteria air pollutant emissions to the extent feasible. However, operation of the land uses accommodated by the proposed project would continue to exceed the South Coast AQMD regional significance thresholds and have the potential to conflict with the South Coast AQMD's AQMP. Therefore, Impact 5.2-1 would be ***significant and unavoidable***.

#### Impact 5.2-2

Buildout of the proposed project would occur over approximately 20 years or longer. Construction activities associated with buildout of the proposed project could generate short-term emissions that exceed the South Coast AQMD's significance thresholds during this time and cumulatively contribute to the nonattainment designations of the SoCAB. Implementation of Mitigation Measure AQ-1 would reduce criteria air pollutant emissions from construction-related activities to the extent feasible. However, construction time frames and equipment for individual site-specific projects are not available and there is a potential for multiple developments to be constructed at any one time, resulting in significant construction-related emissions. Therefore, despite adherence to Mitigation Measure AQ-1, Impact 5.2-2 would remain ***significant and unavoidable***.

#### Impact 5.2-3

Buildout in accordance with the proposed project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measures GHG-1 through GHG-3 and T-1 and T-2 would contribute to reducing criteria air pollutant criteria air pollutant emissions to the extent feasible. However, due to the magnitude of emissions generated by the land uses that would be accommodated by the proposed project, long-term criteria air pollutant emissions generated from the proposed project could still exceed the South Coast AQMD's regional significance thresholds. Therefore, Impact 5.2-3 would remain ***significant and unavoidable***.

#### ***Health Impacts from Regional Air Pollutants***

Contributing to the nonattainment status would also contribute to elevating health effects associated with these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma,

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and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants.

It is speculative for this broad-based policy plan to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment—since mass emissions are not correlated with concentrations of emissions—or how many additional individuals in the air basin would be affected by the health effects cited above.

This DEIR quantifies the increase in criteria air pollutants emissions in the plan area. However, at a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary sources associated with the proposed project or meaningfully correlate how regional criteria air pollutant emissions above the South Coast AQMD significance thresholds correlate with basin-wide health impacts.

To determine cancer and noncancer health risk, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important model parameters as the quantity of TAC emissions. The white paper in Appendix C, “We Can Model Regional Emissions, But Are the Results Meaningful for CEQA?” describes several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and TACs. Similarly, the two amicus briefs filed by the air districts on the Friant Ranch case (see Appendix C) describe two positions regarding CEQA requirements, modeling feasibility, variables, and reliability of results for determining specific health risks associated with criteria air pollutants. The discussions also include the distinction between criteria air pollutant emissions and TACs with respect to health risks. Additionally, the South Coast AQMD’s Significance Thresholds and Monitoring demonstrate the infeasibility based on the current guidance/methodologies. The following paragraphs summarize major points about the infeasibility of assessing health risks of criteria air pollutant emissions and TACs associated with implementation of a specific plan.

To achieve and maintain air quality standards, the South Coast AQMD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. The South Coast AQMD has established the thresholds based on “scientific and factual data that is contained in the federal and state Clean Air Acts” and recommends “that these thresholds be used by lead agencies in making a determination of significance” (South Coast AQMD 1993). The numerical emission indicators are based on the recognition that the air basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are expected not to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan’s emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

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South Coast AQMD currently does not have methodologies that would provide the City with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.<sup>14</sup> For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health impacts unless emissions are sufficiently high to use a regional model. South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and their effect on health (see Appendix C: San Joaquin Valley Air Pollution Control District's amicus brief, and South Coast AQMD's amicus brief).

Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Secondary formation of particulate matter (PM) and ozone can occur far from sources as a result of regional transport due to wind and topography (e.g., low-level jet stream). Photochemical modeling depends on all emission sources in the entire domain (i.e., modeling grid). Low resolution and spatial averaging produce "noise" and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

Current models used in CEQA air quality analyses are designed to estimate potential construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. This serves to protect public health in the overall region, but there is currently no CEQA methodology to determine the impact of mass emissions (e.g., pounds per day) on future concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region. Furthermore, the South Coast AQMD 2022 AQMP identifies that despite the substantial increase in population growth in the SoCAB, emissions are declining (South Coast AQMD 2022).

The DEIR must provide an analysis that is understandable for decision making and public disclosure. Regional-scale modeling may provide a technical method for this type of analysis, but it does not necessarily provide a meaningful way to connect the magnitude of a project's criteria pollutant emissions to health effects without speculation. Additionally, this type of analysis is not feasible at this programmatic level because the location of emissions sources and quantity of emissions are not known. However, because cumulative development within the plan area would exceed the regional significance thresholds, the proposed project

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<sup>14</sup> In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 ("Friant Ranch") in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects in the South Coast AQMD region.



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could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

#### Impact 5.2-4

Mitigation Measure AQ-1 (applied for Impact 5.2-2) would reduce the proposed project's regional construction emissions and therefore, also result in a reduction of localized construction-related criteria air pollutant and TACs emissions to the extent feasible. However, because existing sensitive receptors may be close to project-related construction activities, construction emissions generated by individual development projects have the potential to exceed South Coast AQMD's LSTs and health risk thresholds. Furthermore, because of the scale of development activity associated with buildout of the proposed project, it is not possible to determine whether the scale and phasing of individual development projects would result in the exceedance of the localized emissions thresholds and cancer risk and contribute to known health effects. Therefore, Impact 5.2-4, regarding construction-related localized impacts associated with buildout of the proposed project, would remain ***significant and unavoidable***.

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### 5.3 CULTURAL RESOURCES

Cultural resources comprise archaeological and historical resources. Archaeology studies human artifacts, such as places, objects, and settlements that reflect group or individual religious, cultural, or everyday activities. Historical resources include sites, structures, objects, or places that are at least 50 years old and are significant for their engineering, architecture, cultural use or association, etc. In California, historic resources cover human activities over the past 12,000 years. Cultural resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Artesia Downtown Specific Plan project (proposed project) to impact cultural resources in the City of Artesia (City). Tribal cultural resources are discussed in Section 5.14, *Tribal Cultural Resources*, of this DEIR. The analysis in this section is based in part on the following information:

- *Records Search Results for the Artesia Downtown Specific Plan*, South Central Coastal Information Center at California State University, Fullerton, March 2024

A copy of these search results is included in Appendix D to this DEIR.

During the scoping period for the DEIR, written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Notice of Preparation and Comment Letters Summary*, in Chapter 2, *Introduction*, includes a summary of all comments received during the scoping comment period.

#### 5.3.1 Environmental Setting

##### 5.3.1.1 REGULATORY BACKGROUND

###### Federal

###### *National Historic Preservation Act*

The National Historic Preservation Act of 1966 coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

###### *Archaeological Resources Protection Act*

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

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#### *Native American Graves Protection and Repatriation Act*

Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

#### **State**

##### *California Public Resources Code*

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation (OHP), which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the Native American Heritage Commission (NAHC); require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

##### *California Register of Historical Resources*

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The California Register of Historic Resources (CRHR) is an authoritative guide to the state's significant historical and archaeological resources.

The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for State and local planning purposes; determines eligibility for State historic preservation grant funding; and affords certain protections under CEQA.

To be eligible for listing in the CRHR, a resource must meet at least one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

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- Is associated with the lives of persons important to local, California, or national history.
- Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance. Alterations to a resource or changes in its use over time may change its historical, cultural, or architectural significance. Resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data.

#### *California Historical Landmarks*

California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical significance. The resource must be approved for designation by the county board of supervisors or the city/town council in whose jurisdiction it is located; be recommended by the State Historical Resources Commission; and be officially designated by the Director of California State Parks. A resource must meet at least one of these following criteria:

- Be the first, last, only, or most significant of its type in the state or within a large geographic region (northern, central, or southern California).
- Be associated with an individual or group having a profound influence on the history of California.
- Be a prototype of, or an outstanding example of, a period, style, architectural movement, or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

#### *California Points of Historical Interest*

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historical resource may be designated as both a landmark and a point. If a point is subsequently granted as a landmark, the point designation is retired.

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To be eligible for designation as a Point of Historical Interest, a resource must meet at least one of the following criteria:

- Be the first, last, only, or most significant of its type within the local geographic region (city or county).
- Be associated with an individual or group having a profound influence on the history of the local area.
- Be a prototype of, or an outstanding example of, a period, style, architectural movement or construction or be one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

#### *California Historic Building Code*

The California Historic Building Code—California Code of Regulations, Title 24, Part 8—provides regulations for the preservation, restoration, rehabilitation, relocation, or reconstruction of buildings or properties designated as qualified historical buildings or properties. The California Historic Building Code is intended to provide solutions for the preservation of qualified historical buildings or properties, to promote sustainability, to provide access for persons with disabilities, to provide a cost-effective approach to preservation, and to provide for the reasonable safety of the occupants or users.

#### *California Health and Safety Code*

California Health and Safety Code Section 7050.5 requires that if human remains are discovered on the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

### Local

#### *City of Artesia General Plan*

The City of Artesia General Plan Cultural and Historic Sub-element contains the following policies for the treatment of historic and cultural resources.

#### ***Community Culture and Economy Element***

- **Community Policy CHR 1.1:** Enhance and protect resources that have cultural and historic significance.
- **Community Policy CHR 1.2:** Strengthen cultural and historic preservation planning.
- **Community Policy CHR 2.1:** Foster public appreciation for Artesia's cultural and historic resources.



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#### *City of Artesia Municipal Code*

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

Additionally, AMC Title 9, Chapter 2, Article 31.5, Historic District (H-D) Zone, is established to preserve the historic nature of buildings located within the Historic District Zone. The Historic District Zone is established to promote the general welfare, education, and recreational pleasure of the public through the identification, preservation, and enhancement of those buildings, structures, neighborhoods, landscapes, places, and areas that have special historical, cultural, architectural, or archaeological significance. The project site is not within the Historic District Zone.

#### 5.3.1.2 EXISTING CONDITIONS

The City of Artesia is built out and fully developed with buildings, roadways, and other improvements typical of a city. The project site is currently developed with one- and two-story commercial uses and, single-family residential properties, 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 are connected by the Pioneer Boulevard corridor, which includes one- and two-story retail and restaurant and office uses. Multifamily residential, mixed-use residential, commercial, general office, and industrial uses are 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.

#### 5.3.1.3 CULTURAL SETTING

##### Historical Background

The Los Angeles Basin has a rich cultural history that dates to early settlement by American Indians. The Gabrielino Indians, also known as the Tongva, occupied an extensive region stretching from the San Gabriel Mountains to the coast, including the area now occupied by the City of Artesia. The tribe had a large village known as Puvunga, near the present-day site of California State University, Long Beach. Native American tribes that lived in the village often hunted in Artesia. Evidence of this tribe's presence in the area was substantiated when artifacts such as shells, stone utensils, and arrow points were discovered on Pioneer Boulevard during the construction of Bloomfield Park in the City of Lakewood (Artesia 2010).

The village of Artesia became a formally recognized community when the Artesia School District was established on May 3, 1875. The first school was on 183rd Street and Alburdis Avenue. The City of Artesia was named from the many naturally flowing Artesian wells in the area. The rural countryside was ideal for

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farming. In the 1920s and 1930s, Dutch and Portuguese farmers developed Artesia into one of the most important dairy districts in southern California. By 1925, the Pacific Electric Red Car had a station on Pioneer Boulevard. Distinctive street-fronting “main street” buildings line Pioneer Boulevard between 186th Street and 187th Street. (PlaceWorks 2024).

After World War II, as with many other cities in the region, Artesia was pressured by developers to build residential tracts. The City of Dairy Valley was incorporated in 1956 and later became the City of Cerritos. As the demand for housing continued, dairymen moved their operations further east into the City of Chino and north into the Central Valley. Artesia was incorporated on May 29, 1959 (Artesia 2010). Historic maps from the 1940s indicate that the project site was mostly developed, and the Pacific Electric Railroad (later the Southern Pacific Railroad) bisected the project site. Therefore, the project site contains buildings or structures that are 50 years of age or older. The San Gabriel River is near the western portion of the project site. Archaeological resources could be found buried or on the ground surface.

### Historic and Archaeological Resources

As discussed further below, a records search was conducted by the South Central Coastal Information Center (SCCIC) at California State University, Fullerton (Cal State Fullerton). Provided below is a summary of records search, which indicates that two reports and studies have been conducted for sites within the project site and one site is listed in the Office of Historic Preservation’s Built Environment Resources Directory (BERD), which provides information regarding non-archaeological resources in the OHP’s inventory. Additionally, a Sacred Lands File search was conducted by the NAHC and the results were positive. A discussion of these results is provided in Section 5.18, *Tribal Cultural Resources*, of this DEIR (see also Appendix G)

**Table 5.3-1 Records Search Results Summary**

Records Search	Results	
	Within Project Site	Within 0.25-Mile Radius
Archaeological Resources	0	0
Built-Environment Resources	0	1
Reports and Studies	2	1
OHP Built Environment Resources Directory (BERD) 2022	1	9
California Points of Historical Interest (SPHI) 2022	0	0
California Register of Landmarks (SHL) 2022	0	0
California Register of Historical Resources (CAL REG) 2022	0	0
National Register of Historic Places (NRHP) 2022	0	0

Source: (SCCIC 2024)

### Artesia Water Tower

The Artesia Water Tower is an inactive 50,000-gallon water storage tank located on Clarkdale Avenue, south of 183rd Street. This tower has been a familiar site for citizens of Artesia for many years. Although the Tower site was the actual site of an artesian well in 1911, no records can be found of when the existing tower was actually built. It also may have been the site of a smaller wood structure water tower. (Artesia 2010)

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The Tower was once owned by the Southern California Water Company, and was sold to the City of Artesia in 1988. The tower was purchased by the City to be used only as a point of historical interest, and to provide a special identity to the community. When the City of Artesia purchased the tower, the then green tower was quickly painted to its current color with the addition of the name Artesia painted on two sides. (Artesia 2010)

It should be noted that the Artesia Water Tower is located outside the boundaries of the proposed Artesia Downtown Specific Plan area.

#### *Frampton-Dantema Home*

Constructed in 1929, the Spanish Style Frampton/Dantema House was originally located on Pioneer Boulevard. In partnership with the City of Artesia, the Artesia Historical Society saved and moved the historic structure in 2003 to its present location at 18644 Alburdis Avenue. The home was restored and has become the Artesia Historical Museum, which is open to the public. (Artesia 2010)

It should be noted that the Artesia Historical Museum is located outside the boundaries of the proposed Artesia Downtown Specific Plan area.

### 5.3.2 Thresholds of Significance

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC § 5024.1; 14 CCR § 4852)

The fact that a resource is not listed in the CRHR, not determined to be eligible for listing, or not included in a local register of historical resources does not preclude a lead agency from determining that it may be a historical resource.

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- C-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

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- C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- C-3 Disturb any human remains, including those interred outside of dedicated cemeteries.

### 5.3.3 Environmental Impacts

#### 5.3.3.1 METHODOLOGY

A records search was conducted on March 21, 2024, by the South Central Coastal Information Center at Cal State Fullerton. The search included a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. The records search included the project site and a 0.25-mile radius. Additionally, the California Points of Historical Interest, the California Historical Landmarks, the CRHR, the National Register of Historic Places (NRHP), and California State Built Environment Resources Directory listings were reviewed for the project site and 0.25-mile radius. Additionally, a Sacred Lands File search was conducted by the NAHC and the results were positive. A discussion of these results is provided in Section 5.14, *Tribal Cultural Resources*, of this DEIR (see also Appendix G).

#### 5.3.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

**Goal 3:** Encourage a **vibrant and scenic downtown reflective of a diverse community.**

- The restoration and reuse of buildings and places of historical or cultural significance.

#### 5.3.3.3 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.3-1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5. [Threshold C-1]**

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The proposed project is a regulatory document that sets forth the framework for future growth and development within the project site and does not directly result in development. The adoption of the proposed project would not lead to the demolition or material alteration of any historic resources.

The project site 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. There are no officially State designated historic sites in the City (OHP 2024; Artesia 2010). Notwithstanding, pursuant to AMC Title 5, Chapter 16, Designation of Local Historical Landmarks, the City Council may designate a building, landmark, or property as a local historical landmark. As identified in Table 5.3-1, one resource in the project site is included in the OHP BERD 2022 database.

Historic structures and sites that are potentially eligible for future historic resources listing may be vulnerable to development activities accompanying infill, redevelopment, or revitalization that would be accommodated

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by land use and zoning changes facilitated by the proposed project. The placement of new buildings adjacent to a historic resource may result in indirect impacts to access, visibility, and visual context, and renovations or modifications to historic resources may deteriorate or destroy the characteristics that make those resources important or unique. Additionally, other buildings or structures that could meet the NRHP criteria upon reaching 50 years of age might be impacted by development or redevelopment activity that would be accommodated by the proposed project. The Cultural and Historic Sub-element of the General Plan provides policies to protect cultural and historical resources within the City limits. AMC Title 5, Chapter 16, and Title 9, Chapter 2, provide regulations to protect cultural and historical resources in the City limits. Notwithstanding, impacts to historic resources are considered potentially significant.

***Level of Significance Before Mitigation:*** Potentially Significant.

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**Impact 5.3-2: The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5. [Threshold C-2]**

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The entire project site is in a heavily urbanized area and has been subject to disturbance by past development. However, as identified in Table 5.3-1, the project site has not been subjected to any previous archaeological studies; consequently, the cultural resource sensitivity of the project site is unknown and could vary significantly depending on the exact location of future redevelopment projects. The past discovery of Native American artifacts in neighboring cities (i.e., city of Lakewood) and the potential presence in the City of unknown artifacts that may have archaeological importance, contribute to the City's recognition of the importance of preserving cultural resources. Thus, there is a potential for archaeological resources to be present in the project site. Therefore, proposed land use and zoning changes that could facilitate future redevelopment resulting in ground-disturbing activities, such as grading or excavation, have the potential to unearth undocumented subsurface archaeological resources. Therefore, impacts would be potentially significant.

***Level of Significance Before Mitigation:*** Potentially Significant.

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**Impact 5.3-3: The project would not disturb any human remains, including those interred outside of dedicated cemeteries. [Threshold C-3]**

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No known dedicated cemeteries or other places of human interment are present on or adjacent to the project site. The project site has been previously graded and developed so the upper levels of sediment and fill are not likely to contain any human remains. In the unlikely event that human remains are unearthed during project construction, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to California PRC Section 5097.98. If human remains of Native American origin are discovered during ground-disturbing activities, such as grading or excavation, associated with buildout facilitated by the proposed project, State laws that fall within the jurisdiction of the NAHC (PRC Section 5097) related to the disposition of Native American burials will be adhered to. Therefore, following compliance with the established regulatory framework described above, the project's potential impacts concerning disturbance to human remains would be less than significant.

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*Level of Significance Before Mitigation:* Less Than Significant

#### 5.3.4 Cumulative Impacts

The context for analysis of impacts to historic and archaeological resources and human remains is generally site specific rather than cumulative in nature because each project site has a different set of geologic and historic considerations that would be subject to further assessment depending on existing site conditions, location, and sensitivity to cultural resources. Future development and redevelopment pursuant to the proposed project and other development projects in the surrounding area would involve grading and excavation activities on individual sites, which could uncover cultural resources. Compliance with local, State, and federal regulations and implementation of mitigation (CUL-1 and CUL-2) would reduce impacts to cultural resources and human remains, respectively, due to new development or redevelopment projects. Other projects under development would be subject to project-level review and project-specific measure would be required, as needed, to reduce significant impacts. This would include studies of historical, archaeological, and tribal cultural resources that are present or could be present within a development site. Additionally, cumulative development would be subject to compliance with the established federal, State, and local regulatory framework. Concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation measures would be required to avoid or reduce impacts. Consequently, the proposed project combined with other cumulative development would not result in significant cumulative environmental impacts concerning cultural resources. Therefore, the project would not cause a cumulatively considerable impact related to cultural resources.

#### 5.3.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.3-3.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.3-1** Implementation of the proposed project could impact historical resources.
- **Impact 5.3-2** Implementation of the proposed project could impact archaeological resources.

#### 5.3.6 Mitigation Measures

##### Impact 5.3-1

CUL-1      **Historic Resources Assessment.** Prior to the approval of a discretionary project proposed on a parcel(s) within the Artesia Downtown Specific Plan area that includes a building or structure more than 45 years old and that has not previously been evaluated for potential historic significance, the City shall require the project proponent to retain an architectural historian meeting the minimum professional qualifications standards (PQS) set forth by the Secretary of the Interior (codified in 36 Code of Federal Regulations [CFR] Part 61;

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48 Federal Register 44738–44739) (Qualified Architectural Historian) to conduct a historic resources assessment of affected properties. The assessment shall include a records search at the South Central Coastal Information Center or review of a prior record search conducted within the previous one year; a review of other pertinent archives and sources; a pedestrian field survey; recordation of all identified historic architectural resources on California Department of Parks and Recreation (DPR) 523 forms; evaluation of resources which may be eligible for listing in the California Register (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a]), and for local listing; and preparation of a technical report documenting the methods and results of the assessment for each future project facilitated by Artesia Downtown Specific Plan measures and actions.

If a historic architectural resource is found eligible by the Qualified Architectural Historian, then the Qualified Architectural Historian shall coordinate with the project proponent and City to ensure the project is constructed in conformance with the Secretary of the Interior's Standards. All reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center (including but not limited to historic resources assessments and Secretary of the Interior's Standards plan reviews). On the basis of this evaluation, if it is determined that the subject property contains a historic resource, Mitigation Measure CUL-2 shall be implemented.

**CUL-2      Avoidance or Minimization of Effects on Identified Historic Resources.** If it is determined that the subject property contains a historic resource the project proponent shall consult with City staff to determine whether a project can be feasibly redesigned or modified to avoid significant adverse impacts on listed and identified eligible historic resource(s), including historic districts. If avoidance of historic resource(s) is not feasible, where feasibility is defined as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors,” the project proponent shall seek to reduce the effect on historic resource(s) to a less-than-significant level pursuant to CEQA Guidelines Section 15364. Projects that conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties are considered to have a less-than-significant effect on historic architectural resources.

### Impact 5.3-2

**CUL-3      Cultural Resources Assessment.** For discretionary projects that involve ground-disturbing activities during construction on areas within the Artesia Downtown Specific Plan area where no previous ground disturbance or excavation has occurred, or ground-disturbing activities would occur in native soil, a site-specific cultural resources study shall be completed prior to project approval. The study shall include records searches of the California Historical Resources Information System and the Sacred Lands File maintained by the Native American Heritage Commission. The records searches shall determine if the proposed project has been previously surveyed for archaeological resources, identify, and

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characterize the results of previous cultural resource surveys, and disclose any cultural resources that have been recorded and/or evaluated.

If the records search identifies a sensitivity for archaeological resources, an archaeological resources assessment shall be performed under the supervision of an archaeologist that meets the Secretary of the Interior's Professional Qualification Standards (PQS) in either prehistoric or historic archaeology. If the archaeological assessment indicates the area to be of medium sensitivity for archaeological resources, an archaeologist who meets the PQS shall be retained on an on-call basis.

If the archaeological assessment indicated the area to be highly sensitive for archaeological resources, a qualified archaeologist shall monitor all ground-disturbing construction and pre-construction activities.

**CUL-4 All Projects.** If cultural resources are discovered during ground-disturbing activities, all ground-disturbing activities within 50 feet of the find shall be halted until a meeting is convened between the developer, archaeologist, tribal representatives, and the Director of the Community Development Department. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representatives, developer, and archaeologist, a decision shall be made, with the concurrence of the Director of the Community Development Department, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

#### 5.3.7 Level of Significance After Mitigation

The mitigation measures would reduce potential impacts to cultural resources to a level that is less than significant. Therefore, no significant unavoidable adverse impacts to cultural resources have been identified.

#### 5.3.8 References

- Artesia, City of. 2010. City of Artesia General Plan 2030 Environmental Impact Report.  
<https://www.cityofartesia.us/DocumentCenter/View/107/Sec0510CulturalResources?bidId=>.
- California Office of Historic Preservation (OHP). 2024. California Historical Landmarks by County – Los Angeles. [https://ohp.parks.ca.gov/?page\\_id=21427](https://ohp.parks.ca.gov/?page_id=21427)
- South Central Coastal Information Center (SCCIC). 2024. Records Search Results for the Artesia Downtown Specific Plan. (DEIR Appendix D)



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### 5.4 ENERGY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for energy-related impacts associated with the Artesia Downtown Specific Plan (Specific Plan or proposed project) and ways in which it would reduce unnecessary energy consumption, consistent with the suggestions in Appendix F of the California Environmental Quality Act (CEQA) Guidelines. Energy service providers to the Specific Plan area include Southern California Edison (SCE) for electrical service and Southern California Gas Company (SoCalGas) for natural gas.

During the scoping period for the DEIR, written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Summary of Scoping Comments Received*, in Chapter 2, *Introduction*, includes a summary of all comments received during the scoping comment period.

#### 5.4.1 Environmental Setting

Section 21100(b)(3) of the CEQA Guidelines requires that an EIR include a detailed description of mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. Appendix F of the CEQA Guidelines states that, to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the project description, environmental setting, and impact analysis portions of technical sections as well as through mitigation measures and alternatives.

In accordance with Appendices G and F of the CEQA Guidelines, this DEIR includes relevant information and analyses that address the energy implications of the proposed project. This section summarizes the proposed project's anticipated energy needs, impacts, and conservation measures. Other aspects of the proposed project's energy implications are discussed elsewhere in this DEIR, including Chapter 3, *Project Description*, and Sections 5.2, *Air Quality*, and 5.6, *Greenhouse Gas Emissions*.

##### 5.4.1.1 REGULATORY BACKGROUND

###### Federal

###### *Federal Energy Policy and Conservation Act*

The Energy Policy and Conservation Act of 1975 was established in response to the 1973 oil crisis. The act created the Strategic Petroleum Reserve, established vehicle fuel economy standards, and prohibited the export of U.S. crude oil (with a few limited exceptions). It also created Corporate Average Fuel Economy (CAFE) standards for passenger cars starting in model year 1978. The CAFE standards are updated periodically to account for changes in vehicle technologies, driver behavior, and/or driving conditions.

The federal government issued new CAFE standards in 2012 for model years 2017 to 2025 that required a fleet average of 54.5 miles per gallon (mpg) for model year 2025. However, on March 30, 2020, the

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U.S. Environmental Protection Agency (USEPA) finalized an updated CAFE and greenhouse gas (GHG) emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021–2026. Under SAFE, the fuel economy standards will increase 1.5 percent per year compared to the 5 percent per year under the CAFE standards established in 2012. Overall, SAFE requires a fleet average of 40.4 mpg for model year 2026 vehicles (85 Federal Register 24174 [April 30, 2020]).

Under direction of Executive Order (EO) 13990 issued by President Biden on December 21, 2021, the National Highway Traffic Safety Administration repealed Safer Affordable Fuel Efficient Vehicles Rule Part One, which had preempted State and local laws related to fuel economy standards. In addition, on March 31, 2022, the National Highway Traffic Safety Administration finalized new fuel standards in response to EO 13990. Fuel efficiency under the standards proposed will increase 8 percent annually for model years 2024 to 2025 and 10 percent annually for model year 2026. Overall, the new CAFE standards require a fleet average of 49 mpg for passenger vehicles and light trucks for model year 2026, which would be a 10 mpg increase relative to model year 2021 (87 Federal Register 25710 [May 2, 2022]).

On July 28, 2023, National Highway Traffic Safety Administration proposed new CAFE standards for passenger cars and light trucks built in model years 2027 to 2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2027 to 2035. If finalized, the proposal would require an industry fleet-wide average of approximately 58 miles per gallon for passenger cars and light trucks in model year 2032, by increasing fuel economy by 2 percent year over year for passenger cars and by 4 percent year over year for light trucks. For heavy-duty pickup trucks and vans, the proposal would increase fuel efficiency by 10 percent year over year (NHTSA 2023).

#### *Energy Independence and Security Act of 2007*

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The act set higher CAFE standards; the Renewable Fuel Standard; appliance energy-efficiency standards; building energy-efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (USEPA 2022).

#### *Energy Policy Act of 2005*

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. This act includes tax incentives for energy conservation improvements in commercial and residential buildings, fossil fuel production and clean coal facilities, and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers.

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#### *National Energy Policy*

Established in 2001 by the National Energy Policy Development Group, the National Energy Policy is designed to help the private sector and State and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair and expansion of energy infrastructure, and ways of increasing energy supplies while protecting the environment.

#### *Natural Gas Pipeline Safety Act of 1968*

The Natural Gas Pipeline Safety Act of 1968 authorizes the United States Department of Transportation to regulate pipeline transportation of flammable, toxic, or corrosive natural gas and other gases as well as the transportation and storage of liquefied natural gas. The Pipeline and Hazardous Materials Safety Administration within the Department of Transportation develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6-million-mile pipeline transportation system.

### State

#### *California Energy Commission*

The California Energy Commission (CEC) was created in 1974 under the Warren-Alquist Act as the State's principal energy planning organization to meet the energy challenges facing the state in response to the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing state energy policy:

- Forecast statewide electricity needs
- License power plants to meet those needs
- Promote energy conservation and efficiency measures
- Develop renewable energy resources and alternative energy technologies
- Promote research, development, and demonstration
- Plan for and direct the State's response to energy emergencies

#### *California Public Utilities Commission*

In September 2008, the California Public Utilities Commission (CPUC) adopted the Long-Term Energy Efficiency Strategic Plan, which provides a framework for energy efficiency in California through the year 2020 and beyond. It articulates a long-term vision, as well as goals for each economic sector, identifying specific near-term, mid-term, and long-term strategies to assist in achieving these goals. This plan sets forth the following four goals, known as Big Bold Energy Efficiency Strategies, to achieve significant reductions in energy demand:

- All new residential construction in California will be zero net energy by 2020.
- All new commercial construction in California will be zero net energy by 2030.

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- Heating, Ventilation, and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate.
- All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

With respect to the commercial sector, the Long-Term Energy Efficiency Strategic Plan notes that commercial buildings, which include schools, hospitals, and public buildings, consume more electricity than any other end-use sector in California. The commercial sector's five-billion-plus square feet of space accounts for 38 percent of the State's power use and over 25 percent of natural gas consumption. Lighting, cooling, refrigeration, and ventilation account for 75 percent of all commercial electric use, and space heating, water heating, and cooking account for over 90 percent of gas use. In 2006, schools and colleges were in the top-five facility types for electricity and gas consumption, accounting for approximately 10 percent of the state's electricity and gas use.

The CPUC and CEC have adopted the following goals to achieve zero net energy (ZNE) levels by 2030 in the commercial sector:

- **Goal 1:** New construction will increasingly embrace zero net energy performance (including clean, distributed generation), reaching 100 percent penetration of new starts in 2030.
- **Goal 2:** 50 percent of existing buildings will be retrofit to zero net energy by 2030 through achievement of deep levels of energy efficiency and with the addition of clean distributed generation.
- **Goal 3:** Transform the commercial lighting market through technological advancement and innovative utility initiatives.

#### *Renewables Portfolio Standard*

##### ***Senate Bills 1078, 107, X1-2, and Executive Order S-14-08***

A major component of California's Renewable Energy Program is the renewables portfolio standard (RPS) established under Senate Bills (SB) 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent to reach at least 20 percent by December 30, 2010. EO S-14-08, signed in November 2008, expanded the State's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production decreases indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

##### ***Senate Bill 350***

Governor Jerry Brown signed SB 350 on October 7, 2015, which expands the RPS by establishing a goal of 50 percent of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, SB 350 includes the goal to double the energy-efficiency savings in electricity and natural gas final

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end uses (such as heating, cooling, lighting, or class of energy uses upon which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the CPUC, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal. SB 350 also provides for the transformation of the California Independent System Operator (CAISO) into a regional organization to promote the development of regional electricity transmission markets in the western states and to improve the access of consumers served by the CAISO to those markets, pursuant to a specified process.

#### ***Senate Bill 100***

On September 10, 2018, Governor Brown signed SB 100, which replaces the SB 350 requirements. Under SB 100, the RPS for publicly owned facilities and retail sellers consists of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

#### ***Senate Bill 1020***

SB 1020 was signed into law on September 16, 2022. It requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent by 2040. Additionally, SB 1020 requires all state agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2035.

#### ***Appliance Efficiency Regulations***

California's Appliance Efficiency Regulations contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California (California Code of Regulations [CCR] Title 20, Parts 1600–1608). These standards are updated regularly to allow consideration of new energy-efficiency technologies and methods (CEC 2017).

#### ***Title 24, Part 6, Energy Efficiency Standards***

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (24 CCR Part 6). Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy-efficiency technologies and methods.

On August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards, which were subsequently approved by the California Building Standards Commission in December 2021. The 2022 standards went into effect on January 1, 2023, replacing the 2019 standards. The 2022 Standards require

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mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system and battery requirements (prescriptive pathway) for high-rise, multifamily buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

Under the prescriptive pathway, a new development's building design is considered the "Standard Design Building," which represents the energy-efficiency performance of that project should it include all prescribed features (e.g., solar, battery storage) with no additional energy-efficiency features beyond what is required at minimum under the mandatory requirements and prescriptive pathway. A project may still demonstrate compliance using the performance pathway without inclusion of prescriptive features like solar or battery storage. However, that building design must match or exceed the energy-efficiency performance of the Standard Design Building. For example, if a project would be required to include solar and battery storage under the prescriptive pathway, it can choose to comply with the performance pathway and not include solar and battery storage so long as it can demonstrate that it would achieve the same energy-efficiency performance as if solar and battery storage were included.

#### *Title 24, Part 11, Green Building Standards*

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of CALGreen became effective January 1, 2011. In 2021, the CEC approved the 2022 CALGreen, which went into effect on January 1, 2023.

#### *Assembly Bill 1493*

California vehicle GHG emission standards were enacted under Assembly Bill (AB) 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the USEPA. In 2012, the USEPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the CAFE standards in the "Federal Regulations" section above). In January 2012, the California Air Resources Board (CARB) approved the Pavley Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions (CARB 2017).

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#### *Executive Order N-79-20*

On September 23, 2020, EO N-79-20 was issued to set a time frame for the transition to zero-emissions (ZE) passenger vehicles, trucks, and off-road equipment. It directs CARB to develop and propose:

- Passenger vehicle and truck regulations requiring increasing volumes of new ZEVs (sold in California toward the target of 100 percent of in-state sales by 2035.
- Medium- and heavy-duty vehicle regulations requiring increasing volumes of new ZE trucks and buses sold and operated in California toward the target of 100 percent of the fleet transitioning to ZEVs by 2045 everywhere feasible, and for all drayage trucks to be ZE by 2035.
- Strategies to achieve 100 percent zero emissions from all off-road vehicles and equipment operations in California by 2035, in cooperation with other State agencies, the USEPA, and local air districts.

On August 25, 2022, CARB adopted the Advanced Clean Cars II (ACC II) regulations that codifies the EO goal of 100 percent of in-state sales of new passenger vehicles and trucks are ZE by 2035. Starting in year 2026, ACC II requires that 35 percent of new vehicles sold be ZE or plug-in hybrids (CARB 2024).

#### **Energy Storage**

California has set ambitious long-term goals for energy storage beyond 2026 to support its clean energy and climate goals. The state aims to reach 100 percent carbon-free electricity by 2045, which will require significant investment in renewable energy sources like wind and solar, as well as energy storage technologies to balance the variability of these sources.

The CAISO has a total energy storage capacity of more than 3,160 megawatts (MW) as of June 2022 (CAISO 2022). This includes both large-scale and distributed energy storage systems, such as batteries, pumped hydroelectric storage, and thermal storage. CAISO is responsible for managing the electricity grid for much of California, and it has set a target of adding 3,300 MW of additional energy storage capacity by 2024 to support the integration of more renewable energy sources like wind and solar. As part of SB 100, load serving entities (LSE) were required to procure no less than 1.3 gigawatts (GW) of energy storage capacity by 2020, and 3 GW by 2030. Additionally, the CPUC has established a target of 15 GW of energy storage capacity by 2030 (CPUC 2022).

#### *Integrated Resource Plan*

CAISO develops a coordinated grid management plan to integrate the generation and storage capacities of LSEs, called the Integrated Resource Plan (IRP). The IRP is a comprehensive planning document that outlines CAISO's forecasts for electricity demand, supply, and transmission needs over a 20-year planning horizon, as well as its strategies for integrating renewable energy resources and other grid services to meet those needs. The plan is developed in collaboration with LSEs, regulators, and other stakeholders and is updated periodically to reflect changes in the energy landscape and evolving policy goals. Overall, the IRP plays a critical role in ensuring the reliability and resilience of California's electricity grid as the state continues to transition to a cleaner and more sustainable energy system.

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When an individual Battery Energy Storage (BES) facility or generation infrastructure (i.e., solar panels) comes online in California, it is typically included in the IRP through a process known as the Interconnection Queue. The Interconnection Queue is managed by the CAISO, which oversees the operation of the State's electricity grid.

#### *Interconnection Queue*

The Interconnection Queue is an application process that functions as a waiting list of proposed electricity generation and storage projects that are seeking to connect to the grid. When a new BES facility or generation infrastructure is proposed, the developer submits an application to CAISO to request an interconnection to the grid. CAISO evaluates the application to ensure that the facility meets technical and operational requirements, such as voltage regulation and frequency response, and that it can be integrated effectively into the grid.

Once the BES facility or generation infrastructure is approved by CAISO, it is assigned a point of interconnection on the grid, and its output is added to the IRP as a resource that can provide electricity and other grid services, such as frequency regulation or ramping support. The facility is then dispatched by CAISO based on its bids into the day-ahead and real-time electricity markets, and its output is used to help balance supply and demand on the grid in real-time.

Overall, the Interconnection Queue is an important mechanism for integrating new BES facilities and other electricity resources into the California grid, and for ensuring that the grid remains reliable and resilient as the state continues to transition to a cleaner and more sustainable energy system.

#### 5.4.1.2 EXISTING CONDITIONS

##### Electricity

##### *Southern California Edison*

The Specific Plan area is within the service area of SCE, which provides electrical services to much of southern California—from Orange and Riverside Counties in the south to Santa Barbara County in the west to Mono County in the north (SCE 2024a). Total electricity consumption in SCE's service area was 107,876 gigawatt-hours in 2022 (CEC 2024a).<sup>1</sup> Sources of electricity sold by SCE in 2022, the latest year for which data are available, were:

- 33.2 percent renewable, consisting mostly of solar and wind
- 3.4 percent large hydroelectric
- 24.7 percent natural gas
- 8.3 percent nuclear
- 0.1 percent other

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<sup>1</sup> One gigawatt-hour is equivalent to one million kilowatt-hours.



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- 30.3 percent unspecified sources—that is, not traceable to specific sources (SCE 2024b)<sup>2</sup>

#### *Existing Electricity Demand*

The existing electricity demand for the existing uses designated for redevelopment under the Specific Plan is shown in Table 5.4-1, *Electricity Demand: Existing Uses Designated for Redevelopment*.

**Table 5.4-1 Electricity Demand: Existing Uses Designated for Redevelopment**

Land Use	Electricity (kWh/year)
Single-Family	27,581
Apartment Low-Rise	57,526
General Office Building	773,792
Regional Shopping Center	3,039,772
Strip Mall Retail	439,123
General Light Industrial	253,047
<b>Total</b>	<b>4,590,840</b>

Source: CalEEMod Version 2022.1.  
Note: kWh = kilowatt-hour

#### Gas

SoCalGas provides gas service to Artesia. The service area of SoCalGas spans much of the southern half of California, from Imperial County in the southeast to San Luis Obispo County in the northwest, to part of Fresno County in the north to Riverside County and most of San Bernardino County in the east (CEC 2024b). Total natural gas consumption in SoCalGas's service area was 6,566 million therms for 2022 (CEC 2024c).

#### *Existing Natural Gas Demand*

The existing natural gas demand for the existing uses designated for redevelopment under the Specific Plan is shown in Table 5.4-2, *Natural Gas Demand: Existing Uses Designated for Redevelopment*.

<sup>2</sup> The electricity sources listed reflect changes after the 2013 closure of the San Onofre Nuclear Generating Station, which is owned by SCE. Numbers are rounded up and may cause the total to not add up to exactly 100 percent.

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**Table 5.4-2 Natural Gas Demand: Existing Uses Designated for Redevelopment**

Land Use	Natural Gas (KBTU/year)
Single-Family	153,341
Apartment Low-Rise	244,585
General Office Building	1,100,594
Regional Shopping Center	1,852,995
Strip Mall Retail	267,682
General Light Industrial	1,129,072
<b>Total</b>	<b>4,748,271</b>

Source: CalEEMod Version 2022.1.  
Note: KBTU=kilo-British thermal unit

### Fuel Consumption

California is among the top producers of petroleum in the country, with crude oil pipelines throughout the state connecting to oil refineries in the Los Angeles, San Francisco Bay, and Central Valley regions. In addition to producing petroleum, California is also one of the top consumers of fuel for transportation. With this sector accounting for approximately 61 percent of California's total energy demand in 2021, amounting to approximately 2,785.1 trillion British Thermal Units (BTU) (EIA 2024a). In addition, in 2022, California's transportation sector consumed approximately 534 million barrels of petroleum fuels (EIA 2024b). Furthermore, according to the CEC, California's 2022 fuel sales were approximately 13,640 million gallons of gasoline and 3,067 million gallons of diesel (CEC 2024d). In Los Angeles County, approximately 3,070 million gallons of gasoline and 295 million gallons of diesel fuel were sold in 2022 (CEC 2023).

Table 5.4-3, *Annual Fuel Usage: Existing Uses Designated for Redevelopment*, shows the fuel usage associated with vehicle miles traveled (VMT) currently generated by the existing uses designated for redevelopment under the proposed project.

**Table 5.4-3 Annual Fuel Usage: Existing Uses Designated for Redevelopment**

Fuel Type	Existing Baseline Year 2024
<b>Gasoline</b>	
VMT Per Year	58,437,609
Gallons Per Year	2,381,955
Miles Per Gallon	24.53
<b>Diesel</b>	
VMT Per Year	2,077,248
Gallons Per Year	196,924
Miles Per Gallon	10.55

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**Table 5.4-3 Annual Fuel Usage: Existing Uses Designated for Redevelopment**

Fuel Type	Existing Baseline Year 2024
<b>Compressed Natural Gas</b>	
VMT Per Year	87,300
Gallons Per Year	16,537
Miles Per Gallon	5.28
<b>Electricity</b>	
VMT Per Year	2,672,940
Kilowatt Hour Per Year	976,504
Miles Per kWh	2.74
Source: CalEEMod Version 2022.1; EMFAC2021, Version 1.0.2.	

### 5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.
- E-2 Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

### 5.4.3 Environmental Impacts

#### 5.4.3.1 METHODOLOGY

Based on CEQA Guidelines Appendix F, *Energy Conservation*, to ensure energy implications are considered in project decisions, CEQA requires that EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources. Environmental effects may include the proposed project's energy requirements and its energy use efficiencies by amount and fuel type during construction and operation; the effects of the proposed project on local and regional energy supplies; the effects of the proposed project on peak and base period demands for electricity and other forms of energy; the degree to which the proposed project complies with existing energy standards; the effects of the proposed project on energy resources; and the proposed project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable. The provided energy and fuel usage information provided in this section are based on the following:

- **Building Energy.** The California Emissions Estimator Model (CalEEMod) Version 2022.1 default energy (i.e., electricity and natural gas) rates for nonresidential land uses are based on the CEC's 2018-2030 Uncalibrated Commercial Sector Forecast (commercial forecast), which was compiled by the CEC

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in 2019 (CAPCOA 2022). Use of the CalEEMod default energy rates for the nonresidential land uses result in conservative estimates compared to the recently adopted 2022 Building Energy Efficiency Standards because the commercial forecast is based on the energy demand per square foot of building space, land use subtype, and end use for the year 2019. In addition, CalEEMod default energy rates for residential uses are based the CEC Residential Appliance Saturation Study (RASS) also completed in 2019. The RASS surveyed 40,000 homes built between 1935 and 2015 with the average home constructed in 1974 (CAPCOA 2022). Thus, the CalEEMod default energy rates for residential uses also result in conservative energy demand estimates compared to the 2022 Building Energy Efficiency Standards.<sup>3</sup> It is anticipated new buildings under the 2022 Standards would generally result in lower electricity and natural gas demand compared to the CalEEMod default energy rates.

- **Fuel Usage.** Fuel usage associated with the existing uses designated for redevelopment and the proposed project-related vehicle trips fuel usage data was obtained from EMFAC2021, Version 1.0.2. Additionally, operational fuel usage calculations utilized average daily trip (ADT) generation and VMT data provided by Linscott, Law, and Greenspan Engineers (LLG).

#### 5.4.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

The proposed Specific Plan does not include any policies or goals specifically related to energy.

#### 5.4.3.3 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.4-1: Implementation of the proposed project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. [Threshold E-1]**

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#### Short-Term Construction Impacts

Construction of development associated with the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

##### *Electrical Energy*

Construction activities associated with the proposed project would require electricity to power the construction equipment. Construction of the proposed project would generate criteria air pollutants associated with construction equipment exhaust and fugitive dust from site preparation, rough grading, fine

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<sup>3</sup> As seen in Appendix D of the CalEEMod Users' Guide, the default energy dataset is based on 2019 consumption estimates from the CEC's Commercial Forecast and the Residential Appliance Saturation Survey (RASS). While these surveys were completed in 2019, the energy intensity estimates derived from the dataset represent buildings constructed in compliance with energy-efficiency requirements of the 2019 Energy Code as well as older buildings that would, which have higher energy use rates. Therefore, the default energy consumption estimates provided in CalEEMod are conservative and overestimate expected energy use.

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grading, utilities trenching, building construction, paving, architectural coating, and finishing and landscaping as well as off-site improvements and sewer and storm drain construction. The electricity use during construction would vary during different phases of construction. The majority of construction equipment during demolition and grading would be gas or diesel powered, and the later construction phases would require electricity-powered equipment for interior construction and architectural coatings. Overall, the use of electricity would be temporary in nature and would fluctuate according to the phase of construction. Additionally, it is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities. Therefore, construction activities of the proposed project would not result in wasteful, inefficient, or unnecessary electricity demands as electricity consumption would be limited to tasks necessary to complete project construction, and impacts would be less than significant.

#### *Natural Gas Energy*

It is not anticipated that construction equipment used for development accommodated by the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, no impact is anticipated with respect to natural gas usage during the proposed project's construction.

#### *Liquid Fuels and Transportation Energy*

Transportation energy use depends on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Additionally, transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline.

The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that the majority of off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered. In addition, all construction equipment would cease operating upon completion of the proposed project's construction. Thus, impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Furthermore, to limit wasteful and unnecessary energy consumption, the construction contractors would minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of CCR, Title 13, Article 4.8, Chapter 9, which limits nonessential idling of diesel-powered off-road equipment to five minutes or less. Also, construction trips would not result in unnecessary use of energy since the Specific Plan area is centrally located and is served by numerous regional freeway systems (e.g., Interstate 605 and State Route 91) that provide the most direct routes from various areas of the region. Thus, energy use during construction of the proposed project would not be considered inefficient, wasteful, or unnecessary. Impacts would be less than significant.

#### **Long-Term Impacts During Operation**

Operation of buildings associated with new land uses accommodated under the proposed project would create additional demands for electricity and natural gas as compared to existing conditions due to the

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increase in building square footage. Operational use of energy would also include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor and outdoor lighting.

#### *Building Energy: Electricity and Natural Gas*

The electricity and natural gas consumption from implementation of the proposed project is shown in Table 5.4-4, *Operation-Related Electricity and Natural Gas Consumption*. As shown in the table, implementation of the proposed project would result in a net increase in electricity demand of 13,059,835 kWh/yr and natural gas demand of 51,751,687 KBTU/yr. As described under Section 5.4.3.1, *Methodology*, CalEEMod default energy rates were used to estimate energy demand of the proposed project. The CalEEMod default energy rates for residential and nonresidential uses are based on surveys conducted in 2019 of older homes and nonresidential buildings built prior to the 2022 Building Energy Efficiency Standards. Thus, the energy demand for the proposed project does not account for increases in energy efficiency and reduction in overall energy demand associated with the 2022 Building Energy Efficiency Standards.

**Table 5.4-4 Operation-Related Electricity and Natural Gas Consumption**

Land Use	Electricity (kWh/year) <sup>1</sup>	Natural Gas (kBTU/year) <sup>1</sup>
Apartment Low-Rise	7,597,225	32,301,543
General Office	1,884,139	2,679,882
Quality Restaurant	810,973	2,696,152
High Turnover Sit Down Restaurant	4,681,223	15,563,145
Regional Shopping Center	1,314,276	801,161
Strip Mall Retail	243,344	148,339
Hotel	1,119,496	2,309,736
<b>Total</b>	<b>17,650,675</b>	<b>56,499,958</b>
Existing Uses	4,590,840	4,748,271
<b>Net Change</b>	<b>13,059,835</b>	<b>51,751,687</b>

Source: CalEEMod Version 2022.1.

Note: kWh=kilowatt-hour; KBTU=kilo-British thermal unit

<sup>1</sup> Does not account for effects of the Building Energy Efficiency Standards to overall electricity and natural gas demand.

While the proposed project would generate an increase in electricity and natural gas demand compared to the existing uses to be redeveloped, the new land uses under the proposed project would be required to comply with the applicable Building Energy Efficiency Standards and CALGreen requirements. Compliance with the current and future iterations of Building Energy Efficiency Standards and CALGreen would be consistent with the goals outlined in Appendix F of the CEQA Guidelines, as the proposed project would promote the use of renewable energy and decrease reliance on fossil fuels to meet the energy demands of the proposed project. The 2022 Building Energy Efficiency Standards include electric ready require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances.

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Additionally, the 2022 Building Energy Efficiency Standards include prescriptive photovoltaic (PV) system standards for both residential and nonresidential land uses in addition to battery storage standards for nonresidential uses and multifamily residential uses of four stories or more. Compliance with the prescriptive standards would result in the installation of on-site PV systems and battery storage. Furthermore, the 2022 Building Energy Efficiency Standards include energy storage systems (ESS) ready requirements for single-family residences that include one or two dwelling units. While the ESS ready requirement would not result in the installation of a battery storage unit, it would further support and remove potential barriers in the installation of an on-site battery storage unit.

The 2022 Building Energy Efficiency Standards also have performance standards as an alternative to the prescriptive standards pathway for residential and nonresidential uses. Although the performance standards pathway does not require installation of a PV system and where applicable, battery storage, it does require land uses that would opt for this compliance option to achieve an energy-efficiency performance of the “Standard Design Building.” As stated, the “Standard Design Building” represents the energy-efficiency performance of a project should it include all prescribed features (e.g., solar, battery storage) with no additional energy-efficiency features beyond what is required at minimum under the mandatory requirements and prescriptive pathway. Thus, future land use development projects that opt for the performance pathway would still achieve a similar level of energy efficiency as those that opt for compliance with the prescriptive pathway. Because the proposed project would comply with these regulations and would provide features to promote the use of renewable energy and energy efficiency, it would not result in wasteful, inefficient, or unnecessary electricity demands. Therefore, operation of the proposed project would result in a less-than-significant impact related to electricity and natural gas.

#### *Transportation Energy*

The new land uses accommodated under the proposed project would result in the consumption of transportation energy during operation from the use of motor vehicles. Table 5.4-5, *Operation-Related Fuel Usage*, shows the net change in VMT, fuel usage, and fuel efficiency under buildout year 2045 conditions from existing baseline year 2024 conditions and existing uses under year 2045 conditions.

**Table 5.4-5      Operation-Related Fuel Usage**

Fuel Type	Existing Baseline Year 2024	Existing Year 2045	Proposed Project Building Year 2045	Net Change From Existing Baseline Year 2024	Net Change From Existing Year 2045
<b>Gasoline</b>					
VMT	58,437,609	54,094,266	59,712,994	1,275,385	5,618,729
Gallons	2,381,955	1,783,850	1,969,137	-412,819	185,287
Miles Per Gallon	24.53	30.32	30.32	5.79	0
<b>Diesel</b>					
VMT	2,077,248	2,031,032	2,241,994	164,745	210,962
Gallons	196,924	175,845	194,110	-2,814	18,265

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**Table 5.4-5 Operation-Related Fuel Usage**

Fuel Type	Existing Baseline Year 2024	Existing Year 2045	Proposed Project Building Year 2045	Net Change From Existing Baseline Year 2024	Net Change From Existing Year 2045
Miles Per Gallon	10.55	11.55	11.55	1.00	0
<b>Compressed Natural Gas</b>					
VMT	87,300	46,314	51,124	-36,176	4,811
Gallons	16,537	3,975	4,388	-12,149	413
Miles Per Gallon	5.28	11.65	11.65	6.37	0
<b>Electricity</b>					
VMT	2,672,940	7,185,947	7,932,345	5,259,405	746,399
Kilowatt Hour	976,504	2,191,445	2,419,068	1,442,564	227,624
Miles Per kWh	2.74	3.28	3.28	0.54	0

Source: CalEEMod Version 2022.1; EMFAC2021, Version 1.0.2.

As shown in the table, when compared to existing year 2024 conditions, the proposed project would result in an increase in VMT for gasoline-, diesel-, and electric-powered vehicles. While VMT for gasoline- and diesel-powered vehicles would increase, overall annual fuel demand would decrease and the fuel efficiency for these fuel types would increase. For electric vehicles, while demand would increase, efficiency would increase compared to existing conditions. The decrease in fuel usage for gasoline-powered vehicles and large increase in VMT and energy usage for electric-powered vehicles are primarily based on the assumption in EMFAC that a greater mix of light-duty automobiles would be electric-powered in future years based on regulatory (e.g., Advanced Clean Cars) and consumer trends. For CNG-powered vehicles, there would be a net decrease in VMT and total fuel demand and an increase in fuel efficiency.

Compared to existing uses under year 2045 conditions, the proposed project would result in an increase in VMT and fuel usage for all fuel types (see “Net Change from Existing Year 2045” column of Table 5.4-5). However, the fuel efficiency would be the same, and implementation of the proposed project would not result in less fuel efficiency across the various fuel types.

The increases in VMT, as shown in Table 5.4-5, would be primarily attributable to the overall growth associated with the proposed project. While implementation of the proposed project could result in increases in VMT and fuel usage for some fuel types, as shown in Table 5.4-5, the fuel efficiency of vehicles for all fuel types under year 2045 conditions would improve compared to baseline year 2024. The improvement would be attributable to regulatory compliance (e.g., CAFE standards) that trend towards producing cars that are more fuel efficient and the natural turnover of older, less-fuel-efficient vehicles for newer, more-fuel-efficient vehicles. The CAFE standards are not directly applicable to residents or land use development projects, but to car manufacturers. Thus, residents and employees within the Specific Plan do not have direct control in determining the fuel efficiency of vehicles manufactured and that are made available. However, compliance with the CAFE standards by car manufacturers would ensure that vehicles produced in future years have



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greater fuel efficiency and would generally result in an overall benefit of reducing fuel usage by providing more fuel-efficient vehicle options.

Although VMT associated with electric vehicles (EVs) and thus electricity usage would increase under the with-project horizon year 2045 scenario when compared to existing baseline, it is also anticipated that EVs will improve in energy efficiency. In conjunction with the regulatory (i.e., RPS, SB 350, SB 100, SB 1020) and general trend toward increasing the supply and production of energy from renewable sources, it is anticipated that a greater share of electricity used to power EVs will be from renewable sources in future years (e.g., individual PV systems and/or purchased electricity from SCE that is generated from renewable sources).

Additionally, as discussed further under Impact 5.13-1 in Chapter 5.13, *Transportation*, of this DEIR, the proposed project would accommodate improvements to the bicycle, pedestrian, and transit infrastructure. For example, Class III bicycle lanes are planned along Pioneer Boulevard from Park Avenue north to 184th Street in addition to Alburdis Avenue. Furthermore, Class IV separated bikeways are planned on South Street and on Pioneer Boulevard through the entirety of Downtown Artesia, except on the segment that would have a Class III route. The Specific Plan also accommodates pedestrian corridor improvements along Pioneer Boulevard, South Street, 187th Street, and 183rd Street such as new or improved sidewalks, traffic calming features, high-visibility crosswalks, signalized crossings, landscaping and shade, and human-scale lighting. In addition, the Specific Plan includes guidelines that would support transit-oriented land use development such as the following:

- Ensure all downtown transit stops have a bus shelter with seating, shade, lighting, and trash receptacles.
- Support transit expansion and programming for Rapid Bus, Busways, and Light Rail, especially near new developments and to existing key destinations.
- Increase bicycle, pedestrian, and micromobility amenities at and near transit stops to encourage first- and last-mile connections.
- Install bus shelter and upgrade other bus stop amenities at the southbound stop at Pioneer Boulevard and South Street and the east and westbound stops on South Street at Jersey Avenue and Pioneer Boulevard.
- Add wayfinding signage at Pioneer Boulevard from 180th Street to the south city limit.

The Specific Plan also includes planning for future mobility hubs, which can provide first- and last-mile connectivity. To support future mobility hubs, the proposed project includes the following guidelines:

- Bikeshares, electric scooters, or carshares should be located at or near future parking structures and the existing public parking lot at 186th Street and Corby Avenue.
- Implement pedestrian amenities at mobility hubs to facilitate safe crossings and promote a walkable downtown, such as human-scale lighting, high-visibility crosswalks, curb ramps, and shade.
- Introduce a Green Zone adjacent to Pioneer Station to accommodate clean transportation options.

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- Adopt a Neighborhood Electric Vehicle (NEV) program and locate charging stations in Green Zones or mobility hubs.
- Wayfinding signage should be located at or near parking structures, as well as throughout downtown, to guide visitors to key destinations.
- Explore alternative uses for on-street parking after the completion of each parking structure through the development of a curb space management plan for ridesharing services, loading zones, micromobility, or activations.

The features of the proposed project outlined above would promote alternative modes of transportation, such as walking and biking, in addition to using public transit, which could contribute to minimizing passenger vehicle trips and transportation-related fuel usage. Overall, it is expected that operation-related fuel usage associated with the proposed project would not be inefficient, wasteful, or unnecessary. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

***Level of Significance Before Mitigation:*** *Less Than Significant.*

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**Impact 5.6-2:** The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. [Threshold E-2]

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The following evaluates consistency of the proposed project with California's RPS program.

### California Renewables Portfolio Standard Program

California's electricity grid is transitioning to renewable energy under California's RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The RPS goals have been updated since adoption of SB 1078 in 2002. In general, California has RPS requirements of 33 percent renewable energy by 2020 (SB X1-2), 40 percent by 2024 (SB 350), 50 by 2026 (SB 100), 60 percent by 2030 (SB 100), 90 percent by 2035 (SB 1020), 95 percent by 2040 (SB 1020), and 100 percent by 2045 (SB 100). SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 1020 requires all State agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2035.

The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State objective of transitioning to renewable energy. The proposed land uses accommodated under the proposed project would comply with the current and future iterations of the Building Energy Efficiency Standards and CALGreen and would be more energy efficient than the existing land uses designated for redevelopment. The 2022 Building Energy Efficiency Standards include standards for installation of on-site PV systems for both residential and nonresidential land uses in addition to battery storage requirements for nonresidential land uses and multifamily residential uses of four stories and more. Therefore, implementation of the proposed

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project would not conflict with or obstruct implementation of California's RPS Program, and impacts would be less than significant.

***Level of Significance Before Mitigation: Less Than Significant.***

#### 5.4.4 Cumulative Impacts

The area considered for cumulative impacts to electricity and natural gas supplies are the service areas of SCE and SoCalGas. Other projects in the SCE and SoCalGas service areas would be required to comply with the Building Energy Efficiency Standards and CALGreen, which would contribute to minimizing wasteful energy consumption and promoting renewable energy sources. Furthermore, vehicles complying with the CAFE standards would be available statewide. Overall, as discussed under Impact 5.4-1, energy consumption (i.e., building energy and transportation fuels) resulting from implementation of the proposed project would not be considered inefficient, wasteful, or unnecessary. Implementation of the proposed project would therefore not contribute to any cumulative energy impacts when considered together with cumulative development projects and would not be cumulatively considerable.

#### 5.4.5 Level of Significance Before Mitigation

After implementation of regulatory requirements and standard conditions of approval, Impacts 5.4-1 and 5.4-2 would be less than significant.

#### 5.4.6 Mitigation Measures

No mitigation measures required.

#### 5.4.7 Level of Significance After Mitigation

Impacts 5.4-1 and 5.4-2 would be less than significant and do not require mitigation.

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### 5.5 GEOLOGY AND SOILS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Artesia Downtown Specific Plan (proposed project) to impact paleontological resources, or unique geologic features in the City of Artesia. A description of existing environmental and regulatory conditions relating to paleontological resources is also provided in this section. The analysis in this section is based in part on the following Record Search(s):

- *Paleontological Resources for the Artesia Downtown Specific Plan*, City of Artesia, Los Angeles County, California, Natural History Museum of Los Angeles County, January, 2024.

A copy of this Record Search is included in Appendix D to this Draft EIR.

During the scoping period for the Draft Environmental Impact Report (DEIR), written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Notice of Preparation and Comment Letters Summary*, in Chapter 2, *Introduction*, includes a summary of all comments received during the scoping comment period.

#### 5.5.1 Environmental Setting

##### 5.5.1.1 REGULATORY BACKGROUND

###### Federal

###### *Paleontological Resources Preservation Act*

The federal Paleontological Resources Preservation Act of 2002 (PRPA) limits the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers who have obtained a permit from the appropriate State or federal agency. Additionally, it specifies these researchers must agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers. This Act incorporates key findings of a report, “Fossils on Federal Land and Indian Lands,” issued by the Secretary of Interior in 2000, which establishes that most vertebrate fossils and some invertebrate and plant fossils are considered rare resources (USDI 2000). In passing the PRPA, Congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The PRPA codifies existing policies of the Bureau of Land Management, National Park Service, US Forest Service, Bureau of Reclamation, and US Fish and Wildlife Service, and provides the following:

- Uniform criminal and civil penalties for illegal sale and transport, and theft and vandalism of fossils from federal lands.
- Uniform minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants).
- Uniform definitions for “paleontological resources” and “casual collecting.”

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- Uniform requirements for curation of federal fossils in approved repositories.

#### *Antiquities Act of 1906*

The Antiquities Act of 1906 states, in part:

That any person who shall appropriate, excavate, injure or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States, without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which said antiquities are situated, shall upon conviction, be fined in a sum of not more than five hundred dollars or be imprisoned for a period of not more than ninety days, or shall suffer both fine and imprisonment, in the discretion of the court. (16 US Code secs. 431–433)

Although there is no specific mention of natural or paleontological resources in the act itself or in the act's uniform rules and regulations (Code of Federal Regulations, Title 43 Part 3), the term “objects of antiquity” has been interpreted to include fossils by the National Park Service, Bureau of Land Management, the US Forest Service, and other federal agencies. Permits to collect fossils on lands administered by federal agencies are authorized under this act; however, large gray areas, left open to interpretation, are due to the imprecision of the wording, so agencies are hesitant to interpret this act as governing paleontological resources.

### State

#### *Public Resources Code Section 5097.5 and Section 30244*

Paleontological sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA. PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244 state:

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

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



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#### *Paleontological Assessment Standards*

The California Environmental Quality Act (CEQA) also directs agencies to assess whether a project would have an adverse effect on unique paleontological resources. The Society of Vertebrate Paleontology (SVP) has established guidelines for the identification, assessment, and mitigation of adverse impacts on nonrenewable paleontological resources. Most practicing paleontologists in the United States adhere closely to the SVP's assessment, mitigation, and monitoring requirements as outlined in these guidelines, which were approved through a consensus of professional paleontologists. The SVP has helped define the value of paleontological resources and, in particular, indicates that geologic units of high paleontological potential are those from which vertebrate or significant invertebrate or plant fossils have been recovered in the past (i.e., are represented in institutional collections). Only invertebrate fossils that provide new information on existing flora or fauna or on the age of a rock unit would be considered significant. Geologic units of low paleontological potential are those that are not known to have produced a substantial body of significant paleontological material. As such, the sensitivity of an area with respect to paleontological resources hinges on its geologic setting and whether significant fossils have been discovered in the area or in similar geologic units.

#### **Local**

##### *City of Artesia General Plan*

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

##### *City of Artesia Municipal Code*

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

#### **5.5.1.2 EXISTING CONDITIONS**

The City of Artesia is in the Los Angeles basin. This part of Southern California is characterized by elongated northwest-southeast trending ridges, valleys, and structural features. The City is in the alluvial plain of the San Gabriel River, which consists primarily of rocks, sand, and soil from the mountains to the north. The soils underlying Artesia are younger alluvium, consisting predominantly of marine and non-marine sand and silt (Artesia 2010). Artesia is characterized by level topography with slopes of less than 5 percent. Ground elevations are approximately 65 feet above sea level to the north, sloping south to 45 feet above sea level (Artesia 2010).

#### **Paleontological Resources**

Paleontological resources are the fossilized remains of plants and animals, including vertebrates (animals with backbones; mammals, birds, fish, etc.), invertebrates (animals without backbones; starfish, clams, coral, etc.), and microscopic plants and animals (microfossils), and can include mineralized body parts, body impressions, or footprints and burrows. They are valuable, nonrenewable, scientific resources used to document the existence of extinct life forms and to reconstruct the environments in which they lived. Paleontological sensitivity is defined as the potential for a geologic unit to produce scientifically significant fossils. This is

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determined by rock type, past history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit.

#### ***Paleontological Records Search***

A records search was conducted by the Natural History Museum of Los Angeles County (see Appendix D). According to the records search, no known fossil localities lie directly within the proposed project area, but there are fossil localities nearby from the same sedimentary deposits that may occur in the proposed project area, either at the surface or at depth.

#### **Paleontological Sensitivity**

A multilevel ranking system was developed by professional resource managers within the U.S. Bureau of Land Management as a practical tool to assess the sensitivity of sediments for fossils. The Potential Fossil Yield Classification (PFYC) system has a multilevel scale based on demonstrated yield of fossils. The PFYC system provides additional guidance regarding assessment and management for different fossil yield rankings. The probability for finding significant fossils in a project area can be broadly predicted from previous records of fossils recovered from the geologic units present in and/or adjacent to the project area. The geological setting and the number of known fossil localities help determine the paleontological sensitivity according to PFYC criteria.

Sediments that are close to their basement rock source are typically coarse; those farther from the basement rock source are finer. The chance of fossils being preserved greatly increases once the average size of the sediment particles is reduced to 5 millimeters or less in diameter. Moreover, fossil preservation also greatly increases after natural burial in rivers, lakes, or oceans. Remains left on the ground surface become weathered by the sun or consumed by scavengers and bacterial activity, usually within 20 years or less. Therefore, the sands, silts, and clays of rivers, lakes, and oceans are the most likely sediments to contain fossils.

Using the PFYC system, geologic units are classified according to the relative abundance of vertebrate fossils or scientifically significant invertebrate or plant fossils and their sensitivity to adverse impacts within the known extent of the geological unit. Although significant localities may occasionally occur in a geologic unit, a few widely scattered important fossils or localities do not necessarily indicate a higher PFYC value; instead, the relative abundance of localities is intended to be the major determinant for the value assignment (BLM 2016).

### 5.5.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- G-1 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

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

- ii) Strong seismic ground shaking.
  - iii) Seismic-related ground failure, including liquefaction.
  - iv) Landslides.
- G-2 Result in substantial soil erosion or the loss of topsoil.
- G-3 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.
- G-4 Be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property.
- G-5 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.
- G-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The Initial Study, included as Appendix A, substantiates that no impacts would occur associated with the following thresholds:

- Threshold G-1
- Threshold G-2
- Threshold G-3
- Threshold G-4
- Threshold G-5

These impacts are addressed in the Initial Study (Appendix A), and can also be found in Chapter 8, *Impacts Found Not to Be Significant*, of this Draft EIR.

### 5.5.3 Environmental Impacts

#### 5.5.3.1 METHODOLOGY

Analysis of paleontological resources in this section is based on review of available literature as well as a records search conducted by the Natural History Museum of Los Angeles County (see Appendix D). The following analysis evaluates the proposed projects' potential impact with regard to paleontological resources.

#### 5.5.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

The proposed Specific Plan does not include any policies or goals specifically related to geology and soil.

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#### 5.5.3.3 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.5-1: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? [Threshold G-6]**

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Paleontological resources are recognized as nonrenewable resources and therefore receive protection under the California Public Resources Code and CEQA. According to the records search, no known fossil localities lie in the project site itself, but there are fossil localities nearby from the same sedimentary deposits that may occur in the project site, either at the surface or at depth. (See Appendix D). The city is in the alluvial plain of the San Gabriel River, which consists primarily of rocks, sand, and soil from the mountains to the north. The soils underlying Artesia are younger alluvium, consisting predominantly of marine and non-marine sand and silt (Artesia 2010). Given the geology of the City, it is unlikely that future development resulting from the proposed project would encounter unique paleontological resources. In addition, the future development sites have already been subject to extensive ground disturbance and/or development. As such, any paleontological resources, which may have existed within the City, have likely been disturbed.

However, grading and construction activities in undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially disturb paleontological resources. Long-term implementation of the proposed project could allow development, including grading, of known and unknown sensitive areas. Therefore, future development accommodated by the proposed project could potentially unearth previously unrecorded resources. As such, it is recommended that a paleontological assessment be conducted by a paleontologist on a project-by-project basis and implement applicable thresholds and mitigation measures. All development would be subject to compliance with the established federal, State, and local regulatory framework concerning protection of paleontological resources. Implementation of Mitigation Measures GEO-1 would require evaluating paleontological sensitivities prior to grading, and GEO-2 dictates the required process in the event of fossil discovery.

***Level of Significance Before Mitigation:*** Potentially significant.

#### 5.5.4 Cumulative Impacts

For purposes of the paleontological resources impact analysis, cumulative impacts are considered for cumulative development within the City of Artesia. The geographic context of cumulative analysis for paleontological resources is the City of Artesia. Should fossil resources be present in the project site's subsurface, ground disturbing activities associated with excavations could directly or indirectly destroy a unique paleontological resource. Following compliance with GEO-1 and GEO-2, the proposed project would not destroy a unique paleontological resource or site or unique geologic feature, and impacts would be less than significant. Cumulative projects could involve excavations that could destroy known or as-yet-undiscovered paleontological resources specific to those development sites. Other related projects under development would also be subject to project-level review and project-specific measures would be required, as needed, to reduce significant impacts. All development would be subject to compliance with the established

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federal, State, and local regulatory framework concerning protection of paleontological resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. Therefore, the proposed project combined with other cumulative development would not result in significant cumulative environmental impacts concerning paleontological resources.

#### 5.5.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, without mitigation, these impacts would be **potentially significant**:

- **Impact 5.5-1** Implementation of the proposed project could impact paleontological resources.

#### 5.5.6 Mitigation Measures

##### Impact 5.7-1

**GEO-1** **Low-to-High Sensitivity.** Prior to issuance of a grading permit for projects that involve ground disturbance in previously undisturbed areas mapped with “low-to-high” potential for paleontological sensitivity the project applicant shall consult with a geologist or paleontologist to confirm the level of sensitivity for paleontological resources. If confirmed that underlying sediments may have moderate to high sensitivity, a qualified paleontologist shall be retained to develop and implement a Paleontological Resources Impact Mitigation Plan. The paleontologist shall have the authority to halt construction during ground disturbing activities as outlined in Mitigation Measure GEO-2.

**GEO-2** **All Projects.** In the event of any fossil discovery, regardless of depth or geologic formation, ground disturbing activities shall halt within a 50-foot radius of the find until its significance can be determined by a qualified paleontologist. Significant fossils shall be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the Society of Vertebrate Paleontology. The most likely repository is the Natural History Museum of Los Angeles County. The repository shall be identified, and a curatorial arrangement shall be signed as part of the Paleontological Impact Mitigation Plan (GEO-1) and prior to collection of the fossils.

#### 5.5.7 Level of Significance After Mitigation

Mitigation Measure GEO-1 would require all projects to obtain a grading permit prior to performing grading to assess paleontological sensitivity at project sites. GEO-2 would apply to any project that encounters any paleontological resource, regardless of depth, to coordinate with a qualified paleontologist and any applicable experts in order to collect the resources. Adherence to the mitigation measures would reduce impacts to less than significant.

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#### 5.5.8 References

Artesia, City of. 2010. City of Artesia General Plan 2030.

Bureau of Land Management (BLM). 2016. Potential Fossil Yield Classification System.  
[https://www.blm.gov/sites/blm.gov/files/uploads/IM2016-124\\_att1.pdf](https://www.blm.gov/sites/blm.gov/files/uploads/IM2016-124_att1.pdf).

Natural History Museum of Los Angeles County. January 2024. Paleontological Resources for the Artesia Downtown Specific Plan Project, City of Artesia, Los Angeles County. (Appendix D)

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### 5.6 GREENHOUSE GAS EMISSIONS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Artesia Downtown Specific Plan (Specific Plan or proposed project) to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough to result in a measurable increase in global concentrations of GHG, climate change impacts of a project are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD). GHG emissions modeling was conducted using the California Emissions Estimator Model (CalEEMod), Version 2022.1, and model outputs are in Appendix C of this DEIR. Cumulative impacts related to GHG emissions are based on the regional boundaries of the South Coast Air Basin (SoCAB).

#### 5.6.1 Environmental Setting

##### 5.6.1.1 TERMINOLOGY

The following are definitions for terms used throughout this section.

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a GHG absorbs relative to a molecule of carbon dioxide (CO<sub>2</sub>) over a given period of time (20, 100, and 500 years). CO<sub>2</sub> has a GWP of 1.
- **Carbon-dioxide equivalent (CO<sub>2</sub>e).** The standard unit to measure the amount of GHGs in terms of the amount of CO<sub>2</sub> that would cause the same amount of warming. CO<sub>2</sub>e is based on the GWP ratios between the various GHGs relative to CO<sub>2</sub>.
- **MTCO<sub>2</sub>e.** Metric ton of CO<sub>2</sub>e.
- **MMTCO<sub>2</sub>e.** Million metric tons of CO<sub>2</sub>e.

#### Greenhouse Gases and Climate Change

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and ozone (O<sub>3</sub>)—that are the likely cause of an increase in global average temperatures observed in the twentieth and twenty-first centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride

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### GREENHOUSE GAS EMISSIONS

(SF<sub>6</sub>), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).<sup>1,2</sup> The major GHGs applicable to the proposed project are briefly described.

- **Carbon dioxide (CO<sub>2</sub>)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH<sub>4</sub>)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.
- **Nitrous oxide (N<sub>2</sub>O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have stronger greenhouse effects than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 5.6-1, *GHG Emissions and Their Relative Global Warming Potential Compared to CO<sub>2</sub>*. The GWP is used to convert GHGs to CO<sub>2</sub> equivalence (CO<sub>2</sub>e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under the IPCC Sixth Assessment Report (AR6), GWP values for CH<sub>4</sub>, a project that generates 10 MT of CH<sub>4</sub> would be equivalent to 273 MT of CO<sub>2</sub>.<sup>3</sup>

**Table 5.6-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO<sub>2</sub>**

GHGs	Fourth Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>1</sup>	Fifth Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>1</sup>	Sixth Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>1</sup>
Carbon Dioxide (CO <sub>2</sub> )	1	1	1
Methane (CH <sub>4</sub> ) <sup>2</sup>	25	28	30
Nitrous Oxide (N <sub>2</sub> O)	298	265	273

Source: IPCC 2007, 2013, 2022.

Notes: The IPCC published updated GWP values in its Sixth Assessment Report (AR6) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO<sub>2</sub>. However, GWP values identified in AR4 are used by the California Emissions Estimator Model (CalEEMod) program.

<sup>1</sup> Based on 100-year time horizon of the GWP of the air pollutant compared to CO<sub>2</sub>.

<sup>2</sup> The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO<sub>2</sub> is not included.

<sup>1</sup> Water vapor (H<sub>2</sub>O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant because it is considered part of the feedback loop rather than a primary cause of change.

<sup>2</sup> Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2017). However, state and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

<sup>3</sup> The global warming potential of a GHG is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.



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### GREENHOUSE GAS EMISSIONS

#### Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. However, during the twentieth century, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities.

The recent IPCC Sixth Assessment Report (AR6) summarizes the latest scientific consensus on climate change. It finds that atmospheric concentrations of CO<sub>2</sub> have increased by 50 percent since the Industrial Revolution and continue to increase at a rate of two parts per million each year. By the 2030s, and no later than 2040, the world will exceed 1.5 degrees Celsius (°C) warming (CARB 2022). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the Earth's temperature changed the distribution of species, availability of water, and other conditions. Human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily on future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

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### GREENHOUSE GAS EMISSIONS

#### Potential Climate Change Impacts for California

There is at least a greater than 50 percent likelihood that global warming will reach or exceed 1.5°C in the near-term, even for the very low GHG emissions scenario (IPCC 2022). Climate change is already impacting California and will continue to affect it for the foreseeable future. For example, the average temperature in most areas of California is already 1 degrees Fahrenheit (°F) (~0.56°C) higher than historical levels, and some areas have seen average increases in excess of 2°F (~1.1°C) (CalOES 2020). The California Fourth Climate Change Assessment identifies the following climate change impacts under a business-as-usual scenario, in which no new actions are taken to curb GHG emissions:

- Annual average daily high temperatures in California are expected to rise by 2.7°F by 2040, 5.8°F by 2070, and 8.8°F by 2100 compared to observed and modeled historical conditions. These changes are statewide averages. Heat waves are projected to become longer, more intense, and more frequent.
- Warming temperatures are expected to increase soil moisture loss and lead to drier seasonal conditions. Summer dryness may become prolonged, with soil drying beginning earlier in the spring and lasting longer into the fall and winter rainy season.
- High heat increases the risk of death from cardiovascular, respiratory, cerebrovascular, and other diseases.
- Droughts are likely to become more frequent and persistent through 2100.<sup>4</sup>
- Climate change is projected to increase the strength of the most intense precipitation and storm events affecting California.
- Mountain ranges in California are already seeing a reduction in the percentage of precipitation falling as snow. Snowpack levels are projected to decline significantly by 2100 due to reduced snowfall and faster snowmelt.
- Marine layer clouds are projected to decrease, though more research is needed to better understand their sensitivity to climate change.
- Extreme wildfires (i.e., fires larger than 10,000 hectares or 24,710 acres) would occur 50 percent more frequently. The maximum area burned statewide may increase 178 percent by the end of the century.
- Exposure to wildfire smoke is linked to increased incidence of respiratory illness.
- Sea level rise is expected to continue to increase erosion of beaches, cliffs, and bluffs. (CalOES 2020)

Global climate change risks to California are shown in Table 5.6-2, *Summary of GHG Emissions Risks to California*, and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy demand.

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<sup>4</sup> Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016, and with unprecedented dry years in 2014 and 2015 (OEHHHA 2018). Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015 (OEHHHA 2018).

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**Table 5.6-2 Summary of GHG Emissions Risks to California**

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Fewer extremely cold nights Poor air quality made worse Higher temperatures increase ground-level ozone levels
Water Resources Impacts	Decreasing Sierra Nevada snow pack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand
Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014; CalOES 2020.	

#### 5.6.1.2 REGULATORY BACKGROUND

This section describes the federal, State, regional, and local regulations applicable to GHG emissions.

##### Federal

##### *United States Environmental Protection Agency*

The US Environmental Protection Agency (USEPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The USEPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not impose any emission reduction requirements, but allow the USEPA to finalize the GHG standards proposed

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in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, the USEPA was required to issue an endangerment finding (USEPA 2024c). The finding identified emissions of six key GHGs—CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons, perfluorocarbons, and SF<sub>6</sub>—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the proposed project's GHG emissions inventory because they constitute the majority of GHG emissions, and according to guidance by the South Coast AQMD, are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory.

#### *US Mandatory Reporting Rule for GHGs (2009)*

In response to the endangerment finding, the USEPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (e.g., large stationary sources) to report GHG emissions data. Facilities that emit 25,000 MTCO<sub>2</sub>e or more per year are required to submit an annual report.

#### *Update to Corporate Average Fuel Economy Standards (2021 to 2035)*

The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (mpg) in 2025. On March 30, 2020, the USEPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026.

On December 21, 2021, under direction of Executive Order (EO) 13990 issued by President Biden, the National Highway Traffic Safety Administration repealed SAFE Vehicles Rule Part One, which had preempted State and local laws related to fuel economy standards. In addition, on March 31, 2022, the National Highway Traffic Safety Administration finalized new fuel standards in response to EO 13990. Fuel efficiency under the standards proposed will increase 8 percent annually for model years 2024 to 2025 and 10 percent annual for model year 2026. Overall, the new CAFE standards require a fleet average of 49 mpg for passenger vehicles and light trucks for model year 2026, which would be a 10 mpg increase relative to model year 2021 (NHTSA 2022).

On July 28, 2023, NHTSA proposed new CAFE standards for passenger cars and light trucks built in model years 2027-2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2027-2035. If finalized, the proposal would require an industry fleet-wide average of approximately 58 mpg for passenger cars and light trucks in model year 2032, by increasing fuel economy by 2 percent year over year for passenger cars and by 4 percent year over year for light trucks. For heavy-duty pickup trucks and vans, the proposal would increase fuel efficiency by 10 percent year over year (NHTSA 2023).

#### *Multipollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles*

In 2024, the USEPA issued a final rule, Multipollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles, that sets new, more protective standards to reduce harmful air

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pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027 (USEPA 2024a). The final rule builds on USEPA's final standards for federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026 and leverages advances in clean car technology to help improve public health from vehicle emissions. These standards will phase in over model years 2027 through 2032. For light-duty vehicles, the standards are projected to result in an industry-wide average target for the light-duty fleet of 85 grams/mile (g/mile) of CO<sub>2</sub> in model year 2032, representing a nearly 50 percent reduction in projected fleet average emissions target levels relative to the existing model year 2026 standards (USEPA 2024b). The medium-duty vehicle standards are projected to result in an average target of 274 g/mile of CO<sub>2</sub> by model year 2032, representing a 44 percent reduction in projected fleet average emissions target levels relative to the existing model year 2026 standards (USEPA 2024b). Overall, USEPA projects that cumulative CO<sub>2</sub> reductions as a result of the new standards are approximately 7.2 billion metric tons over the life of the program (USEPA 2024b).

### State

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in EO S-03-05 and EO B-30-15, EO B-55-18, Assembly Bill (AB) 32, Senate Bill (SB) 32, AB 1279, and SB 375.

#### *Executive Order S-03-05*

EO S-03-05 was signed June 1, 2005, and set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

#### *Assembly Bill 32, the Global Warming Solutions Act (2006)*

AB 32 was passed by the California State legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in EO S-03-05. The California Air Resources Board (CARB) prepared the 2008 Scoping Plan to outline a plan to achieve the GHG emissions reduction targets of AB 32.

#### *Executive Order B-30-15*

EO B-30-15, signed April 29, 2015, set a goal of reducing GHG emissions within the state to 40 percent of 1990 levels by year 2030. EO B-30-15 also directed CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires State agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in EO S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaptation strategy, "Safeguarding California," in order to ensure climate change is accounted for in state planning and investment decisions.

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#### *Senate Bill 32 and Assembly Bill 197*

In September 2016, Governor Brown signed SB 32 and AB 197 into law, making the EO B-30-15 goal for year 2030 into a statewide mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

#### *Executive Order B-55-18*

EO B-55-18, signed September 10, 2018, sets a goal “to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.” EO B-55-18 directs CARB to work with relevant State agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO<sub>2</sub>e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

#### *Assembly Bill 1279*

On August 31, 2022, the California Legislature passed AB 1279, which requires California to achieve net-zero GHG emissions no later than 2045 and to achieve and maintain negative GHG emissions thereafter. Additionally, AB 1279 also establishes a GHG emissions reduction goal of 85 percent below 1990 levels by 2045. CARB will be required to update the scoping plan to identify and recommend measures to achieve the net-zero and GHG emissions-reduction goals.

#### *2022 Climate Change Scoping Plan*

CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 15, 2022, which lays out a path to achieve carbon neutrality by 2045 or earlier and to reduce the state’s anthropogenic (human-caused) GHG emissions (CARB 2022). The Scoping Plan provides updates to the previously adopted 2017 Scoping Plan and addresses the carbon neutrality goals of EO B-55-18 and the ambitious GHG reduction target as directed by AB 1279. Previous Scoping Plans focused on specific GHG reduction targets for our industrial, energy, and transportation sectors—to meet 1990 levels by 2020, and then the more aggressive 40 percent below that for the 2030 target. The 2022 Scoping Plan updates the target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. Carbon neutrality takes it one step further by expanding actions to capture and store carbon including through natural and working lands and mechanical technologies, while drastically reducing anthropogenic sources of carbon pollution at the same time.

The path forward was informed by the recent Sixth Assessment Report (AR6) of the IPCC and the measures would achieve 85 percent below 1990 levels by 2045 in accordance with AB 1279. CARB’s 2022 Scoping Plan identifies strategies as shown in Table 5.6-3, *Priority Strategies for Local Government Climate Action Plans*, which would be most impactful at the local level for ensuring substantial progress toward the State’s carbon neutrality goals.

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**Table 5.6-3 Priority Strategies for Local Government Climate Action Plans**

Priority Area	Priority Strategies
Transportation Electrification	Convert local government fleets to zero-emission vehicles (ZEV) and provide EV charging at public sites.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).
VMT Reduction	Reduce or eliminate minimum parking standards.
	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, micro transit, etc.
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.
	Implement parking pricing or transportation demand management pricing strategies.
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing allowable density of the neighborhood).
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements).
Building Decarbonization	Adopt all-electric new construction reach codes for residential and commercial uses.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances.
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing).
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings).

Source: CARB 2022.

Based on Appendix D of the 2022 Scoping Plan, for residential and mixed-use development projects, CARB recommends first demonstrating that these land use development projects are aligned with State climate goals based on the attributes of land use development that reduce operational GHG emissions while advancing fair housing. Attributes that accommodate growth in a manner consistent with the GHG and equity goals of SB 32 have all the following attributes:

- Transportation Electrification
  - Provide electric vehicle (EV) charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the California Green Building Standards Code at the time of project approval.
- Vehicle Miles Traveled (VMT) Reduction

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- Locate projects on infill sites that are surrounded by existing urban uses and reuse or redevelop previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).
- The project does not result in the loss or conversion of the State's natural and working lands.
- The project consists of transit-supportive densities (minimum of 20 residential dwelling units/acre), or is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's Sustainable Communities Strategy (SCS).
- The project reduces parking requirements by:
  - Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or
  - Providing residential parking supply at a ratio of <1 parking space per dwelling unit; or
  - For multifamily residential development, require parking costs to be unbundled from costs to rent or own a residential unit.
- At least 20 percent of the units are affordable to lower-income residents.
- Result in no net loss of existing affordable units.
- Building Decarbonization
  - Uses all electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking (CARB 2022).

The second approach to project-level alignment with State climate goals is net-zero GHG emissions, especially for new residential development. The third approach to demonstrating project-level alignment with State climate goals is to align with GHG thresholds of significance, which many local air quality management and air pollution control districts have developed or adopted (CARB 2022).

#### *Senate Bill 375*

SB 375, the Sustainable Communities and Climate Protection Act, was adopted in 2008 to connect the GHG emissions reduction targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPO). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per-capita reduction targets for each of the MPOs rather than a total magnitude reduction target.



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#### *2017 Update to the SB 375 Targets*

CARB is required to update the targets for the MPOs every eight years. CARB adopted revised SB 375 targets for the MPOs in March 2018 that became effective in October 2018. All SCSs adopted after October 1, 2018, are subject to these new targets. CARB's updated SB 375 targets for the SCAG region were an 8 percent per-capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per-capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018).

The targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update (for SB 32), while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of "percent per capita" reductions in GHG emissions from automobiles and light trucks relative to 2005; this excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies, such as statewide road user pricing. The proposed targets call for greater per-capita GHG emission reductions from SB 375 than are currently in place, which for 2035 translate into proposed targets that either match or exceed the emission reduction levels in the MPO's currently adopted SCS to achieve the SB 375 targets. CARB foresees that the additional GHG emissions reductions in 2035 may be achieved from land use changes, transportation investment, and technology strategies (CARB 2018).

#### *Transportation Sector Specific Regulations*

##### *Assembly Bill 1493*

California vehicle GHG emission standards were enacted under AB 1493 (Health and Safety Code Sections 42823 and 43018.5) (also known as the Pavley I standards). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) manufactured in and after 2009 and was anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the USEPA. In 2012, the USEPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 light-duty vehicles (see also the earlier discussion on the update to the CAFE standards under the "Federal" heading). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combined the control of smog, soot, and GHGs with requirements for greater numbers of zero-emissions (ZE) vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent less GHG emissions and 75 percent less smog-forming emissions.

##### *Executive Order S-01-07*

On January 18, 2007, the State set a new low-carbon fuel standard (LCFS) for transportation fuels sold in the state. EO S-01-07 mandated the following actions: (1) establish a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) adopt an LCFS for transportation fuels in California. EO S-01-07 set a declining standard for GHG emissions measured in grams of CO<sub>2e</sub> per unit of fuel energy sold in California. The LCFS required a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applied to refiners, blenders, producers, and importers of transportation fuels and used market-based

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mechanisms to allow these providers to choose the most economically feasible methods for reducing emissions during the “fuel cycle.” In 2018, CARB amended the LCFS to strengthen the carbon intensity benchmarks through 2030 in line with California’s 2030 GHG emissions reduction target enacted through SB 32.

#### ***Executive Order B-16-2012***

On March 23, 2012, the State identified that CARB, the California Energy Commission (CEC), the California Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate ZE vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). EO B-16-2012 also directed the number of ZE vehicles in California’s state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are ZE by 2015 and at least 25 percent by 2020. The EO also established a target for the transportation sector of reducing GHG emissions to 80 percent below 1990 levels.

#### ***Executive Order N-79-20***

On September 23, 2020, Governor Newsom signed EO N-79-20, which sets a course to end sales of internal combustion passenger vehicles. EO N-79-20 set a statewide goal that 100 percent of in-state sales of new passenger cars and trucks will be ZE by 2035. Additionally, the fleet goals for truck are that 100 percent of drayage trucks be ZE by 2035 and 100 percent of medium- and heavy-duty vehicles in the state be ZE by 2045, where feasible. EO N-79-20 also identifies a goal for the state to transition to 100 percent ZE off-road vehicles and equipment by 2035, where feasible.

#### ***Renewables Portfolio: Carbon Neutrality Regulations***

##### ***Senate Bills 1078, 107, and X1-2, and Executive Order S-14-08***

The State of California has adopted regulations that establishes the Renewables Portfolio Standard (RPS) to increase the proportion of electricity from renewable sources. A major component of California’s Renewable Energy Program is the RPS established under SB 1078 (Sher) and SB 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent to reach at least 20 percent by December 30, 2010. EO S-14-08 was signed in November 2008, which expanded the State’s RPS to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production decreases indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

##### ***Senate Bill 350***

SB 350 (de Leon) was signed into law in September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy-efficiency and conservation measures.

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#### ***Senate Bill 100***

On September 10, 2018, Governor Brown signed SB 100, which increased the RPS to require 50 percent renewable resources by December 31, 2026, and 60 percent by December 31, 2030, while requiring retail sellers and local publicly owned electric utilities to meet interim targets of 44 percent of retail sales by December 31, 2024, and 52 percent by December 31, 2027. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

#### ***Senate Bill 1020***

SB 1020 was signed into law on September 16, 2022. It requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent by 2040. Additionally, SB 1020 requires all State agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2035.

#### ***Energy-Efficiency Regulations***

##### ***California Building Code: Building Energy Efficiency Standards***

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (24 California Code of Regulations [CCR] Part 6). Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy-efficiency technologies and methods.

On August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards, which were subsequently approved by the California Building Standards Commission in December 2021. The 2022 standards went into effect on January 1, 2023, replacing the 2019 standards. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system and battery requirements (prescriptive pathway) for high-rise, multifamily buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

Under the prescriptive pathway, a new development's building design is considered the "Standard Design Building," which represents the energy-efficiency performance of that project should it include all prescribed features (e.g., solar, battery storage) with no additional energy-efficiency features beyond what is required at minimum under the mandatory requirements and prescriptive pathway. A project may still demonstrate compliance using the performance pathway without inclusion of prescriptive features like solar or battery storage. However, that building design must match or exceed the energy efficiency performance of the Standard Design Building. For example, if a project would be required to include solar and battery storage under the prescriptive pathway, it can choose to comply with the performance pathway and not include solar

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and battery storage so long as it can demonstrate that it would achieve the same energy-efficiency performance as if solar and battery storage were included.

#### ***California Building Code: CALGreen***

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of CALGreen became effective January 1, 2011, and were last updated in 2022. The 2022 CALGreen standards became effective January 1, 2023.

#### ***2006 Appliance Efficiency Regulations***

The 2006 Appliance Efficiency Regulations (20 CCR 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally-regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

#### ***Solid Waste Diversion Regulations***

##### ***AB 939: Integrated Waste Management Act of 1989***

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code Section 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per-capita requirement rather than tonnage. To help achieve this, the act required that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

##### ***AB 341***

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Section 5.408 of CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

##### ***AB 1327***

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code Section 42900 et seq.) required areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

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#### ***AB 1826***

In October 2014, Governor Brown signed AB 1826 requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings with five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed with food waste.

#### ***Water-Efficiency Regulations***

#### ***SBX7-7***

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to SB 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed “SBX7-7.” SBX7-7 mandated urban water conservation and authorized DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 required urban water providers to adopt a water conservation target of 20 percent reduction in urban per-capita water use by 2020 compared to 2005 baseline use.

#### ***AB 1881: Water Conservation in Landscaping Act***

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or an equivalent. AB 1881 also required the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

#### ***Short-Lived Climate Pollutant Reduction Strategy***

#### ***Senate Bill 1383***

On September 19, 2016, the Governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and CH<sub>4</sub>. Black carbon is the light-absorbing component of fine particulate matter produced during the incomplete combustion of fuels. SB 1383 required the state board, no later than January 1, 2018, to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The bill also established targets for reducing organic waste in landfills.

On March 14, 2017, CARB adopted the Short-Lived Climate Pollutant Reduction Strategy, which identifies the state’s approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (e.g., charbroiling), and industrial processes. According to CARB, ambient levels of black

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carbon in California are 90 percent lower than in the early 1960s, despite the tripling of diesel fuel use (CARB 2017). In-use on-road rules were expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020. South Coast AQMD is one of the air districts that requires air pollution control technologies for chain-driven broilers, which reduces particulate emissions from these charbroilers by over 80 percent (CARB 2017). Additionally, South Coast AQMD Rule 445 limits installation of new fireplaces in SoCAB.

#### Regional

##### *SCAG's 2024-2050 RTP/SCS*

SB 375 requires each MPO to prepare an SCS in its regional transportation plan (RTP/SCS). For the SCAG region, the 2024-2050 RTP/SCS, Connect SoCal, was adopted on April 4, 2024, and is an update to the 2020-2045 RTP/SCS. In general, the RTP/SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light-duty trucks and thereby reduce GHG emissions from these sources.

Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land use strategies in development of the SCAG region through the horizon year 2050 (SCAG 2024). Connect SoCal forecasts that the SCAG region will meet its GHG per-capita reduction targets of 8 percent by 2020 and 19 percent by 2035. It also forecasts that implementation of the plan will reduce VMT per capita in year 2050 by 6.3 percent compared to baseline conditions for that year. Connect SoCal includes a “Core Vision” that centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together; and increasing investments in transit and complete streets (SCAG 2024).

#### Local

##### *City of Artesia General Plan*

The Artesia General Plan (General Plan) was adopted in July 2010. The General Plan includes the following goals and policies in the Sustainability Element to reduce air quality and GHG impacts.

- **Policy SUS 3.1.** Adopt sustainable building measures for new municipal buildings and major renovations.
  - **Policy Action SUS 3.1.1.** Educate municipal employees about sustainable building design and operations.
  - **Policy Action SUS 3.1.2.** Consider adopting green building standards for municipal buildings.
- **Policy SUS 3.2.** Strongly encourage the use of green building techniques in new construction and major renovations throughout the City.
  - **Policy Action SUS 3.2.1.** Prioritize the development and implementation of an outreach and education program to promote green building practices by residents and businesses.

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- **Policy Action SUS 3.2.2.** Encourage and explore incentives or mandates for green building techniques in existing building retrofits as well as new buildings.
- **Policy SUS 3.3.** Achieve and maintain a mix of affordable, livable and green housing types throughout the City for people of all socio-economic, cultural, and household groups (including seniors, families, singles and disabled).
- **Policy SUS 5.1.** Decrease vehicle miles traveled by increasing per vehicle ridership and decreasing the number of trips by autos and trucks.
  - **Policy Action SUS 5.1.2.** Wherever possible, encourage opportunities for “park-once” habits for business patrons. Reduce current subsidies to auto commuting by reducing parking required for new transit-oriented or mixed-use developments—with convenient parking reserved for carpoolers, bicycles, customers and guests.
  - **Policy Action SUS 5.1.3.** Coordinate with neighboring jurisdictions to create an integrated system of bike routes, through such improvements as signage, additional bicycle lanes and paths, and additional bicycle racks.
  - **Policy Action SUS 5.1.4.** Coordinate with regional agencies to provide convenient access to commuter-rail and other transit opportunities.
  - **Policy Action SUS 5.1.7.** Encourage and explore incentives or mandates for green building techniques in existing building retrofits as well as new buildings.
- **Policy SUS 5.2.** Decrease congestion on local and regional roadways to improve safety, reduce emissions and maintain mobility.
  - **Policy Action SUS 5.2.1.** Prioritize development and implementation of a traffic signal synchronization and optimization program.
- **Policy SUS 7.1.** Encourage and, where feasible, mandate the implementation of best practices towards reducing greenhouse gas emissions.
- **Policy SUS 7.2.** Cooperate with the State, the Southern California Association of Governments, and the Gateway Cities Council of Governments to achieve mandates imposed by AB 32, which calls for reduction of greenhouse gas emissions to 1990 levels by 2020; [sic] by Executive Order S-3-05, which calls for a reduction of GHG emissions to 80% below 1990 levels by 2050; and by SB 375, which promotes and prioritizes transit-oriented development.
  - **Policy Action SUS 7.2.1.** Coordinate with Gateway Cities COG and participate in development of their Sustainable Communities Strategy, including a regional inventory of current GHG emissions, in compliance with SB 375.
  - **Policy Action SUS 7.2.2.** Consider pursuit of State or Federal funding available for sustainable planning efforts and projects that aim to reduce GHG emissions.

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#### 5.6.1.3 EXISTING CONDITIONS

##### California's GHG Sources and Relative Contribution

In 2023, the statewide GHG emissions inventory was updated for 2000 to 2021 emissions using the GWPs in IPCC's AR4 and reported that California produced 381.3 MMTCO<sub>2</sub>e GHG emissions in 2021 (49.7 MMTCO<sub>2</sub>e below the 2020 GHG Limit of 431 MMTCO<sub>2</sub>e) (IPCC 2013). The growth in statewide emissions from 2020 to 2021 was likely due in large part to the increase of transportation and other economic activity that occurred in 2021 relative to 2020 as California emerged from the COVID-19 pandemic.

California's transportation sector was the single-largest generator of GHG emissions, producing 38.2 percent of the state's total emissions. Industrial sector emissions made up 19.4 percent, and electric power generation made up 16.4 percent of the state's emissions inventory. Other major sectors of GHG emissions include residential and commercial (10.2 percent), agriculture and forestry (8.1 percent), high GWP (5.6 percent), and recycling and waste (2.2 percent) (CARB 2023).

Since the peak level in 2004, California's GHG emissions have generally followed a decreasing trend. In 2014, statewide GHG emissions dropped below the 2020 GHG Limit (AB 32 target for year 2020) and have remained below the limit since that time. Additionally, per-capita GHG emissions have dropped from a 2001 peak of 13.8 MTCO<sub>2</sub>e per person to 9.7 MTCO<sub>2</sub>e per person in 2021, a 30 percent decrease.

Transportation emissions increased from 2020, likely from passenger vehicles whose emissions rebounded after COVID-19 shelter-in-place orders were lifted. Electricity emissions also increased compared to 2020; however, there has been continued growth of in-state solar generation and imported renewable electricity. High-GWP emissions have continued to increase as high-GWP gases replace ozone-depleting substances being phased out under the 1987 Montreal Protocol. Overall trends in the inventory also continue to demonstrate that the carbon intensity of California's economy (i.e., the amount of carbon pollution per million dollars of gross domestic product) is declining. From 2000 to 2021, the carbon intensity of California's economy decreased by 50.8 percent while the gross domestic product increased by 67.9 percent (CARB 2023).

##### Existing Emissions

The existing land uses within the Specific Plan area consist primarily of residential uses and involve a mix of residential, office, retail, and light industrial land uses. These operations currently generate GHG emissions from vehicle trips, building energy use, water use, solid waste generation, and refrigerants. Table 5.6-4, *GHG Emissions Inventory: Existing Uses Designated for Redevelopment*, shows the existing emissions associated with existing land uses designated for redevelopment under the proposed project.



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**Table 5.6-4 GHG Emissions Inventory: Existing Uses Designated for Redevelopment**

Sector	GHG Emissions MTCO <sub>2</sub> e/Year	Percentage of Total
Mobile <sup>1</sup>	23,294	95%
Area	10	<1%
Energy	1,096	4%
Water	65	<1%
Waste	143	1%
Refrigerants	1	<1%
<b>Total</b>	<b>24,610</b>	<b>100%</b>

Source: CalEEMod Version 2022.1.

Notes: Totals may not add to 100 percent due to rounding.

<sup>1</sup> Based on CalEEMod calendar year 2024 emissions data.

### 5.6.2 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project would normally have a significant effect on the environment if the project would:

- GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- GHG-2 Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

#### 5.6.2.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

South Coast AQMD has adopted a significance threshold of 10,000 MTCO<sub>2</sub>e per year for permitted (stationary) sources of GHG emissions for which South Coast AQMD is the designated lead agency. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, South Coast AQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting (Meeting No. 15) in September 2010, South Coast AQMD identified a tiered approach for evaluating GHG emissions for development projects where South Coast AQMD is not the lead agency (South Coast AQMD 2010a). The following tiered approach has not been formally adopted by South Coast AQMD.

- **Tier 1.** If a project is exempt from CEQA, project-level and contribution to significant cumulative GHG emissions are less than significant.
- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (e.g., city or county), project-level and contribution to significant cumulative GHG emissions are less than significant.

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- **Tier 3.** If GHG emissions are less than the screening-level criterion, project-level and contribution to significant cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, South Coast AQMD requires an assessment of GHG emissions. Project-related GHG emissions include on-road transportation, energy use, water use, wastewater generation, solid waste disposal, area sources, off-road emissions, and construction activities. The South Coast AQMD Working Group identified that because construction activities would result in a “one-time” net increase in GHG emissions, construction activities should be amortized into the operational phase GHG emissions inventory based on the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame, since this is a typical interval before a new building requires the first major renovation. South Coast AQMD identified a screening-level threshold of 3,000 MTCO<sub>2</sub>e annually for all land use types. The bright-line screening-level criteria are based on a review of the Governor’s Office of Planning and Research database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore, less than cumulatively considerable impact on GHG emissions. South Coast AQMD recommends use of the 3,000 MTCO<sub>2</sub>e interim bright-line screening-level criterion for all project types (South Coast AQMD 2010b).

- **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project’s GHG emissions is warranted.<sup>5</sup> The South Coast AQMD Working Group has identified an efficiency target for projects that exceed the screening threshold of 4.8 MTCO<sub>2</sub>e per year per service population (MTCO<sub>2</sub>e/year/SP) for project-level analyses and 6.6 MTCO<sub>2</sub>e/year/SP for plan-level projects (e.g., program-level projects such as general plans) for the year 2020.<sup>6</sup> The per-capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB’s 2008 Scoping Plan.<sup>7</sup>

For purposes of this analysis, the bright-line threshold of 3,000 MTCO<sub>2</sub>e/year is used to determine the project’s impacts.

#### 5.6.2.2 MASS EMISSIONS AND HEALTH EFFECTS

On December 24, 2018, in *Sierra Club et al. v. County of Fresno et al.* (Friant Ranch), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project’s air quality impacts on human health. The EIR prepared for the project, which involved a master planned retirement community in Fresno County, showed that project-related mass emissions would exceed

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<sup>5</sup> South Coast AQMD had identified an efficiency target for projects that exceed the bright-line threshold: a 2020 efficiency target of 4.8 MTCO<sub>2</sub>e per year per service population (MTCO<sub>2</sub>e/year/SP) for project-level analyses and 6.6 MTCO<sub>2</sub>e/year/SP for plan-level projects (e.g., general plans). Service population is generally defined as the sum of residential and employment population of a project. The per-capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB’s 2008 Scoping Plan.<sup>5</sup>

<sup>6</sup> It should be noted that the Working Group also considered efficiency targets for 2035 for the first time in this Working Group meeting.

<sup>7</sup> South Coast AQMD took the 2020 statewide GHG reduction target for land use only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per-capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

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the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criterion air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health.

In 2009, the USEPA issued an endangerment finding for six GHGs—CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and SF<sub>6</sub>—to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heat waves and ozone levels. The effects of climate change are identified in Table 5.6-2. Though identified effects such as sea level rise and increased extreme weather can indirectly impact human health, neither the USEPA nor CARB has established ambient air quality standards for GHG emissions. The state's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change, and the state's GHG reduction goals and strategies are based on the path to reducing statewide cumulative GHGs as outlined in AB 32, SB 32, and EO S-03-05.

Because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Without federal ambient air quality standards for GHG emissions and given the cumulative nature of GHG emissions and the South Coast AQMD's significance thresholds, which are tied to reducing the state's cumulative GHG emissions, it is not feasible at this time to connect the project's specific GHG emissions to the potential health impacts of climate change.

### 5.6.3 Environmental Impacts

#### 5.6.3.1 METHODOLOGY

This GHG evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely in conjunction with implementation of the proposed project. South Coast AQMD has published guidelines that are intended to provide local governments with guidance for analyzing and mitigating environmental impacts, and they were used in this analysis. The analysis in this section is based on buildout of the proposed project as modeled using CalEEMod, Version 2022.1.

#### Construction Phase

Implementation of the Specific Plan would generally occur over a period of 20 years or potentially longer. However, because the proposed project is a broad-based policy plan, how development would occur for the individual land uses accommodated under the Specific Plan is unknown. For purposes of project-related construction emissions estimates, the CalEEMod default construction durations for construction activities are utilized based on the anticipated new land uses under the proposed project. In addition, although the specific timeline for individual project development is unknown, this analysis assumes that the various construction activities (e.g., site preparation, demolition, building construction) would overlap. Furthermore,

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the analysis accounts for demolition of the 19 residential dwelling units and 424,018 building square feet of the nonresidential land uses designated for redevelopment (see Appendix B for further details). Construction assumptions such as construction equipment mix and construction worker trips were based on CalEEMod default. Table 5.6-5, *Construction Activities, Phasing, and Equipment*, shows the assumed construction activities and the start and end dates and equipment mix for each of the activities.

**Table 5.6-5 Construction Activities, Phasing and Equipment**

Activities <sup>1</sup>	Start/End Dates <sup>2</sup>	Equipment <sup>1</sup>
Demolition	1/1/2025 to 2/12/2025	1 concrete/industrial saw; 3 excavators; 2 rubber-tired dozers
Site Preparation	1/1/2025 to 1/2/2025	3 rubber-tired dozers; 4 tractors/loaders/backhoes; 4 water trucks <sup>3</sup>
Grading	1/1/2025 to 3/5/2025	2 excavators; 1 grader; 1 rubber-tired dozer; 2 scrapers; 2 tractors/loaders/backhoes; 8 water trucks <sup>3</sup>
Building Construction	1/1/2025 to 12/2/2026	1 crane; 3 forklifts; 1 generator set; 3 tractors/loaders/backhoes; 1 welder
Asphalt Paving	1/1/2025 to 2/19/2025	2 pavers; 2 paving equipment; 2 rollers
Architectural Coating	1/1/2025 to 2/19/2025	1 air compressor

Source: CalEEMod Version 2022.1.

Notes:

<sup>1</sup> Based on CalEEMod defaults.

<sup>2</sup> Durations based on CalEEMod defaults and assumes construction activities overlap for purposes of modeling.

<sup>3</sup> Number of water trucks based on daily acreage disturbed, 10,000 gallons per acre disturbed, and a 4,000 gallon-capacity water truck (Maricopa 2005).

Annual construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the proposed project (South Coast AQMD 2009).

### Operational Phase

- **Transportation.** The primary source of mobile-source emissions is from the combustion of fuel (i.e., gasoline and diesel). Mobile-source emissions for existing baseline are based on calendar year 2024 CalEEMod default emissions data. Project-related mobile-source emissions are based on calendar year 2045 CalEEMod default emissions data for the project's buildout year. Additionally, mobile emissions are based on and derived from the average daily trip (ADT) generation data and vehicle miles traveled (VMT) data provided by Linscott, Law, and Greenspan Engineers (LLG).
- **Area Sources.** Area sources generated from use of consumer products and cleaning supplies are based on CalEEMod default emission rates and on the assumed net increase in dwelling units and retail square footage.
- **Energy.** The California Emissions Estimator Model (CalEEMod) Version 2022.1 default energy (i.e., electricity and natural gas) rates for nonresidential land uses are based on the CEC's 2018-2030 Uncalibrated Commercial Sector Forecast (commercial forecast), which was compiled by the CEC in 2019 (CAPCOA 2022). Use of the CalEEMod default energy rates for the nonresidential land uses result in conservative estimates compared to the recently adopted 2022 Building Energy Efficiency Standards because the commercial forecast is based on the energy demand per square foot of building space, land

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use subtype, and end use for the year 2019. In addition, CalEEMod default energy rates for residential uses are based the CEC Residential Appliance Saturation Study (RASS) also completed in 2019. The RASS surveyed 40,000 homes built between 1935 and 2015 with the average home constructed in 1974 (CAPCOA 2022). Thus, the CalEEMod default energy rates for residential uses also result in conservative energy demand estimates compared to the 2022 Building Energy Efficiency Standards.<sup>8</sup> It is anticipated new buildings under the 2022 Standards would generally result in lower electricity and natural gas demand compared to the CalEEMod default energy rates. Furthermore, the carbon intensity factor is based on the CO<sub>2</sub>e intensity factor of 405 pounds per megawatt hour (lbs/MWh) as reported for year 2022 in Southern California Edison's 2023 Sustainability Report (SCE 2024). Overall, using the AR4 GWPs and the default CalEEMod intensity factors of 0.033 lb/MWh for CH<sub>4</sub> and 0.004 lb/MWh for N<sub>2</sub>O, the adjusted intensity factor for CO<sub>2</sub> is 402.98 lbs/MWh.

- **Solid Waste Disposal.** Indirect emissions from waste generation are based on a total daily solid waste generation estimates in Table 5.15-8, *Estimated Solid Waste Generation*, of Section 5.15, *Utilities and Service System*, of this DEIR. Solid waste generation for the existing uses designated for redevelopment is estimated at 4,369 pounds per day (ppd) or 797 tons per year (tpy) based on 365 days per year. For the proposed project, solid waste generation is estimated at 46,997 ppd, or 8,577 tpy based on 365 days per year.
- **Water/Wastewater.** Water use and wastewater generation is based on water demand estimates in Table 5.15-6, *Net Increase in Water Demand Under the Proposed Project*, of Section 5.15, *Utilities and Service Systems*, of this DEIR. Total water demand for existing uses designated for redevelopment is estimated at 86,155 gallons per day (gpd) or 31,446,582 gallons per year (gpy) based on 365 days per year. Water demand for the proposed project is estimated to be 510,065 gpd or 186,173,734 gpy based on 365 days per year.
- **Refrigerants.** GHG emissions from operation of building air conditioning and refrigeration equipment are based on CalEEMod default values based on land use type.

Life cycle emissions are not included in the GHG analysis, consistent with California Resources Agency directives.<sup>9</sup> Black carbon emissions are not included in the GHG analysis because CARB does not include this pollutant in the state's AB 32 inventory but treats this short-lived climate pollutant separately.<sup>10</sup> Additionally,

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<sup>8</sup> As seen in Appendix D of the CalEEMod Users' Guide, the default energy dataset is based on 2019 consumption estimates from the CEC's Commercial Forecast and the Residential Appliance Saturation Survey (RASS). While these surveys were completed in 2019, the energy intensity estimates derived from the dataset represent buildings constructed in compliance with energy efficiency requirements of the 2019 Energy Code as well as older buildings that would, which have higher energy use rates. Therefore, the default energy consumption estimates provided in CalEEMod are conservative and overestimate expected energy use.

<sup>9</sup> Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

<sup>10</sup> Particulate matter emissions, which include black carbon, are analyzed in DEIR Section 5.2, *Air Quality*. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The

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while not anticipated, industrial sources of emissions that require a permit from South Coast AQMD (permitted sources) are not included in the proposed project's community inventory since they have separate emission reduction requirements. GHG modeling is included in Appendix C of this DEIR.

#### 5.6.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

The proposed Specific Plan does not include any policies or goals specifically related to greenhouse gas emissions.

#### 5.6.3.3 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.6-1: The proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. [Threshold GHG-1]**

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Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Implementation of the proposed project would contribute to global climate change through direct emissions of GHG from on-site area sources and vehicle trips generated by the proposed project, and indirectly through off-site energy production required for on-site activities, water use, and waste disposal. The total and net annual GHG emissions associated with full buildout of the proposed project are shown in Table 5.6-6, *Project-Related GHG Emissions*. Annual GHG emissions were calculated for construction and operation of the proposed project. The project operational phase emissions are from operation of the land uses accommodated under the proposed project. Total construction emissions were amortized over 30 years and included in the emissions inventory to account for the short-term, one-time GHG emissions from the construction phase of the proposed project. As shown in the table, implementation of the proposed project would result in a net increase in GHG emissions of 6,017 MTCO<sub>2</sub>e per year compared to the existing conditions. The primary contributing sources for this increase would be the energy and solid waste sectors due to the growth accommodated by the proposed project. While the proposed project would result in a total increase in VMT, project-related mobile emissions under buildout year 2045 conditions would result in a net decrease in mobile-source emissions when accounting for existing land uses designated for redevelopment under the proposed project. This is due to a general assumption that there would be a greater number of cleaner vehicles in the general vehicle fleet mix in year 2045 conditions than baseline year 2024 conditions. However, the overall net increase of 6,017 MTCO<sub>2</sub>e/year from project implementation would exceed South Coast AQMD's bright-line threshold of 3,000 MTCO<sub>2</sub>e per year. Therefore, the proposed project's

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State's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017).

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cumulative contribution to the long-term GHG emissions in the state would be considered potentially significant.

**Table 5.6-6 Project-Related GHG Emissions**

Source	GHG Emissions				
	Existing Uses Designated for Redevelopment MTCO <sub>2</sub> e Per Year	Percentage Proportion	Proposed Project MTCO <sub>2</sub> e Per Year	Percentage Proportion	Net Change MTCO <sub>2</sub> e Per Year
Mobile <sup>1</sup>	23,294	95%	20,236	66%	(3,059)
Area	10	<1%	518	2%	508
Energy	1,096	4%	6,249	20%	5,153
Water	65	<1%	605	2%	540
Solid Waste	143	1%	2,684	9%	2,541
Refrigerants	1	<1%	64	<1%	63
Amortized Construction Emissions <sup>2</sup>	NA	NA	271	1%	271
<b>Total</b>	<b>22,670</b>	<b>100%</b>	<b>30,627</b>	<b>100%</b>	<b>6,017</b>
South Coast AQMD Bright-Line Threshold	NA	NA	NA	NA	3,000 MTCO <sub>2</sub> e/Yr
<b>Exceeds Bright-Line Threshold?</b>	NA	NA	NA	NA	<b>Yes</b>

Source: CalEEMod, Version 2022.1.

Notes: MTons = metric tons; MTCO<sub>2</sub>e = metric ton of carbon dioxide equivalent

<sup>1</sup> Mobile emissions for the existing uses designated for redevelopment and the proposed project are based on calendar year 2024 and calendar year 2045 CalEEMod emissions data, respectively.

<sup>2</sup> Total construction emission are amortized over 30 years per South Coast AQMD methodology (South Coast AQMD 2009).

**Level of Significance Before Mitigation:** Potentially Significant.

**Impact 5.6-2:** The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. [Threshold GHG-2]

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and SCAG's RTP/SCS. A consistency analysis with these plans follows.

### CARB 2022 Scoping Plan

CARB's latest Climate Change Scoping Plan (2022) outlines the State's strategies to reduce GHG emissions in accordance with the targets established under AB 32, SB 32, and AB 1279. The Scoping Plan is applicable to State agencies and is not directly applicable to cities/counties and individual projects. However, new regulations adopted by the State agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that would affect a local jurisdiction's emissions inventory from the top down.

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Statewide strategies to reduce GHG emissions include the low carbon fuel standards, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the CAFE standards, and other early action measures as necessary to ensure the State is on target to achieve the GHG emissions reduction goals of AB 32, SB 32, and AB 1279. In addition, new developments are required to comply with the current Building Energy Efficiency Standards and CALGreen. The proposed project would comply with these GHG emissions reduction measures since they are statewide strategies. The proposed project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32, SB 32, and AB 1279 were adopted. Overall, development of the proposed project would not obstruct implementation nor be inconsistent with the CARB Scoping Plan. Therefore, impacts would be less than significant.

### SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SCAG adopted the 2024-2050 RTP/SCS, Connect SoCal, in April 2024. Connect SoCal is a long-term plan for the Southern California region that details the development, integrated management, and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area (SCAG 2024). This plan outlines a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing and job centers with multimodal mobility options. The overarching vision is to expand alternatives to driving, advance the transition to clean-transportation technologies, promote integrated and safe transit networks, and foster transit-oriented development in compact and mixed-use developments (SCAG 2024).

In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements. The regional transportation network envisioned in Connect SoCal would reduce per-capita GHG emissions related to vehicular travel associated with the proposed project and assist in meeting the GHG reduction per-capita targets for the SCAG region (SCAG 2024).

The Connect SoCal Plan does not require that local general plans, proposed projects, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. The purpose of the 2024–2050 RTP/SCS is to achieve the regional per-capita GHG reduction targets for the passenger vehicle and light-duty truck sector established by CARB pursuant to SB 375. SCAG's Program EIR for the 2024–2050 RTP/SCS, certified on May 7, 2020, states that “[e]ach [metropolitan planning organization] is required to prepare an SCS as part of their RTP in order to meet these GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to [Senate Bill] 375” (SCAG 2024). The 2024–2050 RTP/SCS seeks improved mobility and accessibility, which is defined as “the ability to reach desired destinations with relative ease and within a reasonable time, using reasonably available transportation choices” (SCAG 2024). The 2024–2050 RTP/SCS seeks to implement a strategy that “alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation” (SCAG 2024). Furthermore, the 2024–2050 RTP/SCS includes “more compact, infill, walkable and mixed-use development strategies to accommodate new region's growth” and “accommodate increases in population, households, employment, and travel demand” (SCAG 2024). Moreover, the 2024–2050 RTP/SCS states that while “[t]ransportation emissions are most prevalent relative



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to all other sectors in California and specifically in the SCAG region,” the RTP/SCS would focus “growth in existing urban regions and opportunity areas, where transit and infrastructure are already in place. Locating new growth near bikeways, greenways, and transit would increase active transportation options and the use of other transit modes, thereby reducing number of vehicle trips and trip lengths and associated emissions” (SCAG 2024).

As discussed in Table 5.8-1, *SCAG Connect SoCal Consistency Analysis*, of Section 5.8, *Land Use and Planning*, the proposed project would not conflict with the 2024-2050 RTP/SCS. In general, the proposed project would provide a new, high-quality, walkable mixed-use community with various compatible uses. The proposed project would encourage and support current and future transit use and other alternative forms of transportation. The proposed project would facilitate pedestrian connectivity within the project site and to the greater community and transit. Bike lanes, sidewalks, and improved intersection crossings would be included to maximize connectivity. Additionally, the proposed project would facilitate future development of a transit-oriented community that would increase access to and promote ridership of the local and regional transit system by locating new residential and commercial uses in the vicinity of a planned public transit facility. Therefore, the proposed project would not conflict with or interfere with SCAG’s ability to implement the regional strategies in 2024-2050 RTP/SCS, and impacts would be less than significant.

***Level of Significance Before Mitigation: Less Than Significant.***

#### 5.6.4 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, Impact 5.6-1 is not a project-specific impact, but the Specific Plan’s contribution to a cumulative impact. Implementation of the proposed project would result in annual emissions that would exceed South Coast AQMD’s bright-line threshold. Therefore, project-related GHG emissions and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would be potentially significant.

#### 5.6.5 Level of Significance Before Mitigation

After implementation of regulatory requirements and standard conditions of approval, Impact 5.6-2 would be less than significant.

Without mitigation, Impact 5.6-1 would be **potentially significant**:

- **Impact 5.6-1** Operation of the proposed project would generate a cumulatively considerable increase in GHG emissions that would exceed the South Coast AQMD Working Group bright-line threshold.

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#### 5.6.6 Mitigation Measures

##### Impact 5.6-1

GHG-1 All new future development within the Artesia Downtown Specific Plan area shall implement the following provisions of the California Green Building Standards Code (CALGreen) as mandatory and not voluntary. The project applicant(s)/developer(s) shall provide documentation (e.g., building plans) of implementation of the applicable measures to the City of Artesia Building and Safety Department prior to the issuance of building permits.

**Residential Structures with Three or Fewer Stories.** For residential land uses with three or fewer stories, the project developer(s) shall:

- Design and build condominium/townhouses dwellings that have an attached private garage to have a dedicated electric circuit to support electric vehicle charging, as outlined in the Residential Voluntary Measures of CALGreen, Division A4.1, Planning and Design, as outlined under Section A4.106.8.1.
- Design and build residential buildings to, at a minimum, meet the Tier 2 electric vehicle parking standards of the Residential Voluntary Measures of CALGreen, Division A4.1, Planning and Design, as outlined under Section A4.106.8.2.1.
- Design and build residential buildings to meet the short- and long-term bicycle parking standards of the Residential Voluntary Measures of CALGreen, Division A4.1, Planning and Design, as outlined under Section A4.106.9.
- Design and build residential buildings to meet energy-efficiency requirements of the Residential Voluntary Measures of CALGreen, Division A4.2, Energy Efficiency, as outlined under Section A4.203.1.

**Nonresidential Structures and Residential Structures with Four or More Stories.** For nonresidential land uses and residential land uses that are four or more stories, the applicant/developer shall:

- Design and build structures to, at a minimum, meet the Tier 2 advanced energy efficiency requirements of the Nonresidential Voluntary Measures of CALGreen, Division A5.2, Energy Efficiency, as outlined under Section A5.203.1.2.2.
- For projects with off-street parking, design the proposed parking to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal the Tier 2 Nonresidential Voluntary Measures of CALGreen, Division A5.1, Planning and Design, Section A5.106.5.1.2.
- For projects with off-street parking, design the proposed parking to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall

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comply with the Tier 2 Nonresidential Voluntary Measures of CALGreen, Division A5.1, Planning and Design, Section A5.106.5.3.3 or Section A5.106.5.3.4.

GHG-2 For residential and nonresidential land use development projects, the project applicant/developer shall comply with the following:

- All major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) provided/installed shall be Energy Star certified or of equivalent energy efficiency where applicable.
- Installed water heaters shall meet a zero NO<sub>x</sub> emissions standard.
- Installed central furnaces with a Rated Heat Input Capacity less than or equal to 2,000,000 British thermal units (Btu) per hour shall meet a zero NO<sub>x</sub> emissions standard.
- Installed fireplaces shall be electric-powered only.

Prior to the issuance of the certificate of occupancy, the City of Artesia Building and Safety Department shall verify implementation of these requirements.

GHG-3 For nonresidential land use development projects, prior to issuance of the certificate of occupancy, the property owner shall provide documentation to the City of Artesia Building and Safety Department demonstrating enrollment in a 100 percent carbon-free electricity energy plan, such as Southern California Edison's Green Rate program, for proposed project building(s) when feasible. If a 100 percent carbon-free electricity plan is not available, the property owner shall enroll in an energy plan with the next highest carbon-free electricity until a 100 percent carbon-free electricity energy plan becomes available. Measures to achieve 100 percent carbon-free electricity use for the proposed project building(s) may include, but are not limited to, plans for 100 percent renewable electricity. If such carbon-free electricity energy plans are waitlisted, the property owner shall sign up for the waiting list until such time a plan is available.

Mitigation Measures T-1 and T-2 from Section 5.13, *Transportation*, apply and would contribute to reduce mobile-source GHG emissions of the proposed project.

T-1 At the time of project entitlement, the project developer shall ensure the implementation of California Air Pollution Control Officer's Association (CAPCOA) 2021 Handbook Transportation Demand Management (TDM) Program T-16.

- T-16. Unbundle Residential Parking Costs from Property Cost

According to the CAPCOA 2021 Handbook, "this measure will unbundle or separate a residential project's parking costs from property costs, requiring those who wish to purchase parking spaces do so at an additional cost. On the assumption that parking costs are passed to the vehicle owners/drivers utilizing the parking spaces, this measure results in decreased

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vehicle ownership and, therefore, a reduction in VMT and GHG emissions.” It is assumed that qualifying residential project within the Specific Plan area will comply with the provisions of California Civil Code Section 1947.1 resulting from Assembly Bill 1317 (2023, Carillo), which requires residential developments of 16 or more units located in Los Angeles County to unbundle parking from the cost of rent. A cost of \$25.00 per month, or \$300.00 per year, per leased parking space, is assumed for analysis purposes. No action is required by the City of Artesia to implement this measure, as project developers would be required to comply with all applicable State laws as the time of project entitlement.

T-2 At the time of project operation, the developer shall and City shall continue to enforce California Air Pollution Control Officer’s Association (CAPCOA) 2021 Handbook Transportation Demand Management (TDM) Program T-24.

- T-24. Implement Market Price Public Parking (On-Street)

According to the CAPCOA 2021 Handbook, “this measure will price all on-street parking in a given community. Increasing the costs of parking increases the total coast of driving to a location, incentivizing shifts to other modes and thus decreasing total VMT to and from the priced areas.” The City of Artesia currently provides priced on-street parking within the Specific Plan area, primarily along Pioneer Boulevard, 186<sup>th</sup> Street, and 187<sup>th</sup> Street. The City of Artesia should continue to implement the priced on-street parking which currently exists within the Specific Plan area.

### 5.6.7 Level of Significance After Mitigation

#### Impact 5.6-1

Implementation of Mitigation Measures GHG-1 through GHG-3 and T-1 and T-2 would contribute to reducing project-related GHG emissions to the extent feasible. For example, requirements for installation of EV charging units and infrastructure under Mitigation Measure GHG-1 would support and encourage the use of EVs. Requirements under Mitigation Measure GHG-2 would contribute to reducing energy demand and use of appliances that minimize the generation of GHG emissions from area sources and from the energy sector. As discussed in Section 5.13.7, *Level of Significance After Mitigation*, of this DEIR, Mitigation Measures T-1 and T-2 would contribute to reducing VMT, which would reduce mobile-source GHG emissions. As for GHG emissions from the solid waste sector, compliance with the diversion and organic waste recycling requirements under AB 939, AB 341, and AB 1826 in addition to compliance with the City’s waste and recyclable collection and disposal requirements under Article 1, Garbage, Rubbish, of Title 6, Chapter 2, Solid Waste and Recycling, of the City’s Municipal Code would minimize emissions from this sector for residential and nonresidential land uses to the extent feasible. However, due to the planned growth associated with the proposed project, it is anticipated that the proposed project could still exceed the South Coast AQMD bright-line GHG emissions threshold. Therefore, Impact 5.6-1 would remain significant and unavoidable.

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### 5.7 HYDROLOGY AND WATER QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts of the Artesia Downtown Specific Plan (proposed project) to hydrology and water quality conditions in the City of Artesia. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface- and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface.

During the scoping period for the DEIR, written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Summary of Scoping Comments Received* in Chapter 2, *Introduction*, includes a summary of all comments received during the scoping comment period.

#### 5.7.1 Environmental Setting

##### 5.7.1.1 REGULATORY BACKGROUND

###### Federal

###### *Clean Water Act*

The United States Environmental Protection Agency (USEPA) is the lead federal agency responsible for water quality management. The Clean Water Act (CWA) of 1972 is the primary federal law that governs and authorizes water quality control activities by the USEPA and the states (33 US Code Sections 1251 to 1376). Various elements of the CWA, which address water quality, are discussed herein.

Permits to dredge or fill waters of the United States are administered by the US Army Corps of Engineers (USACE) under Section 404 of the CWA. "Waters of the United States" are defined as territorial seas and traditional navigable waters, perennial and intermittent tributaries to those waters, lakes and ponds and impoundments of jurisdictional waters, and wetlands adjacent to jurisdictional waters. The regulatory branch of the USACE is responsible for implementing and enforcing Section 404 of the CWA and issuing permits. Any activity that discharges fill material and/or requires excavation in waters of the United States must obtain a Section 404 permit. Before issuing the permit, the USACE requires that an analysis be conducted to demonstrate that the proposed project is the least environmentally damaging practicable alternative. Also, the USACE is required to comply with the National Environmental Policy Act before it can issue an individual Section 404 permit.

Under Section 401 of the CWA, every applicant for a Section 404 permit that may result in a discharge to a water body must first obtain State water quality certification that the proposed activity will comply with State water quality standards. Certifications are issued in conjunction with USACE Section 404 permits for dredge and fill discharges. In addition, an application for individual water quality certification and/or waste discharge requirements must be submitted for any activity that would result in the placement of dredged or fill material in waters of the State that are not jurisdictional to the USACE, such as isolated wetlands, to ensure that the proposed activity complies with State water quality standards. In California, the authority to either grant water

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quality certification or waive the requirement is delegated by the State Water Resources Control Board (SWRCB) to the nine Regional Water Quality Control Boards (RWQCBs).

Under federal law, the USEPA has published water quality regulations under Volume 40 of the Code of Federal Regulations (CFR). Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of two elements: (1) designated beneficial uses of the water body in question and (2) criteria that protect the designated uses. Section 304(a) requires the USEPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use.

When water quality does not meet CWA standards and compromises designated beneficial uses of a receiving water body, Section 303(d) of the CWA requires that the water body be identified and listed as “impaired.” Once a water body has been designated as impaired, a total maximum daily load (TMDL) must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards, with a factor of safety included. Once established, the TMDL allocates the loads among current and future pollutant sources to the water body.

#### *National Pollutant Discharge Elimination System*

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States, including discharges from municipal separate storm sewer systems (MS4). Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

Under the NPDES program, all facilities that discharge pollutants into waters of the United States are required to obtain an NPDES permit. Requirements for stormwater discharges are also regulated under this program. In California, the NPDES permit program is administered by the SWRCB through the nine RWQCBs. The City lies within the jurisdiction of the Los Angeles RWQCB (Region 4).

#### **State**

##### *Porter-Cologne Water Quality Control Act*

Responsibility for the protection of water quality in California rests with the SWRCB and nine RWQCBs. The SWRCB establishes statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The RWQCBs develop and implement Water Quality Control Plans (Basin Plans) that consider regional beneficial uses, water quality

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characteristics, and water quality problems. In cases where the Basin Plan does not contain a standard for a particular pollutant, other criteria are used to establish a standard. Other criteria may be applied from SWRCB documents (e.g., the Inland Surface Waters Plan and the Pollutant Policy Document, California Toxics Rule) or from USEPA water quality criteria developed under Section 304(a) of the CWA. Numeric criteria are required by the CWA for many priority toxic pollutants. To fill in the gap between the water quality control plans and CWA requirements, on May 18, 2000, the USEPA promulgated the California Toxics Rule based on the Administrator's determination that numeric criteria are necessary in California to protect human health and the environment. These federal criteria are numeric water quality criteria for priority toxic pollutants and other provisions for water quality standards legally applicable in California for inland surface waters, enclosed bays, and estuaries for all purposes and programs under the CWA (USEPA 2012).

#### *Sustainable Groundwater Management Act*

The Sustainable Groundwater Management Act (SGMA) of 2014 was a comprehensive, three-bill package that provides a framework for the sustainable management of groundwater supplies by local authorities. SGMA requires the formation of local groundwater sustainability agencies (GSA) to assess local water basin conditions and adopt locally based groundwater sustainability plans (GSP). SGMA gives GSAs 20 years to implement plans, achieve long-term groundwater sustainability, and protect existing surface water and groundwater rights. SGMA also provides local GSAs with the authority to require registration of groundwater wells, measure and manage extractions, require reports and assess fees, and request revisions of basin boundaries, including establishing new subbasins. The Department of Water Resources (DWR) identifies the status of water basins by overdraft and priority levels (e.g., very low, low, medium, or high) (DWR 2024).

#### **Regional**

##### *Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*

The Los Angeles RWQCB's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan:

- Designates beneficial uses for surface and ground waters.
- Sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's antidegradation policy.
- Describes implementation programs to protect all waters in the region.

In addition, the Basin Plan incorporates (by reference) all applicable SWRCB and RWQCB plans and policies and other pertinent water quality policies and regulations.

The Basin Plan is a resource for the RWQCB and others who use water and/or discharge wastewater in Region 4. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues (LAWQCB 2014).

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#### *Los Angeles RWQCB (MS4) Permit for the Coastal Watershed of Los Angeles and Ventura Counties*

On July 23, 2021, the Los Angeles RWQCB adopted a Regional Phase I MS4 Permit for discharges within the coastal watersheds of Los Angeles and Ventura Counties (Order No. R4-2021-0105, NPDES No. CAS004004). The permit establishes performance criteria for new development and redevelopment projects in the Coastal Zone, including low-impact development (LID). The permit also requires each regulated entity, including the City of Artesia, to participate in regional watershed working groups to identify regional projects to improve water quality in the local receiving waters (LARWQCB 2021).

The Los Angeles County Flood Control District and County of Los Angeles; 85 incorporated cities within the coastal watersheds of Los Angeles County, including Redondo Beach; Ventura County Watershed Protection District; County of Ventura; and 10 incorporated cities in Ventura County are subject to waste discharge requirements for MS4 discharges originating from within their jurisdiction.

#### *Groundwater from Construction and Project Dewatering to Surface Waters*

On June 6, 2013, the Los Angeles RWQCB adopted Order No. R4-2018-0215—Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. The order covers discharges to surface waters from dewatering operations and other types of wastewaters, as deemed appropriate, and authorizes discharges of treated or untreated groundwater generated from dewatering operations, or other applicable wastewater discharges not specifically covered, or fill material that have received water quality certification pursuant to Section 401 of the CWA (LARWQCB 2018).

To be authorized to discharge, the discharger must submit a notice of intent. If the discharge is eligible, the Los Angeles RWQCB will notify the discharger that the discharge is authorized and prescribes an appropriate monitoring and reporting program. For new discharges, the discharge shall not commence until receipt of the Los Angeles RWQCB's written determination of eligibility or until an individual NPDES permit is issued.

#### *Standard Urban Stormwater Mitigation Plan*

The NPDES MS4 Permit defines the minimum required best management practices (BMPs) that must be adopted by the permittee municipalities and included by developers within plans for facility operations. To obtain coverage under this permit, a developer must obtain approval of a project-specific Standard Urban Stormwater Mitigation Plan (SUSMP) from the appropriate permittee municipality. A SUSMP addresses the discharge of pollutants within stormwater generated following new construction or redevelopment. Under recent regulations adopted by the Los Angeles RWQCB, projects are required to implement a SUSMP during the operational life of a project to ensure that stormwater quantity and quality is addressed by incorporating BMPs into project design. This plan defines water quality design standards to ensure that stormwater runoff is managed for water quality concerns and to ensure that pollutants carried by stormwater are confined and not delivered to receiving waters. Applicants are required to abide by source control and treatment control BMPs from the list approved by the Los Angeles RWQCB and included in the SUSMP. These measures include infiltration of stormwater as well as filtering runoff before it leaves a site. This can be accomplished

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through various means, including the use of infiltration pits, flow-through planter boxes, hydrodynamic separators, and catch basin filters.

In combination, these treatment control BMPs must be sufficiently designed and constructed to treat or filter the first 0.75 inches of stormwater runoff from a 24-hour storm event, and post-development peak runoff rates and volumes cannot exceed peak runoff rates and volumes of pre-development conditions where the increased peak stormwater discharge rate will result in increased potential for downstream erosion (LARWQCB 2000). Permittees are required to adopt the requirements set forth herein in their own SUSMP. Additional BMPs may be required by ordinance or code adopted by the permittee and applied in a general way to all projects or on a case-by-case basis.

#### *Los Angeles County Flood Control District Permits*

The Los Angeles County Flood Control District (LACFCD) administers permits for any work, encroachment, or activity within or affecting the LACFCD right-of-way, facilities, interests, or jurisdiction. These include access permits for temporary uses of the LACFCD rights-of-way, construction permits for encroachment onto/or alteration of LACFCD right-of-way for new construction, connection permits for proposed connections to an existing LACFCD facility, and temporary discharge permits for the discharge of non-storm water into LACFCD facilities (LACFCD 2024).

#### *Los Angeles County Department of Public Works Design Manuals*

##### ***Hydraulic Design Manual***

This manual establishes the Los Angeles County Department of Public Works' (LACDPW's) Hydraulic Design Procedures and was adopted in 1982. The manual contains hydrological design criteria for specific conditions including close conduits, open channels, and pump stations (LACDPW 1982).

##### ***Hydrology Manual***

The LACDPW Hydrology Manual establishes county hydrologic design procedures and serves as a reference and training guide. The manual outlines county standards to be used when converting rainfall to runoff flow rates and volumes based on collected historic rainfall and runoff data specific to the County of Los Angeles. The standards set forth in this manual govern all hydrology calculations done under LACDPW jurisdiction. The hydrologic techniques in this manual apply to the design of local storm drains, retention and detention basins, pump stations, and major channel projects. The techniques also apply to storm drain deficiency and flood hazard evaluations (LACDPW 2006).

##### ***Low Impact Development Standards Manual***

The County of Los Angeles prepared the 2013 Low Impact Development (LID) Standards Manual to comply with the requirements of the NPDES MS4 Permit. The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges (LACDPW 2014).

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#### *Los Angeles County Department of Public Works' Construction Site Best Management Practices Manual*

The LACDPW prepared a Construction Site BMP Manual to assist contractors in the process of selection and implementation of construction site BMPs. The BMP Manual includes the LACDPW requirements for the implementation of construction site BMPs. As site conditions change or as deemed necessary, LACDPW may impose additional construction site BMPs for contractor activities. Additional BMPs may be included in the project's contract Special Provisions or may be required by the LACDPW Engineer.

The BMP manual does not permit the discharge of groundwater during dewatering activities to the sanitary sewer system, street/gutter, ground, or any other location, whether contaminated, treated, or not, until approved by the LACDPW Engineer. A construction dewatering plan in accordance with contract Special Provisions and NPDES Permit issued by the RWQCB, must be submitted to the Engineer for approval, prior to any dewatering discharge (LACDPW 2010).

#### *Water Replenishment District of Southern California: Groundwater Basins Master Plan*

The Water Replenishment District (WRD) of Southern California, in coordination with other basin stakeholders, developed the Groundwater Basins Master Plan. The intent of the plan is to provide a single reference document for parties operating within and maintaining the Coastal Plain of Los Angeles' West Coast and Central Basins. The plan is intended to help guide the stakeholders to develop and assess initial concepts for additional recharge and pumping from these basins to utilize the basins fully and reduce dependence on imported water. Furthermore, the plan identifies projects and programs to enhance basin replenishment, increase the reliability of groundwater resources, improve and protect groundwater quality, and ensure that the groundwater supplies are suitable for beneficial uses (WRD 2016).

#### *Los Angeles RWQCB (MS4) Permit for the Coastal Watershed of Los Angeles and Ventura Counties*

On July 23, 2021, the Los Angeles RWQCB adopted a Regional Phase I Municipal Separate Stormwater Sewer System (MS4) Permit for discharges in the coastal watersheds of Los Angeles and Ventura Counties (Order No. R4-2021-0105, NPDES No. CAS004004). The municipal discharges of stormwater and non-stormwater by the City of Artesia are subject to waste discharge requirements in this MS4 permit.

#### *Lower San Gabriel River Watershed Management Program*

The Lower San Gabriel River Watershed Management Program was developed to implement the Los Angeles RWQCB's NPDES requirements on a watershed scale. The program is a long-term planning document that takes a comprehensive look at the Lower San Gabriel River Watershed, including its land uses, MS4 system, existing and planned control measures (both structural and nonstructural), existing stormwater treatment systems, historical monitoring data, and the various segments of the San Gabriel River and its tributaries that have been identified as impaired by pollutants. Using that data, the Watershed Management Modeling System was used to generate a "reasonable assurance" analysis that predicts an optimal combination of structural treatment systems and construction timelines to achieve the goals of the MS4 Permit (John L. Hunter and Associates 2017).

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#### *Los Angeles County Low Impact Development Standards Manual*

The County of Los Angeles prepared the 2013 Low Impact Development (LID) Standards Manual to comply with the requirements of the NPDES MS4 Permit. The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges.

#### **Local**

##### *City of Artesia General Plan*

##### ***Community Facilities and Infrastructure Element***

- **Policy CFI 1.1.** Maintain facilities and infrastructure to serve diverse community needs.
- **Policy CFI 1.2.** Promote equitable distribution of community facilities and infrastructure.
- **Policy CFI 1.3.** Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.
- **Policy CFI 2.1.** Employ ongoing maintenance and upgrades to protect the City's long-term investment in community facilities.
- **Policy 3.1.** Promote green and sustainable practices and approaches in planning, design, construction, renovation and maintenance of public facilities.

##### ***Sustainability Element***

- **Policy SUS 6.2.** Protect and enhance environmental and public health by reducing or eliminating the use of hazardous and toxic materials; minimizing pollutants entering the air, soil, and water; and lessening the risks which environmental problems pose to human health and prosperity.
- **Policy SUS 8.1.** Maximize water efficiency and the use of alternative sources of water in City operations.
- **Policy SUS 8.2.** Implement outreach and education programs that promote best practices in water conservation.

##### *City of Artesia Municipal Code*

**Title 6, Sanitation and Health, Chapter 7, Storm Water Management and Discharge Control**, sets forth standards that intend to reduce pollutants in stormwater discharges to the maximum extent possible, regulate illicit connections and illicit discharges, and regulate non-stormwater discharges into the municipal water system. This chapter also implements the Standard Urban Stormwater Mitigation Plan (SUSMP) and Low-Impact Development Requirements required under the Los Angeles County NPDES MS4 Permit.

## 5. Environmental Analysis

### HYDROLOGY AND WATER QUALITY

#### 5.7.1.2 EXISTING CONDITIONS

##### Groundwater

The City of Artesia is in the Coastal Plain of the Los Angeles Central Basin (Central Basin), and 31 percent of its potable water is groundwater from the adjudicated Central Basin Aquifer. The Central Basin covers approximately 270 square miles and is bounded on the north by the Hollywood Basin and the Elysian, Repetto, Merced, and Puente Hills Basins; to the east by the Los Angeles County/Orange County line; and to the south and west by the Newport Inglewood Uplift, a series of discontinuous faults and folds that form a prominent line of northwest-trending hills, including the Baldwin Hills, Dominguez Hills, and Signal Hill. Golden State Water Company (GSWC), which extracts groundwater from the Central Basin, provides water service to the Specific Plan area.

##### *Water Quality*

The Central Basin needs to be protected from seawater intrusion where the San Gabriel River meets the Pacific Ocean. The Alamitos Seawater Barrier was implemented to prevent ocean water from migrating underground into the Central Basin aquifers. The barrier is formed by injecting freshwater into the ground near where seawater is likely to enter the aquifers, creating a pressure ridge that blocks the seawater's migration. The water injected into the Alamitos Seawater Barrier is either potable water from the Metropolitan Water District, highly purified recycled water from the Water Replenishment District of Southern California's Leo J. Vander Lans Advanced Water Treatment Facility, or a combination of the two (GSWC 2021).

##### *Recharge*

Groundwater in the Central Basin is recharged via surface spreading at the Whittier Narrows Dam, Montebello Forebay Spreading Grounds, which consists of the Rio Hondo Spreading Grounds, the San Gabriel Coastal Spreading Grounds, infiltration in the unlined portions of the Lower San Gabriel River, and via direct injection at the Alamitos Barrier Project (WRD 2021). The Specific Plan Area is not within these active recharge sites.

##### *Management*

The Central Basin was adjudicated in 1965. The Adjudication has a total extraction limit of 217,367 acre-feet per year, which is divided among all the parties subject to the Adjudication. Three additional regional agencies work with the water producers to ensure that the total extraction limit is available to the groundwater users in the Central Basin. Specifically, the LACDPW, the Water Replenishment District of Southern California (WRDSC), and the Central Basin Municipal Water District (CBMWD) work collaboratively to support the Adjudication's objectives. LACDPW operates and maintains the Rio Hondo and San Gabriel spreading grounds in the Montebello Forebay. GSWC has a total Allowed Pumping Allocation (APA) of 16,439 acre-feet per year (afy) for all seven of its service areas subject to the Central Basin Adjudication. The GSWC Artesia service area has six active wells with a reasonable maximum extraction at 11,372 afy (GSWC 2021).



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### HYDROLOGY AND WATER QUALITY

#### Hydrology

##### *Regional Drainage*

The Los Angeles RWQCB encompasses all coastal watersheds and drainages flowing to the Pacific Ocean between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line. In addition, the Los Angeles RWQCB includes all coastal waters within three miles of the continental and island coastlines.

##### *Local Drainage*

The Specific Plan area is within the Lower San Gabriel River Watershed, which encompasses approximately 78.5 square miles (50,240 acres) in Los Angeles County and has approximately 150 stream miles. The main reach through the watershed is the San Gabriel River; Coyote Creek and San Jose Creek are major tributaries. Within the watershed, the San Gabriel River consists of a concrete-lined channel spanning a width of 140 to 200 feet. Coyote Creek and San Jose Creek also have concrete channels at their confluence with the San Gabriel River. The Coyote Creek sub-watershed drains approximately 185 square miles to its confluence with the San Gabriel River. The San Jose Creek sub-watershed drains approximately 7.29 square miles to its confluence with the San Gabriel River (John L. Hunter and Associates 2017).

The Lower San Gabriel River watershed is predominantly served by storm drain systems that extend across 15 agency jurisdictions and connect drainage in urbanized areas with the main tributaries. Although most agencies are not directly adjacent to the San Gabriel River, their runoff ultimately reaches the river through its tributaries and connected storm drain systems (John L. Hunter and Associates 2017).

The Specific Plan area is fully developed by existing urban uses and contains existing storm drainage network owned and maintained by the Los Angeles County Flood Control District (LACFCD), as shown in Figure 8.2, *Existing Storm Drain Systems*, in the Specific Plan.

#### 5.7.2 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project would normally have a significant effect on the environment if the project would:

- HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- HYD-3 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:

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- i) Result in a substantial erosion or siltation on- or off-site.
  - ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
  - 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.
  - iv) Impede or redirect flood flows.
- HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold HYD-1
- Threshold HYD-3 (i, iii, iv)
- Threshold HYD-4
- Threshold HYD-5

These impacts are addressed in the Initial Study (Appendix A), and can also be found in Chapter 8, *Impacts Found Not to Be Significant*, of this DEIR.

## 5.7.3 Environmental Impacts

### 5.7.3.1 METHODOLOGY

The analysis presented in this section relies on the water demand calculations generated by PlaceWorks and GSWC's Urban Water Management Plan (UWMP) for the Artesia service area to determine the impacts of groundwater recharge and sustainable groundwater management from the proposed project. The analysis of surface runoff impacts includes a discussion of applicable regulations that projects under the proposed Specific Plan would be required to comply with to reduce these impacts to less than significant.

### 5.7.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

The goals and objectives of the proposed Specific Plan do not specifically address hydrology and water quality; however, Chapter 8, *Infrastructure*, of the proposed Specific Plan includes a discussion of the Specific Plan area's stormwater drainage system.

### 5.7.3.3 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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### HYDROLOGY AND WATER QUALITY

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**Impact 5.7-1: The proposed project would not decrease groundwater supplies nor substantially interfere with groundwater recharge that would impede the sustainable management of the Central Basin. [Threshold HYD-2]**

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Artesia receives water service from the GSWC, which owns and operates the Artesia System. Water supply for the Artesia System is obtained from local groundwater, recycled water, and imported water and is expected to supply water through 2045. Groundwater in the Artesia System is supplied by six active wells in the Central Basin of the Coastal Plain of Los Angeles. In 2020, the GSWC Artesia service area used 4,253 afy of groundwater; however, the Artesia service area has a reasonable maximum extraction for 11,372 afy and all service areas under GSWC in the Central Basin have an APA of 16,439 afy (GSWC 2021). The Central Basin is adjudicated and is not considered a high- and medium-priority groundwater by the DWR and therefore does not require implementation of a GSP. Additionally, the adjudication of groundwater from the Central Basin ensures that excess production is restricted to emergencies. Individual development projects under the proposed project would not utilize site-specific wells for groundwater supply.

GSWC Artesia's 2020 UWMP estimates that from 2020 to 2045, water supply will increase from 5,109 to 5,284 afy during a normal year. GSWC Artesia also anticipates that it would be able to meet project water demands, in addition to its current and projected demands for the service area, with projected supplies from 2020 to 2045 during normal years, single-dry years, and multiple-dry years (GSWC 2021). As described in detail in DEIR Section 5.15, *Utilities and Service Systems*, development under the proposed project would result in a net increase in demand for water by 474.8 afy. However, GSWC supplies are available to serve several neighboring GSWC service areas, including the Artesia service area, and GSWC manages and moves its water supplies depending on the needs in a particular GSWC service area. GSWC has a total supply pool of 23,639 afy available for use by GSWC Artesia and the neighboring GSWC service areas and GSWC Artesia has the capability of obtaining additional water supplies from GSWC's pool if the need arises (Norwalk 2022).

While the proposed project is anticipated to increase water demand by 474.8 afy by 2045, GSWC would have available water supplies to serve this buildout. Additionally, because the Specific Plan area is built-out, any proposed development would occur in areas that would not further interfere with groundwater recharge. Overall, impacts to groundwater recharge and supply would be less than significant.

***Level of Significance Before Mitigation:*** Less than significant.

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**Impact 5.7-2: The proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. [Threshold HYD-3(ii)]**

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The Specific Plan area is fully developed with urban uses that contain primarily impervious surfaces. The proposed project envisions the redevelopment of existing uses in the Specific Plan area that could result in the addition of new impervious surfaces (i.e., roads, parking lots, buildings). These new impervious surfaces 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.

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### HYDROLOGY AND WATER QUALITY

Per the requirements of the regional Los Angeles RWQCB MS4 Permit, regulated projects in Artesia are required to implement BMPs to effectively minimize imperviousness, retain or detain stormwater on-site, decrease surface water flows, and slow runoff rates. The LACDPW details these requirements for development that would connect to LACFCD systems in the Los Angeles County Hydrology Manual and the Los Angeles County Hydraulic Design Manual. Development under the proposed project would be required to have site-specific hydrology and hydraulic studies to determine the capacity of the existing storm drain systems and project impacts on such systems prior to approval by the LACDPW. Individual projects would be required to comply with site-specific “allowable discharge rates,” by implementing LID BMPs, as identified by the LACDPW that limit post-project peak-flow discharges compared to existing conditions, thus minimizing the potential for flooding on- or off-site and exceedance of the capacity of the existing LACFCD stormwater drainage system in the Specific Plan area. Additionally, Chapter 14 of the 2006 Los Angeles County Department of Public Works Hydrology Manual includes procedures for requesting Q-allowable, or the maximum stormwater discharges that would be allowed from the proposed development associated with any proposed storm drain connections. Project developers would also be required to submit the hydrology and hydraulic studies to the LACDPW for review and approval prior to the issuance of grading permits. Therefore, potential future development under the proposed project would not result in flooding on- or off-site, and impacts would be less than significant.

***Level of Significance Before Mitigation:*** Less than significant.

#### 5.7.4 Cumulative Impacts

##### Groundwater

The geographic area for cumulative impacts to groundwater supply is the Central Basin of the Coastal Plain of Los Angeles. The proposed project would not result in impacts to the groundwater supply. The water suppliers that use these groundwater supplies are subject to the APA of the Central Basin adjudication, ensuring that groundwater from the Central Basin is managed sustainably. Therefore, the proposed project would not result in cumulative impacts to groundwater and impacts would be less than significant.

##### Surface Runoff

Cumulative projects in the Lower San Gabriel River watershed management area could increase impervious areas and thus increase local runoff rates at those project sites. However, other projects in the region would be required to manage runoff on-site as applicable in accordance with the Los Angeles County MS4 permit. Projects in the region would also be required to limit post-development runoff discharges per the requirements of the LACDPW, as detailed in the Los Angeles County Hydrology Manual and the Los Angeles County Hydraulic Design Manual. Compliance with these countywide requirements would ensure that impacts are not cumulatively considerable. Therefore, cumulative impacts would be less than significant.

#### 5.7.5 Level of Significance Before Mitigation

After implementation of regulatory requirements and standard conditions of approval, Impacts 5.7-1 and 5.7-2 would be less than significant.

## 5. Environmental Analysis

### HYDROLOGY AND WATER QUALITY

#### 5.7.6 Mitigation Measures

No mitigation measures are required.

#### 5.7.7 Level of Significance After Mitigation

All impacts would be less than significant.

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## 5. Environmental Analysis

### 5.8 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Artesia from implementation of the proposed Artesia Downtown Specific Plan (proposed project).

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans adopted for the purpose of reducing environmental effects, including habitat for wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

During the scoping period for the Draft Environmental Impact Report (DEIR), written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Notice of Preparation and Comment Letters Summary*, in Chapter 2, *Introduction*, includes a summary of all comments received during the scoping comment period.

#### 5.8.1 Environmental Setting

##### 5.8.1.1 REGULATORY BACKGROUND

###### State

###### *California Government Code*

California Government Code Chapter 18.39 (Specific Plans) provides authority for a city/county to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy). When a specific plan is adopted by ordinance, the specific plan effectively replaces a portion or all the current zoning regulations for specified parcels. It becomes an independent set of zoning regulations that provide clear direction to the type and intensity of uses permitted or define other types of design and permitting criteria.

###### Regional

###### *Southern California Association of Governments*

SCAG is a council of governments representing Imperial, Los Angeles, Orange, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

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### LAND USE AND PLANNING

#### *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy*

Every four years, the Southern California region has the opportunity to readjust its vision for the future, assess challenges, and rearticulate goals. On April 4, 2024, SCAG's Regional Council approved and fully adopted Connect SoCal, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2024). Connect SoCal 2024 remains focused on its core responsibilities and on the requirements of comprehensive regional transportation planning integrated with the development of a Sustainable Communities Strategy. It also encompasses a holistic approach to programs and strategies that support the Regional Transportation Plan and Sustainable Communities Strategy, such as a workforce development, broadband, and mobility hubs. Connect SoCal is a long-term plan for the Southern California region that details investment in the transportation system and development in communities to meet the needs of the region both today and tomorrow. The horizon year for Connect SoCal is 2050. SCAG's vision for Southern California in the year 2050 is a healthy, prosperous, accessible, and connected region for a more resilient and equitable future. Connect SoCal identifies various goals in four categories: economy, mobility, environment, and healthy/complete communities. Regionally significant projects<sup>1</sup> are required to be evaluated for consistency with the Connect SoCal goals. The proposed project would be regionally significant and thus is evaluated for consistency with the goals of Connect SoCal (refer to Table 5.8-1, *SCAG Connect SoCal Consistency Analysis*).

#### *South Coast Air Quality Management Plan*

The South Coast Air Quality Management District is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange, Riverside, and San Bernardino counties, including the Coachella Valley. The South Coast Air Quality Management Plan (AQMP) to accomplish an annual reduction in emissions. The primary purpose of the 2022 AQMP is to identify, develop, and implement strategies and control measures to meet the 2015 8-hour ozone National Ambient Air Quality Standards as expeditiously as possible; but no later than the statutory attainment deadline of August 3, 2038. Refer to Section 5.2, *Air Quality*, of this DEIR for an evaluation of the project's consistency with the AQMP.

### Local

#### *City of Artesia General Plan*

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

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

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



## 5. Environmental Analysis

### LAND USE AND PLANNING

- Community Culture and Economy Element: Cultural and Historic Resources, Economic Development
- Sustainability Element

The General Plan goals and policies applicable to the proposed project are identified in Table 5.8-2, *General Plan Consistency Analysis*.

#### ***Land Use Sub-element***

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

General Plan Exhibit LU-3, *General Plan 2030 Land Use*, depicts the general patterns and relationship of the City's various land uses. As depicted on General Plan Exhibit LU-3 (see Figure 3-5 in Chapter 3, *Project Description*), the project site is designated as City Center Mixed-Use and South Street Gateway Commercial. The City Center Mixed-Use designation encourages the development and redevelopment of a complementary mix of commercial retail, office, and residential uses to expand economic vibrancy and livability in the city's core commercial area. The City Center Mixed-Use designation is intended to serve as the city's core. The South Street Gateway Commercial designation provides for the enhancement of retail and service uses along the South Street corridor. The South Street Gateway Commercial area is envisioned as a commercial node that enhances functional connectivity with the City Center Mixed Use area. (Artesia 2010)

General Plan Table LU-3, *2030 General Plan Land Use Summary*, summarizes the intensity/density standards for the City's land use designations. As indicated in Table LU-3, approximately 59.65 acres are designated as City Center Mixed Use and 43.93 acres are designated as South Street Gateway Commercial. Additionally, approximately 474 acres are designated for residential land uses (approximately 414 acres of Low Density Residential and approximately 60 acres of High Density Residential). (Artesia 2010)

#### ***City of Artesia Municipal Code***

The City of Artesia Municipal Code (AMC) consists of all the regulatory, penal, and administrative law of general application of the City. The AMC standards relevant to the proposed project are listed below.

**AMC Title 9, Chapter 2, Zoning.** The "Zoning Law of the City of Artesia" is in AMC Title 9, Chapter 2, which encourages and regulates development standards to encourage the most appropriate use of land and to promote the public health, safety, and general welfare. AMC Chapter 2 establishes the City's 13 zones, and their designations, locations, and boundaries are depicted on the "Official Zoning Map of the City of Artesia, as amended." As shown on the Official Zoning Map, the project site is zoned Commercial General, Multi-Family

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### LAND USE AND PLANNING

Residential, Light Manufacturing/Industrial, Commercial Planned Development, and South Street Specific Plan.

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

#### 5.8.1.2 EXISTING CONDITIONS

##### Regional Setting

The approximately 70.8-acre project site is in the City of Artesia, which encompasses 1.6 square miles in southeast Los Angeles County. Artesia is approximately 19 miles southeast of the city of Los Angeles and 10 miles northeast of Long Beach. It is bordered by Norwalk to the north and Cerritos to the south, east, and west. Regional access is provided via the Artesia Freeway (SR-91) and the San Gabriel River Freeway (I-605). Local access is provided via Pioneer Boulevard, Artesia Boulevard, 183rd Street, and South Street.

##### Local Setting

Artesia is a suburban jurisdiction with a mix of residential densities, although low-density residential uses predominate. The city also contains a mix of retail commercial, office, and industrial uses. The existing population is approximately 16,093 people with a housing stock of 4,771 dwelling units, mostly consisting of single-family detached units (approximately 71 percent or 3,406 units) (DOF 2023).

As shown on Figure 3-3, *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 is anchored by a shopping center to the north and south of 183rd Street, to the east of Arline Avenue, and west of Alburis Avenue. The north and south ends of the project site are connected by the Pioneer Boulevard corridor, which includes one- and two-story retail and office uses. Multifamily residential, mixed-use residential, commercial, general office, and industrial uses are on various parcels throughout the entire project site to the east and west of Pioneer Boulevard. Limited vacant parcels exist within the project site south of 188th Street. The Southeast Gateway Line bisects the project site.

##### Surrounding Uses

As shown on Figure 3-3, *Aerial Photograph*, and similar to the project site, existing land uses surrounding the project site primarily include one- and two-story multifamily and single-family residences. The multifamily residential buildings within the east and west areas of the project site create a transition to the single-family homes just outside the project site—beyond Alburis Street to the west and Arline Avenue to the east.

Parcels to the east and west of the project site are zoned Multi-Family Residential and Single Family Residential. Parcels directly to the west of the project site are designated as High Density Residential north of 185th Street

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and Low Density Residential south of 185th Street. Parcels north of the project site are classified as Pioneer Specific Plan, Multi-Family Residential, and Service and Professional and Commercial General. Parcels south of the project site are in the city of Cerritos and include Single Family Residential: minimum lot size 5,000 square feet (RS-5000) and Single Family Residential: minimum lot size 6,500 square feet (RS-6500) to the east and west of Pioneer Boulevard, as well as Community Commercial (CC), Industrial Commercial (MC), and Open Space (OS) according to the City of Cerritos Zoning Map. (Cerritos 2020)

Parcels directly to the east of the project site are designated as 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 south of the project site in Cerritos are designated as Low Density Residential (2 to 5.5 units per acre), Community Commercial, Industrial/Commercial, and Public and Quasi Public (Cerritos 2010b).

### 5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1      Physically divide an established community.
- LU-2      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.

The Initial Study, included as Appendix A, substantiates that no impacts would occur associated with the following threshold:

- Threshold LU-1 (Impact 5.8-1)

### 5.8.3 Environmental Impacts

#### 5.8.3.1 METHODOLOGY

The evaluation of impacts related to land use and planning is based on a review of existing policies, plans, and regulations that guide development and growth in the city. Information obtained from these sources was reviewed and summarized to describe existing conditions and identify environmental effects based on the proposed project's consistency with the regulatory background in this section. In determining the level of significance, the analysis assumes that future projects facilitated by the proposed project would comply with relevant federal, State, and local laws, ordinances, and regulations.

#### 5.8.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

**Goal 1: Connect the community to housing, jobs, and recreation.**

- New housing opportunities for all household sizes, types, and income levels.
- A place for community gathering, socializing, and rest.

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- Maintenance of existing local businesses, restaurants, and shopping.
- Facilitation of housing near retail and shopping.

#### 5.8.3.3 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable threshold is identified in brackets after the impact statement.

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**Impact 5.8-2:** The project would not 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. [Threshold LU-2]

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#### Connect SoCal Consistency

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted Connect SoCal. Based on CEQA Guidelines Section 15206, *Projects of Statewide, Regional, or Areawide Significance*, the proposed project is considered regionally significant.

The Connect SoCal performance goals were adopted to help focus future investments on the best-performing project and strategies to preserve, maintain, and optimize the performance of the existing transportation system. The proposed project's consistency with SCAG's goals is presented in Table 5.8-1, *SCAG Connect SoCal Consistency Analysis*.

**Table 5.8-1 SCAG Connect SoCal Consistency Analysis**

Connect SoCal Goals	Project Consistency Analysis
<b>Mobility: Build and maintain an integrated multimodal transportation network.</b>	
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	<b>Consistent.</b> No specific development projects are proposed at this time. The proposed project would provide a new, high-quality, walkable mixed-use community with various compatible uses. The proposed project would encourage alternative modes of transportation, including the future Pioneer Boulevard Light Rail Station. The mixed-use nature of the proposed project would reduce greenhouse gas emissions and thereby improve air quality due to people being able to use alternative modes of transportation. As discussed in Section 5.13, <i>Transportation</i> , of this DEIR, the proposed project would result in less than significant impacts to hazards due to geometric design and incompatible uses for emergency access. Therefore, the proposed project would not conflict with this goal.
Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	<b>Consistent.</b> The proposed project would facilitate future transit-oriented development that would result in compact, walkable, high-density mixed-use residential and commercial areas within 0.25 to 0.50 miles of a planned transit station (Southeast Gateway Line). The proposed project would incorporate features that would encourage transit use. Therefore, the proposed project would not conflict with this goal.
Support planning for people of all ages, abilities and backgrounds.	<b>Consistent.</b> The proposed project would facilitate future mixed-use development consisting of 1,981 multifamily residential units and 502,919 square feet of nonresidential uses in the downtown area. The proposed project, combined with the total existing development that would remain on the project site, would result in a total of 2,276 housing units (net difference 1,962 units) and 1,052,850 square feet of nonresidential land use (net difference 78,901 square feet). The proposed project would facilitate pedestrian and bicycle connectivity within the project site and to the greater community and transit, such as the future Southeast Gateway Line.

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**Table 5.8-1 SCAG Connect SoCal Consistency Analysis**

Connect SoCal Goals	Project Consistency Analysis
<b>Communities: Develop, connect and sustain livable and thriving communities.</b>	
Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.	<b>Consistent.</b> The proposed project is in the downtown area. The proposed project would encourage and support current and future transit use and other alternative forms of transportation. The proposed project would facilitate pedestrian connectivity within the project site and to the greater community and transit. Bike lanes, sidewalks, and improved intersection crossings would be included to maximize connectivity. Therefore, the proposed project would not conflict with this goal.
Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.	<b>Consistent.</b> The proposed project would facilitate the development of 1,981 multifamily housing units with a mix of unit types and provide clear incentives for the development of affordable housing. The proposed project, combined with total existing development to remain would result in 2,276 units (net difference of 1,962 units). Therefore, the proposed project would not conflict with this goal.
<b>Environment: Create a healthy region for the people of today and tomorrow.</b>	
Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.	<b>Consistent.</b> The proposed project would dictate the scale and future development growth in the city's downtown district, enhance pedestrian and bicyclist experience, and curate community gathering spaces. The mixed-use nature of the proposed project would reduce greenhouse gas emissions and thereby improve air quality due to people being able to use alternative modes of transportation. The proposed Downtown South district is envisioned to include neighborhood parks for residents and visitors. Therefore, the proposed project would not conflict with this goal.
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emission and enable more sustainable use of energy and water.	<b>Not Applicable.</b> This goal addresses climate change and the regional development pattern and transportation network that is beyond the proposed project's scope. However, the proposed project is the result of the extension of the Los Angeles County Metropolitan Transit Authority (Metro) system and the future Pioneer Boulevard Light Rail Station. Therefore, this goal is not applicable to the proposed project.
Conserve the region's resources.	<b>Not Applicable.</b> There are no natural lands, agricultural lands, or critical habitats in the project site. As discussed in Chapter 8.0, <i>Impacts Determined to Be Less Than Significant</i> , of this DEIR, implementation of the proposed project would not result in significant impacts on biological resources or agricultural resources. Therefore, this goal is not applicable to the proposed project.
<b>Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.</b>	
Improve access to jobs and educational resources.	<b>Consistent.</b> The project would facilitate future development of a transit-oriented community that would increase access to and promote ridership of the local and regional transit system by locating new residential and commercial uses in the vicinity of a planned public transit facility. The proposed project would incorporate features to encourage transit uses. The proposed nonresidential uses would consist of commercial retail uses that would contribute to the City's economic base. The mixed-use nature of the proposed project and its proximity to the future Southeast Gateway Line would improve access to jobs. Therefore, the proposed project would not conflict with this goal.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	<b>Consistent.</b> The proposed project would encourage and support current and future transit use and other alternative forms of transportation. The proposed project would facilitate pedestrian and bicycle connectivity within the project site and to the greater community, and transit (Southeast Gateway Line), sidewalks, and improved intersection crossings would be included to maximize connectivity. Additionally, the mixed-use nature of the proposed project would reduce greenhouse gas emissions and thereby improve air quality due to people being able to use alternative modes of transportation. Therefore, the proposed project would not conflict with this goal.

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As indicated in Table 5.8-1, the proposed project would be consistent with SCAG's regional planning efforts and a less than significant impact would occur.

### General Plan Consistency

The proposed project would serve as an implementation tool of the General Plan. To ensure the land use designation for the project site is consistent with the General Plan, a general plan amendment is required. The proposed general plan amendment would revise the existing land use designation of the project site from City Center Mixed-Use and South Street Gateway Commercial to Artesia Downtown Specific Plan. Table 5.8-2, *General Plan Consistency*, provides an analysis of the proposed project's consistency with relevant general plan policies adopted for the purpose of avoiding or mitigating an environmental effect.

**Table 5.8-2 General Plan Consistency Analysis**

Applicable General Plan Policies	Project Consistency Analysis
<b>Community Development and Design Element – Land Use Sub-element</b>	
<b>Community Policy LU-1.1.</b> Identify appropriate locations for residential and non-residential development to accommodate growth through the year 2030 on the General Plan Land Use Diagram.  <b>Community Policy LU 1.2.</b> Encourage a wide variety of retail and commercial services in appropriate locations.	<b>Consistent.</b> The proposed project is an implementation tool of the City's General Plan. The project site is currently developed with commercial uses, multifamily residences, light industrial uses, and single-family residences. No specific development projects are proposed at this time; however, 53 parcels have been identified for redevelopment for high-density mixed-use development. Future projects developed in accordance with the proposed project would result in the construction of residential and nonresidential (mixed use and commercial) land uses. Therefore, the proposed project would not conflict with these policies.
<b>Community Policy LU 1.3.</b> Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed-use areas.	<b>Consistent.</b> The purpose of the proposed project is to dictate the scale of future development growth, which includes mixed uses, in the city's downtown district, enhance pedestrian and bicyclist experience, and create community gathering spaces. The proposed project would facilitate new transit-oriented development in anticipation of the construction of the Southeast Gateway Line by Metro with a planned station at Pioneer Boulevard. The proposed project includes design standards that would promote pedestrian-friendly street environments. Therefore, the proposed project would not conflict with this policy.
<b>Community Policy LU 1.4.</b> Ensure mixed-use developments are integrated with surrounding uses to become part of the neighborhood by utilizing cohesive architecture, lively streetscape, interesting urban spaces and attractive landscaping.	<b>Consistent.</b> The proposed project identifies permitted uses and development standards that are intended to integrate future development within the project site with the surrounding community. Additionally, the proposed project includes complementary designs and uses that are compatible with existing surrounding neighborhoods by continuing active ground-level retail. The proposed project also identifies landscaping standards that conform to the City's Urban Forestry Manual to ensure attractive and cohesive landscaping. Therefore, the proposed project would not conflict with this policy.
<b>Community Policy LU 2.1.</b> Protect residential areas from the effects of potentially incompatible uses.	<b>Consistent.</b> The proposed project would adhere to all required City standards for circulation, noise, setbacks, buffer areas, landscaping, and architecture to ensure compatibility between different uses. Therefore, the proposed project would not conflict with this policy.

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**Table 5.8-2 General Plan Consistency Analysis**

Applicable General Plan Policies	Project Consistency Analysis
<b>Community Policy LU 2.3.</b> Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a neighborhood.	<b>Consistent.</b> The proposed project has identified 53 parcels eligible for redevelopment for mixed uses consisting of high density residential and commercial retail. The proposed project identifies development standards that would enhance the surrounding neighborhood and would not lead to deterioration of surrounding uses, including single-family residences, or adversely impact the safety of residential character of a neighborhood. Therefore, the proposed project would not conflict with this policy.
<b>Community Policy LU 2.4.</b> Ensure that the distinct character of Artesia's neighborhoods are preserved and reflected in all new development and redevelopment projects.	<b>Consistent.</b> The proposed project would provide a high-quality, varied, and modern architectural and landscape design that is compatible with its surrounding context and utilizes the project site's unique characteristics. The proposed project would ensure that the distinct character of Artesia's neighborhoods would be preserved and reflected within the project site. Therefore, the proposed project would not conflict with this policy.
<b>Community Policy 3.1.</b> Encourage a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of the area's present and future customers.	<b>Consistent.</b> The proposed project would allow for mixed uses consisting of high density residential and commercial retail. The proposed project aims to facilitate mixed-use developments that enhance the city's position as a gateway between Los Angeles and Orange counties. Additionally, the proposed project would encourage new opportunities for jobs, housing, recreation, entertainment, and retail as the city prepares for the Southeast Gateway Line. The project's proposed uses would better meet the needs for the area's present and future customers and residents than the existing uses. Therefore, the proposed project would not conflict with this policy.
<b>Housing Sub-element</b>	
<b>Policy HE 1.3.</b> Encourage mixed-use (residential/commercial) development on existing commercial zoned land.	<b>Consistent.</b> The project site is currently zoned Commercial General, Multi-Family Residential, Light Manufacturing/Industrial, Commercial Planned Development, and South Street Specific Plan. The proposed project would include a zone change to change the project site's existing zoning to Specific Plan. The proposed project would permit infill development of mixed uses comprising of high density residential and commercial retail. Therefore, the proposed project would not conflict with this policy.
<b>Policy HE 1.5.</b> Encourage energy conservation in new residential development and rehabilitation or remodeling of existing housing units.	<b>Consistent.</b> No specific development projects are proposed. Future development constructed in accordance with the proposed project would be required to comply with the adopted Energy Code Building Efficiency Standards in effect at the time of construction. Therefore, the proposed project would not conflict with this policy.
<b>Policy HE 3.1.</b> Identify properties within the City that are suitable for housing development.	<b>Consistent.</b> The proposed project has identified 53 parcels within the project site that are suitable for future redevelopment for high-density mixed uses. The proposed project would include 1,981 dwelling units. Therefore, the proposed project would not conflict with this policy.

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**Table 5.8-2 General Plan Consistency Analysis**

Applicable General Plan Policies	Project Consistency Analysis
<b>Circulation and Mobility Sub-element</b>	
<b>Community Policy CIR 3.1.</b> Create disincentives for traffic traveling through neighborhoods, where feasible.	<b>Consistent.</b> Future projects facilitated by the proposed project would undergo the City's review process to identify potential traffic intrusion impacts. Should potential traffic intrusion impacts be identified, future projects would be required to implement access and traffic management plans that may include strategies such as turn restrictions, diverters, and entrance treatments. Therefore the proposed project would not conflict with this policy.
<b>Community Policy CIR 4.1.</b> Promote a balance of residential, commercial, institutional and recreational uses with adjacencies that reduce vehicle miles traveled.	<b>Consistent.</b> The proposed project would permit infill mixed-use development consisting of high-density residential and commercial retail. The purpose of the proposed project is to facilitate new, infill, transit-oriented development and create incentives for new investment in the city's downtown district. The proposed project would encourage new opportunities for jobs, housing, recreation, entertainment, and retail as the city prepares for the Metro extension. The proposed project would encourage alternative modes of transportation. Therefore, the proposed project would not conflict with these policies.
<b>Community Policy CIR 4.2.</b> Encourage practices which reduce dependency on single-occupant vehicle trips.	
<b>Community Policy CIR 5.1.</b> Promote the use of public transit.	
<b>Community Policy CIR 5.3.</b> Provide for safe pedestrian access throughout the City.	<b>Consistent.</b> The proposed project identifies development standards for streets and rights-of-way that would encourage a more walkable environment. Therefore, the proposed would not conflict with this policy.
<b>Community Development and Design Element – Community Facilities and Infrastructure Sub-element</b>	
<b>Community Policy CFI 1.3.</b> Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs	<b>Consistent.</b> No specific development projects are proposed at this time. Required improvements associated with the implementation of the proposed project would be required to be completed as development occurs, and the Project Applicant would be required to pay applicable improvement securities that would be held by the City until the improvement is constructed. Therefore, the proposed project would not conflict with this policy.
<b>Community Resources and Wellness Element – Air Quality and Climate Change Sub-element</b>	
<b>Community Policy AQ 1.3.</b> Strive to reduce particulate emissions from paved and unpaved roads, parking lots, and building construction	<b>Consistent.</b> No specific development projects are proposed at this time. Future implementing projects would be required to comply with South Coast Air Quality Management District Rule 403, Fugitive Dust Control Measures, that requires dust to be controlled from building demolition, grading, and construction activities. Therefore, the proposed project would not conflict with this policy.
<b>Community Policy 2.1.</b> Encourage and, where feasible, mandate the implementation of best practices towards reducing greenhouse gas emissions.	<b>Consistent.</b> No specific development projects are proposed at this time. The proposed project would encourage alternative transportation (such as transit with the future Pioneer Boulevard Light Rail Station as well as bicycle and walking) that would reduce greenhouse gas emissions. Additionally, the project's facilitation of future infill mixed-uses would be closer to the local workforce and provide commercial uses in an infill urbanized environment that could reduce VMT. The proximity for future housing units to commercial uses within the project site and surrounding area would reduce VMT by supporting and encouraging alternative modes of traveling throughout the city. Therefore, the proposed project would not conflict with this policy.



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**Table 5.8-2 General Plan Consistency Analysis**

Applicable General Plan Policies	Project Consistency Analysis
<b>Community Policy 2.2.</b> Promote a balance of residential, commercial, institutional and recreational uses with adjacencies that reduce vehicle miles traveled.	<b>Consistent.</b> The project's proposed facilitation of future infill mixed-uses would allow for high density residential and commercial retail. The proposed project aims to create an infill mixed use development that would enhance the city's position as a gateway between Los Angeles and Orange counties. The proposed project would encourage new opportunities for jobs, housing, recreation, entertainment, and retail as the city prepares for the Metro extension. Therefore, the proposed project would not conflict with this policy.
<b>Community Resources and Wellness Element – Open Space and Conservation Sub-element</b>	
<b>Community Policy OS 1.1.</b> Ensure no net loss of open space acreage occurs.	<b>Consistent.</b> Under existing conditions, the project site is not designated as open space. The proposed Downtown South Zoning District is envisioned with neighborhood parks for residents and visitors. As such, the proposed project would not result in the net loss of open space. Therefore, the proposed project would not conflict with this policy.
<b>Community Policy OS 3.1.</b> Promote visually appealing landscaped corridors and landscape buffers to introduce plant materials into urbanized areas.	<b>Consistent.</b> The proposed project's Chapter 6.0, Development Standards, identifies landscape development standards in accordance with the City's Urban Forestry Manual. Therefore, the proposed project would not conflict with this policy.
<b>Community Resources and Wellness Element – Community Safety Sub-element</b>	
<b>Community Policy SAF 2.1.</b> Ensure that new structures and alterations to existing structures minimize seismic hazards through proper design and construction	<b>Consistent.</b> No specific development projects are proposed at this time. The City would review the future implementing projects to evaluate the presence of any geological and/or seismic problems and require mitigation measures if necessary. Additionally, the future development projects would be required to comply with the adopted version of the California Building Code at the time of construction, which includes regulations for seismic hazards. Therefore, the proposed project would not conflict with this policy.
<b>Community Policy SAF 6.2.</b> Ensure that new structures and alterations to existing structures are properly designed and constructed to minimize fire hazards	<b>Consistent.</b> No specific development projects are proposed at this time. Future development projects would be reviewed by Fire Protection Engineers for compliance with national, State, and City codes and standards. This review would ensure that the project's proposed future development would be properly designed and constructed to minimize fire hazards. Therefore, the proposed project would not conflict with this policy.
<b>Noise Sub-element</b>	
<b>Community Policy N 1.1.</b> Permit only those new development or redevelopment projects that have incorporated appropriate mitigation measures, so that standards contained in the Noise Sub-Element or adopted ordinances are met.	<b>Consistent.</b> No specific development project are proposed at this time. Future development project would only be permitted after any required noise mitigation measures are incorporated to ensure the proposed project complies with the General Plan noise sub-element and AMC standards are met. Therefore, the proposed project would not conflict with this policy.

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**Table 5.8-2 General Plan Consistency Analysis**

Applicable General Plan Policies	Project Consistency Analysis
Sustainability Element	
<b>Community Policy SUS 3.5.</b> Prioritize transit-oriented development within the city in accordance with SB375 and other planning initiatives from the State and Federal governments.	<b>Consistent.</b> The proposed project would encourage new opportunities for jobs, housing, recreation, entertainment, and retail as the City prepares for the Metro extension. The proposed project would facilitate new infill transit-oriented development by implementing new land use, zoning, and development standards, which would provide incentives for new investment in the city's downtown district. Therefore, the proposed project would not conflict with this policy.
<b>Community Policy SUS 5.1.</b> Decrease vehicle miles traveled by increasing per vehicle ridership and decreasing the number of trips by autos and trucks	<b>Consistent.</b> The project's proposed mixed-uses consists of high density residential and commercial retail. The proposed project identifies development standards for streets and rights-of-way to ensure pedestrian friendly street environments. Additionally, the proposed project would promote alternative modes of transportation. Therefore, the proposed project would not conflict with this policy.

As demonstrated in Table 5.8-2, the proposed project would be consistent with applicable General Plan policies, and impacts would be less than significant.

### City of Artesia Municipal Code Consistency

The proposed project involves adopting the Artesia Downtown Specific Plan and would require a zone amendment to change the zoning of the project site to Specific Plan. The proposed project would allow for the development of a mixed-use transit-oriented community with a mix of high-density residential uses and commercial retail uses. Approval of the zone amendment (Artesia Downtown Specific Plan) would allow development of the mixed-use transit-oriented community.

Additionally, the proposed project includes a number of design guidelines and development standards that would guide future development of the project site. The proposed Specific Plan Chapter 5.0, Land Use Plan, identifies permitted uses within each proposed zoning district. The proposed Specific Plan Chapter 6.0, Development Standards, includes standards and provisions for the proposed zoning districts within the project site. Development standards identified include maximum densities, floor area, heights, façade length, parcel size, landscaping and open space, setbacks, pedestrian paseos, and materials and finishes. Design guidelines include those related to site planning, architectural integrity, landscape and open space, signage, and sustainability.

Future development on-site would be required to comply with Specific Plan development standards and guidelines. Thus, upon approval of the proposed Zone Amendment, the proposed project would not conflict with the AMC. Impacts would be less than significant.

***Level of Significance Before Mitigation:*** Less than significant impact.

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#### 5.8.4 Cumulative Impacts

For purposes of land use and planning impact analysis, cumulative impacts are considered for cumulative development within the city and neighboring cities; see Table 4-1, *List of Cumulative Projects*. The geographic contexts of the land use and planning cumulative analysis are the city, county, and SCAG planning region.

As substantiated above, the proposed project would not result in a significant environmental impact concerning a conflict with the General Plan, the AMC, and Connect SoCal. Similar to the proposed project, each cumulative project would be expected to show its consistency with the applicable goals and policies that are adopted for the purpose of avoiding or mitigating an environmental effect. It is not anticipated that the proposed project and the cumulative projects would contribute to significant cumulative impacts concerning these goals and policies. Consequently, the proposed project combined with other cumulative development would not result in significant cumulative environmental impacts causing a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the proposed project would not cause a cumulatively considerable impact concerning land use and planning.

#### 5.8.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.8-2.

#### 5.8.6 Mitigation Measures

No mitigation measures are required.

#### 5.8.7 Level of Significance After Mitigation

No significant unavoidable impacts related to land use and planning are identified.

#### 5.8.8 References

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### NOISE

## 5.9 NOISE

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Artesia Downtown Specific Plan (proposed project) to result in noise impacts in the City of Artesia. This section discusses the fundamentals of sound; examines federal, State, and local noise guidelines, policies, and standards; evaluates potential noise and vibration impacts associated with the proposed project; and provides feasible mitigation to reduce noise and vibration impacts at sensitive locations. This evaluation uses procedures and methodologies specified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and is based in part on the noise modeling data in Appendix F to this DEIR.

During the scoping period for the DEIR, written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Summary of Scoping Comments Received*, in Chapter 2, *Introduction*, includes a summary of all comments received during the scoping comment period.

### 5.9.1 Environmental Setting

#### 5.9.1.1 NOISE AND VIBRATION FUNDAMENTALS

Noise is defined as unwanted sound and, when overexposed, is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.” Following are brief definitions of terminology used in this section.

#### Terminology

- **Sound.** A disturbance created by a vibrating object, which when transmitted by pressure waves through a medium such as air, is capable of being detected by the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level ( $L_{eq}$ ).** The mean of the noise level, energy averaged over the measurement period.
- **$L_{max}$ .** The maximum root-mean-square noise level during a measurement period.
- **Statistical Sound Level ( $L_n$ ).** The sound level that is exceeded “n” percent of time during a given sample period. For example, the  $L_{50}$  level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period), meaning that half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the “median sound

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### NOISE

level.” The  $L_{10}$  level, likewise, is the value that is exceeded 10 percent of the time (*i.e.*, near the maximum) and this is often known as the “intrusive sound level.” The  $L_{90}$  is the sound level exceeded 90 percent of the time and is often considered the “effective background level” or “residual noise level.”

- **Day-Night Sound Level ( $L_{dn}$  or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
- **Community Noise Equivalent Level (CNEL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the levels occurring during the period from 7:00 p.m. to 10:00 p.m., and 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m. Note: For general community/environmental noise, CNEL and  $L_{dn}$  values rarely differ by more than 1 dB. As a matter of practice,  $L_{dn}$  and CNEL values are considered to be equivalent/interchangeable and are treated as such in this assessment.
- **Peak Particle Velocity (PPV).** The peak rate of speed at which soil particles move (e.g., inches per second) due to ground vibration.
- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.
- **Vibration Decibel (VdB).** A unitless measure of vibration, expressed on a logarithmic scale and with respect to a defined reference vibration velocity. In the U.S., the standard reference velocity is 1 micro-inch per second ( $1 \times 10^{-6}$  in/sec).

### Sound Fundamentals

When an object vibrates, it radiates part of its energy in the form of a pressure wave. Sound is that pressure wave transmitted through the air. Technically, airborne sound is a rapid fluctuation or oscillation of air pressure above and below atmospheric pressure that creates sound waves. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel. The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are “felt” more like a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency dependent rating scale is usually used to relate noise to human sensitivity. Therefore, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear’s decreased sensitivity to extremely low and extremely high frequencies. This method of frequency weighting is referred to as A weighting and is expressed in units of dBA. Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

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Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A 3 dBA change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dBA is readily discernable to most people in an exterior environment whereas a 10 dBA change is perceived as a doubling (or halving) of the sound.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called  $L_{eq}$ ), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the  $L_{50}$  noise level represents the noise level that is exceeded 50 percent of the time; half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the  $L_2$ ,  $L_8$  and  $L_{25}$  values represent the noise levels that exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour, respectively. These “n” values are typically used to demonstrate compliance for stationary noise sources with many cities’ noise ordinances. Other values typically noted during a noise survey are the  $L_{min}$  and  $L_{max}$ . These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law and many local jurisdictions use an adjusted 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level ( $L_{dn}$ ). The CNEL descriptor requires that an artificial increment (or “penalty”) of 5 dBA be added to the actual noise level for the hours from 7:00 p.m. to 10:00 p.m. and 10 dBA for the hours from 10:00 p.m. to 7:00 a.m. The  $L_{dn}$  descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 p.m. and 10:00 p.m. Both descriptors give roughly the same 24-hour level, with the CNEL being only slightly more restrictive (i.e., higher). The CNEL or  $L_{dn}$  metrics are commonly applied to the assessment of roadway and airport-related noise sources.

### Sound Measurement and Propagation

Sound pressure is measured through the A-weighted measure to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear’s de-emphasis of these frequencies.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 dBA is 10 times more intense than 1 dBA, 20 dBA is 100 times more intense, and 30 dBA is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dBA. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as “spreading loss.” For a single-point source, sound levels decrease by approximately 6 dBA for each doubling of distance from the source (conservatively neglecting ground attenuation effects, air absorption factors, and barrier shielding). For example, if a backhoe at 50 feet generates 84 dBA, at 100 feet the noise level would be 78 dBA, and at 200 feet it would be 72 dBA. This drop-off rate is appropriate for noise generated by on-site

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operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dBA for each doubling of distance over a reflective (“hard site”) surface such as concrete or asphalt. Line source noise in a relatively flat environment with ground-level absorptive vegetation decreases by an additional 1.5 dBA for each doubling of distance.

### Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure, functions of the heart, and the nervous system. Extended periods of noise exposure above 90 dBA can result in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace. For community environments, the ambient or background noise problem is widespread, through generally worse in urban areas than in outlying, less-developed areas. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) and cause annoyance. Although the A-weighted scale and the energy-equivalent metric are commonly used to quantify the range of human response to individual events or general community sound levels, the degree of annoyance or other response also depends on several other perceptibility factors, including:

- Ambient (background) sound level
- General nature of the existing conditions (e.g., quiet rural or busy urban)
- Difference between the magnitude of the sound event level and the ambient condition
- Duration of the sound event
- Number of event occurrences and their repetitiveness
- Time of day that the event occurs

Since most people do not routinely work with decibels or A-weighted sound levels, it is often difficult to appreciate what a given sound pressure level number means. To help relate noise level values to common experience, Table 5.9-1, *Typical Noise Levels*, shows typical noise levels from familiar sources.



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**Table 5.9-1 Typical Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Onset of physical discomfort	120+	
	110	Rock band (near amplification system)
Jet flyover at 1,000 feet		
	100	
Gas lawn mower at 3 feet		
	90	
Diesel truck at 50 feet, at 50 miles per hour		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
	70	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large business office
Quiet urban daytime	50	Dishwasher, next room
Quiet urban nighttime	40	Theater or large conference room (background)
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night or concert hall (background)
	20	
		Broadcast/recording studio
	10	
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013.  
dBA = A-weighted decibels.

### Vibration Fundamentals

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities such as railroads or vibration-intensive stationary sources but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers. Vibration displacement is the distance that a point on a surface moves from its original static position. The instantaneous speed that a point on a surface moves is the velocity, and the rate of change of the speed is the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During project construction, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to

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noise generated from vibration of a structure or items within a structure. These types of vibration are best measured and described in terms of velocity and acceleration.

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or the root mean square (RMS) velocity. PPV is the maximum instantaneous peak of the vibration signal and RMS is the square root of the average of the squared amplitude of the signal. PPV and RMS are related to each other by the signal's crest factor. PPV is more appropriate for evaluating potential building damage.

The units for PPV are normally inches per second (in/sec). In this analysis, all PPV levels are in in/sec. Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Even the more-persistent Rayleigh waves decrease relatively quickly as they move away from the source of the vibration. Human-made vibration impacts are, therefore, usually confined to short distances from the source. Construction operations generally include a wide range of activities that can generate groundborne vibration. In general, blasting, pile driving, and demolition of structures generate the highest vibrations. Trains generate substantial quantities of vibration due to wheel-rail interactions, steel wheels, heavy loads, and engine operations. Table 5.9-2, *Human Reaction to Typical Vibration Levels*, presents the human reaction to various levels of peak particle velocity.

**Table 5.9-2 Human Reaction to Typical Vibration Levels**

Vibration Level Peak Particle Velocity (in/sec)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to “architectural” damage to normal dwelling—houses with plastered walls and ceilings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage

Source: Caltrans 2020.  
in/sec = inches per second.

Vibrations also vary in frequency, and this affects perception. Typical construction vibrations fall in the 10 to 30 Hz range and usually occur around 15 Hz. Traffic vibrations exhibit a similar range of frequencies; however, due to their suspension systems, buses often generate frequencies around 3 Hz at high vehicle speeds. It is less common, but possible, to measure traffic frequencies above 30 Hz.

The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the

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form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

#### 5.9.1.2 REGULATORY BACKGROUND

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the State have established standards and ordinances to control noise.

##### Federal

###### *U.S. Environmental Protection Agency*

The U.S. Environmental Protection Agency (USEPA) has identified the relationship between noise levels and human response. The USEPA determined that over a 24-hour period, an  $L_{eq}$  of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an  $L_{eq}$  of 55 dBA and interior levels at or below 45 dBA. These levels are relevant to planning and design and useful for informational purposes, but they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community; therefore, they are not mandated.

The USEPA also set 55 dBA  $L_{dn}$  as the basic goal for exterior residential noise intrusion. However, other federal agencies, in consideration of their own program requirements and goals, as well as the difficulty of actually achieving a goal of 55 dBA  $L_{dn}$ , have settled on the 65 dBA  $L_{dn}$  level as their standard. At 65 dBA  $L_{dn}$ , activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

###### *United States Department of Housing and Urban Development*

The United States Department of Housing and Urban Development (HUD) has set a goal of 65 dBA  $L_{dn}$  as a desirable maximum exterior standard for residential units developed under HUD funding. (This level is also generally accepted by the State of California.) While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides more than 20 dBA of attenuation with the windows closed. Based on this premise, the interior  $L_{dn}$  should not exceed 45 dBA.

###### *Federal Highway Administration*

Proposed federal or federal-aided highway construction projects at a new location, or the physical alteration of an existing highway that significantly changes the horizontal or vertical alignment or increases the number of through-traffic lanes, require an assessment of noise and consideration of noise abatement per the Code of Federal Regulations Title 23, Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." The FHWA has adopted noise abatement criteria for sensitive receivers—such as picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals—when "worst-hour" noise levels approach or exceed 67 dBA  $L_{eq}$  (FHWA 2017a).

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#### *Federal Transit Administration*

The FTA has identified construction noise thresholds in the *Transit Noise and Vibration Impact Assessment Manual*, which limits daytime construction noise to 80 dBA  $L_{eq}$  at residential land uses and to 90 dBA  $L_{eq}$  at commercial and industrial land uses. The FTA also provides damage criteria during construction vibration exposure. The criteria are summarized in Table 5.9-3, *Construction Vibration Damage Criteria*.

**Table 5.9-3 Construction Vibration Damage Criteria**

Building/Structural Category	PPV (in/sec)	Approximate LV <sup>a</sup>
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: US Department of Transportation Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.  
 Note:  
 in/sec = inches per second; LV = velocity; PPV = peak particle velocity.  
 a. Root-mean square velocity in decibels, VdB re 1 micro-in/sec

The FTA has identified vibration impact criteria for sensitive buildings, residences, and institutional land uses near rail transit and railroads (Table 5.9-4, *FTA Groundborne Vibration Impact Criteria*). The thresholds for residences and buildings where people normally sleep (e.g., nearby residences) are 72 VdB for frequent events (more than 70 events of the same source per day), 75 VdB for occasional events (30 to 70 vibration events of the same source per day), and 80 VdB for infrequent events (less than 30 vibration events of the same source per day).

**Table 5.9-4 FTA Groundborne Vibration Impact Criteria**

Land Use Category	Impact Levels (VdB re 1 micro-inch/sec)		
	Frequent Events <sup>a</sup>	Occasional Events <sup>b</sup>	Infrequent Events <sup>c</sup>
Category 1: Buildings where vibration would interfere with interior operations	65 VdB <sup>d</sup>	65 VdB <sup>d</sup>	65 VdB <sup>d</sup>
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use	75 VdB	78 VdB	83 VdB

Source: FTA 2018.

Notes:

VdB = vibration decibel

a. "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.

b. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.

c. "Infrequent Events" is defined as fewer than 30 vibration events per day. This category includes most commuter rail systems.

d. This limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.

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#### State

##### *State of California General Plan Guidelines*

The State of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at different noise levels. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The General Plan Guidelines provide cities with recommended community noise and land use compatibility standards that can be adopted or modified at the local level based on conditions and types of land uses specific to that jurisdiction.

##### *California Building Code*

The State of California provides a minimum standard for building design through Title 24, Part 2, of the California Code of Regulations, commonly referred to as the “California Building Code” (CBC). The CBC is updated every three years. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. The City of Artesia Building Regulations are presented in Title 8 of the City’s Municipal Code.

The State of California’s noise insulation standards for non-residential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Future individual projects may use either the prescriptive method (Section 5.507.4.1) or the performance method (Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA  $L_{eq}(1 \text{ hour})$ .

##### *Airport Noise Standards*

California Code of Regulations Title 21, Section 5012, establishes 65 dBA CNEL as the acceptable level of aircraft noise for persons living in the vicinity of airports. Noise-sensitive land uses are generally incompatible in locations where the aircraft exterior noise level exceeds 65 dBA CNEL unless an aviation easement for aircraft noise has been acquired by the airport proprietor. Assembly Bill (AB) 2776 requires any person who intends to sell or lease residential properties in an Airport Influence Area to disclose that fact to the person buying the property.

##### *California Department of Transportation*

The California Department of Transportation (Caltrans) recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards. A conservative vibration limit of

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0.25 to 0.30 in/sec PPV has been used for older buildings that are found to be structurally sound but cosmetic damage to plaster ceilings or walls is a major concern. For historic buildings or buildings that are documented to be structurally weakened, a conservative limit of 0.08 in/sec PPV is often used to provide the highest level of protection. All of these limits have been used successfully and compliance with these limits has not been known to result in appreciable structural damage. All vibration limits referred to herein apply on the ground level and take into account the response of structural elements (i.e., walls and floors) to groundborne excitation.

#### *Assembly Bill 1307*

Signed into law on September 7, 2023, AB 1307 amends the California Environmental Quality Act (CEQA) and adds Public Resources Code (PRC) Section 21085. Pursuant to PRC Section 20185 for residential projects, the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment. Accordingly, the noise from residential development projects is limited to construction noise, noise from the operation of the house (e.g., heating, ventilation, and air conditioning equipment), and increases in transportation noise from vehicle trips generated from the residential project.

### Regional

#### *Los Angeles County Airport Land Use Commission*

The Los Angeles County Airport Land Use Commission's Airport Land Use Plan (adopted in 1991 and revised in 2004) covers all of the public airports in Los Angeles County, including the Long Beach Airport approximately five miles southwest of the Specific Plan boundary and the Los Alamitos Joint Forces Training Base approximately five miles south. The Los Angeles County Airport Land Use Commission is responsible for promoting land use compatibility around the County's airports in order to minimize public exposure to excessive noise and safety hazards, and the Commission's Los Angeles County Airport Land Use Plan identifies noise compatibility zones in the form of airport noise contour graphics that are intended to prevent development that is incompatible with airport operations.

### Local

#### *City of Artesia General Plan*

The City of Artesia includes goals and policies in the Noise Sub-Element of the 2030 General Plan to control or mitigate potential noise impacts. Current land uses located within the City of Artesia that are sensitive to intrusive noise include residential uses, schools, churches, and parks. Table 5.9-5, *Noise and Land Use Compatibility Matrix*, illustrates the guidelines established by the State Department of Health Services for acceptable noise levels. These guidelines are incorporated into the land use planning process to reduce future noise and land use incompatibilities. This table is the primary tool that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.

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Table 5.9-5 Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure ( $L_{dn}$ or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	75 - 85
Residential - Multiple Family	50 - 65	60 - 70	70 - 75	70 - 85
Transient Lodging - Motel, Hotels	50 - 65	60 - 70	70 - 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	80 - 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 - 70	NA	65 - 85
Sports Arenas, Outdoor Spectator Sports	NA	50 - 75	NA	70 - 85
Playgrounds, Neighborhood Parks	50 - 70	NA	67.5 - 75	72.5 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	NA	70 - 80	80 - 85
Office Buildings, Business Commercial and Professional	50 - 70	67.5 - 77.5	75 - 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	75 - 85	NA

Notes:

NA= Not Applicable.

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

Source: OPR 2003.

The City of Artesia General Plan Noise Sub-Element contains the following goals and policies that are applicable to the project (Artesia 2010).

**Goal N 1:** Land use planning decisions, including planning for new development, consider noise impacts.

- **Policy N 1.1.** Permit only those new development or redevelopment projects that have incorporated appropriate mitigation measures, so that standards contained in the Noise Sub-Element or adopted ordinances are met.
  - **Policy Action N 1.1.1.** Enforce noise standards, as contained in the City's Noise Ordinance.
  - **Policy Action N 1.1.2.** Require a noise impact evaluation for projects, if determined necessary through the environmental review process. If noise abatement is found necessary, require implementation mitigation measures based on a technical study prepared by a qualified acoustical professional.
  - **Policy Action N 1.1.3.** Implement noise mitigation by placing conditions of approval on development projects, and require a clear description of mitigation on subdivision maps, site plans, and building plans for inspection purposes.

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- **Policy N 1.2.** Consider noise impacts associated with the development of non-residential uses in the vicinity of residential uses.
  - **Policy Action N 1.2.1.** Require that any proposed development near existing residential land uses demonstrate compliance with the City's Noise Ordinance prior to the approval of the project.
  - **Policy Action N 1.2.2.** Review the Noise Ordinance to determine if additional or modified standards are necessary to address mixed use development.
  - **Policy Action N 1.2.3.** Require the design of mixed-use structures to incorporate techniques to prevent the transfer of noise and vibration from the non-residential to residential uses.
  - **Policy Action N 1.2.4.** Encourage commercial uses that are not noise intensive in mixed use developments.
  - **Policy Action N 1.2.5.** Orient residential uses away from major noise sources, particularly in mixed use areas.

**Goal N 2:** Noise impacts from transportation sources are minimized.

- **Policy N 2.1.** Encourage outside agencies to minimize impacts of noise from regional transportation corridors.
  - **Policy Action N 2.1.1.** Coordinate sound attenuation projects with Caltrans to meet the State standard of 65 dBA CNEL for exterior noise levels for the 91 Freeway.
  - **Policy Action N 2.1.2.** Coordinate sound attenuation projects with Caltrans to mitigate noise to keep interior residential levels below the State standard of 45 dBA CNEL.
- **Policy N 2.2.** Reduce noise impacts from transportation corridors under the City's jurisdiction.
  - **Policy Action N 2.2.1.** Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the City to reduce noise impacts to residential neighborhoods.
  - **Policy Action N 2.2.2.** Evaluate truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.
  - **Policy Action N 2.2.3.** Discourage through traffic on residential local streets to reduce noise.
- **Policy N 2.3.** Encourage programs to retrofit existing homes to reduce noise impacts in the homes.

**Goal N 3:** Noise impacts from non-transportation sources are minimized.

- **Policy N 3.1.** Ensure non-transportation sources of noise have incorporated appropriate mitigation measures, so that standards contained in the Noise Sub-Element or adopted ordinances are met.
  - **Policy Action N 3.1.1.** Require that noise mitigation techniques are incorporated into all construction related activities.



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- **Policy Action N 3.2.1.** Enforce the Noise Ordinance to ensure that stationary noise and noise emanating from construction activities, private development, and/or special events are minimized.

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

- **Policy N 4.1.** Ensure Community Noise Equivalent Levels (CNEL) for noise sensitive land uses meet normally acceptable levels, as defined by State standards.
  - **Policy Action N 4.1.1.** Require buffers or appropriate mitigation of potential noise sources on noise sensitive areas.

#### *City of Artesia Municipal Code*

The City of Artesia has established citywide interior and exterior noise level standards in a comprehensive Noise Ordinance in the Municipal Code. The purpose of the Ordinance is to control loud, unnecessary and unusual noises, sounds, or vibrations emanating from areas of the city. The Noise Ordinance (Municipal Code Title 5, Chapter 2: Noise) establishes daytime and nighttime permissible sound limits or levels for all residentially zoned properties in the city as well as prohibited noises (Artesia 2019).

#### ***Section 5-2.03. Permissible Exterior Sound Limits or Levels.***

- (a) The noise, sound, or vibration limits or levels imposed by this section shall apply to all residentially zoned properties in the City.
- (b) Except as otherwise allowed in this chapter, no person, from any location within the City, shall create or allow the creation of noise, sound or vibration on any property owned, leased, occupied, or other controlled by such person, which causes the noise level on any residential property to exceed the greater of either the actual measured ambient noise level, or the following ambient noise level for a cumulative period of more than 30 minutes in any hour as measured at any property line:

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

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

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

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

#### ***Section 5-2.04. Permissible Interior Sound Limits or Levels.***

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

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

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

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

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

#### ***Section 5-2.06. Prohibited Noises-Specific Violations.***

Except as set forth in Section 5-2.07 of this chapter, the following acts and the causing or permitting thereof, are specifically declared to be a violation of this chapter:

- (a) *Radios, Phonographs, Etc.* The using, operating or permitting to be played, used or operated between the hours of 10:00 p.m. and 7:00 a.m. of any radio, musical instrument, phonograph, television set, or instrument or device similar to those heretofore specifically mentioned (hereinafter "device") for the production or reproduction of sound in volume sufficiently loud as to be plainly audible at a distance of 50 feet or more from the property line of the property from which the noise, sound or vibration is emanating, and the using, operating or permitting to be played, used or operated between the hours of

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7:00 a.m. and 10:00 p.m. of any such device for the production or reproduction of sound in volume sufficiently loud as to be plainly audible at a distance of 200 feet or more from the property line of the property from which the noise, sound or vibration is emanating.

- (b) *Band or Orchestral Rehearsals.* The conducting of or carrying on, or allowing the conducting or carrying on of band or orchestral concerts or rehearsals or practice between the hours of 10:00p.m. and 7:00 a.m. sufficiently loud as to be plainly audible at a distance of 50 feet or more from the property line of the property where the concert, rehearsal or practice is occurring, and the conducting of or carrying on, or allowing the conducting or carrying on of band or orchestral concerts or rehearsals or practice between the hours of 7:00 a.m. and 10:00 p.m. sufficiently loud as to be plainly audible at a distance of 200 feet or more from the property line of the property where the concert, rehearsal or practice is occurring.
- (c) *Engines, Motors and Mechanical Devices Near Residential District.* The sustained, continuous or repeated operation or use between the hours of 8:00 p.m. and 7:00 a.m. of any motor or engine or the repair, modification, reconstruction, testing or operation of any automobile, motorcycle, machine, contrivance, or mechanical device or other contrivance or facility unless such motor, engine, automobile, motorcycle, machine or mechanical device is enclosed within a sound insulated structure so as to prevent noise and sound from being plainly audible at: (1) a distance of 50 feet or more from the property line of the property from which the noise, sound or vibration is emanating or (2) the exterior wall of any adjacent residence, whichever is less.
- (d) *Motor Vehicles.* Racing the engine of any motor vehicle or needlessly bringing to a sudden start or stop of any motor vehicle.
- (e) *Loading and Unloading.* Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between the hours of 8:00 p.m. and 7:00 a.m. in volume sufficiently loud as to be plainly audible at a distance of 50 feet or more from the property line of the property where the activity is occurring.
- (f) *Construction.* Operating or causing the operation of any tools, equipment, impact devices, derricks or hoists used on construction, drilling, repair, alteration, demolition or earthwork, between the hours of 7:00 p.m. and 7:00 a.m. on weekdays or at any time on Sunday or Federal holiday.
- (g) *Nonemergency Signaling Devices.* Sounding or permitting the sounding of any bell, chime, siren, whistle or similar device, intended primarily for nonemergency purposes between the hours of 8:00p.m. and 7:00 a.m. Sound sources included within this provision may be exempted by a variance issued by the Planning Commission.

#### Emergency Signaling Devices.

- 1) The intentional sounding, or permitting the sounding, outdoors of any emergency signaling device including fire, burglar, civil defense alarm, siren, whistle or similar emergency signaling device, for testing, except as provided in Subsection 5-2.06(h)(2) 5-2.06(h)(2).

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- 2) Testing of an emergency signaling device shall not occur between the hours of 8:00 p.m. and 7:00 a.m. Any such testing shall use only the minimum cycle test time. In no case shall such test time exceed 60 seconds. Testing of the emergency signaling system shall not occur more than once in each calendar month.
  - 3) Sounding or permitting the sounding of any exterior burglar or fire alarm unless such alarm is terminated within 15 minutes of activation.
  - 4) Sounding or permitting the sounding of any motor vehicle alarm unless such alarm is terminated within five minutes of activation.
  - 5) Sounding or permitting the sounding of any motor vehicle alarm more than three times of any duration in any 24 hour period.
- (h) *Commercial Establishments Adjacent to Residential Property.* Continuous, repeated or sustained noise, sound or vibration from the premises of any commercial establishment, including any outdoor area that is a part or under the control of the establishment, which is licensed by the City and is adjacent to one or more residential dwelling units, between the hours of 10:00 p.m. and 7:00a.m., that is plainly audible from the exterior wall of the adjacent residential dwelling unit.
- (i) *Leaf Blowers.* The use or operation or allowing the use or operation of any leaf blower, as defined and regulated in Chapter 12 of Title 5 of this Code, between the hours of 8:00 p.m. and 8:00 a.m. of the next day.

#### ***Section 5-2.07. Exemptions.***

The following activities shall be exempt from the provisions of this chapter:

- (a) Outdoor events, such as gatherings, fairs, bazaars, festivals and similar events if and to the extent the events are conducted pursuant to a temporary use permit issued by the City.
- (b) The emission of sound for the purpose of alerting persons to the existence of an emergency or the emission of sound in the performance of emergency work. For the purposes of this section, "emergency" means a condition that constitutes an immediate threat to public safety, health or welfare or to property.
- (c) Noise sources associated with the maintenance of real property such as the operation of any mechanically powered saw, sander, drill, grinder, lawn or garden tool or similar tool, provided such activities take place between 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on weekends and holidays.
- (d) Any activity to the extent regulation thereof has been preempted by State or Federal law.
- (e) Activities of the Federal, State or local jurisdiction while performing governmental duties.

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- (f) Warning devices necessary for the protection of public safety as for example, police, fire and ambulance sirens and train horns.
- (g) Activities conducted on public playgrounds, public or private school grounds including, but not limited to, school athletic and school entertainment events and band or orchestral rehearsals for school athletic or school entertainment events.

#### 5.9.1.3 EXISTING CONDITIONS

##### Project and Nearby Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. In Artesia, these uses include residential uses, schools, churches, and parks. Commercial uses are not considered noise- or vibration-sensitive uses. Sensitive receptors include single- and multifamily residential uses throughout, and surrounding, the project area. The Artesia Cerritos United Methodist Church lies within the project area and First Christian Reformed Church, City Bible Church, and Holy Family Catholic Church are near the project area. The nearest school in the vicinity of the project area is Bragg Elementary School (550 feet to the southwest of the proposed project boundary).

##### Transportation Source Noise

Noise from motor vehicles is generated by engine vibrations, the interaction between tires and the road, and the exhaust system. Reducing the average motor vehicle speed reduces the noise exposure of receptors adjacent to the road. Given the prevalence of mobile-source noise in the vicinity of the project, it is necessary to determine the noise currently generated by vehicles traveling through the project area. Average daily traffic volumes were based on the existing daily traffic volumes calculated using peak hour intersection movements provided by Linscott, Law & Greenspan (LLG 2024).

The traffic noise levels for this project were estimated using a version of the FHWA Highway Traffic Noise Prediction Model. The FHWA model determines a predicted noise level through a series of adjustments to a reference sound level. These adjustments account for traffic flows, speed, truck mix, varying distances from the roadway, length of exposed roadway, and noise shielding. Vehicle speeds on each roadway were assumed to be the posted speed limit, and no reduction in speed was assigned due to congested traffic flows. Current roadway characteristics, such as the number of lanes and speed limits, were determined from field observations and according to roadway classification.

Roadways that run through the project area and contribute a notable amount of noise to the ambient environment include Pioneer Boulevard, South Street, and 183rd Street. The results of traffic noise modeling indicate that average noise levels along project area roadway segments currently range from approximately 53 dBA to 72 dBA CNEL (as calculated at a distance of 50 feet from the centerline of the road). Traffic noise levels for existing conditions, including distances to the 70 dBA, 65 dBA, and 60 dBA CNEL contours, along analyzed roadways are presented in Table 5.9-6. *Existing Conditions Traffic Noise Levels*.

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**Table 5.9-6 Existing Conditions Traffic Noise Levels**

Roadway	Segment		Daily Traffic Volumes	Noise Level at 50 Feet (dBA CNEL)	Distance to Noise Contour (feet)		
	From	To			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Pioneer Road	the South	South St	11,980	68	31	97	308
Pioneer Road	South St	187th St	8,960	62	9	28	87
Pioneer Road	187th St	183rd St	8,040	60	5	16	52
Pioneer Road	183rd St	SR-91 EB Ramps	11,650	65	17	54	171
Pioneer Road	SR-91 WB Ramps	the North	19,520	69	37	118	374
Gridley Rd	the North	South St	15,550	68	30	94	298
Gridley Rd	South St	the South	9,970	66	19	60	191
South St	the West	I-605 SB Ramps	30,320	72	78	246	778
South St	I-605 NB Ramps	Gridley Rd	34,550	72	89	280	887
South St	Gridley Rd	Pioneer Blvd	21,540	70	55	175	553
South St	Pioneer Blvd	the East	19,670	70	50	160	505
187th St	the West	Pioneer Blvd	2,000	54	1	4	13
187th St	Pioneer Blvd	the East	1,710	53	1	3	11
183rd St	the West	Pioneer Blvd	14,220	66	21	66	209
183rd St	Pioneer Blvd	the East	13,170	66	19	61	194

Source: FHWA Highway Traffic Noise Prediction Model based on traffic volumes provided by Linscott, Law & Greenspan in 2024 (LLG 2024).  
Calculations included in Appendix F.

### Stationary Source Noise

Stationary sources of noise may occur from all types of land uses. Whereas mobile-source noise affects many receptors along an entire length of roadway, stationary noise sources affect only their immediate areas. Many processes and activities in cities produce noise, most notably the operation of commercial, warehousing, industrial uses, schools, and at-grade railroad crossings. Residential uses would generate noise from trash pick-up, maintenance activities, and air conditioning systems. Commercial uses would generate noise from heating, ventilation, air conditioning (HVAC) systems, loading docks and other sources. Industrial uses may generate noise from HVAC systems, loading docks, and possibly machinery. Noise generated by residential or commercial uses are generally short and intermittent. Industrial uses may generate noise on a more continual basis. Outdoor dining areas, gas stations, fire stations, drive-throughs, playgrounds, and public parks are other common noise sources. For the developed land within the project area, land uses are primarily commercial uses along Pioneer Boulevard, South Street, and 183rd Street with residential uses located along Airline Avenue, Corby Avenue and at the La Belle Chateau Estates Mobile Home Park. Noise from stationary sources within the project area are regulated through the City of Artesia Municipal Code Chapter 2: Noise.

### Existing Vibration

Commercial and industrial operations in the Specific Plan Area can generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations

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spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. In addition, future sensitive receptors could be placed within close proximity to the new Metro light rail line extension in the Pioneer Boulevard district of the project site.

### 5.9.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

- N-1 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.
- N-2 Generation of excessive groundborne vibration or groundborne noise levels.
- N-3 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, if the project would expose people residing or working in the project area to excessive noise levels.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold N-3

This impact will not be addressed in the following analysis.

#### 5.9.2.1 CONSTRUCTION NOISE THRESHOLDS

The City of Artesia does not have an established noise threshold for construction noise. The FTA provides criteria for acceptable construction noise levels and recommends a daytime noise threshold of 80 dBA  $L_{eq}$  for residential uses, 85 dBA  $L_{eq}$  for commercial uses, and 90 dBA  $L_{eq}$  for industrial uses. For the purposes of this analysis, the FTA criterion is used for nearby receptors.

#### 5.9.2.2 TRANSPORTATION NOISE THRESHOLDS

A project will normally have a significant effect on the environment related to noise if it substantially increases the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA are detectable under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an exterior environment. Based on the noise standards from Table 5.9-5, noise levels above 70 dBA CNEL are normally unacceptable at sensitive receptor locations such as residences, and noise

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environments in these areas would be considered degraded. Based on this, the following thresholds of significance are used to assess traffic noise impacts at sensitive receptor locations:

- Up to 1.5 dBA increase for ambient noise environments of 70 dBA CNEL and higher;
- Up to 3 dBA increase for ambient noise environments of 60 to 69 CNEL; and
- Up to 5 dBA increase for ambient noise environments of less than 60 dBA CNEL.

#### 5.9.2.3 STATIONARY NOISE THRESHOLDS

As discussed in Section 5.9.1.2, *Regulatory Background*, the City's noise ordinance establishes exterior noise levels at receiving residential property lines per Section 5-2.03 and 5-2.01, the noise standards also apply to churches while they are in use. These exterior noise standards are used as stationary source thresholds for projects under the Specific Plan.

#### 5.9.2.4 VIBRATION THRESHOLDS

##### Architectural Damage

The City of Artesia does not have specific limits or thresholds for vibration-induced architectural damage related to construction activities. The FTA provides criteria for acceptable levels of ground-borne vibration for various types of buildings, which are used for this analysis. These criteria are shown in Table 5.9-7, *Groundborne Vibration Criteria: Architectural Damage*. Category III, non-engineered timber and masonry buildings, threshold of 0.2 in/sec PPV would apply to surrounding residential structures.

**Table 5.9-7 Groundborne Vibration Damage Criteria**

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: FTA 2018.

in/sec = inches per second; PPV = peak particle velocity

##### Vibration Annoyance

The City of Artesia does not have specific limits or thresholds for vibration-induced annoyance related to construction activities. The FTA provides criteria for acceptable levels of ground-borne vibration for various types of sensitive buildings, which are used for this analysis. These criteria are shown in Table 5.9-4, *FTA Groundborne Vibration Impact Criteria*, and would apply to surrounding sensitive buildings.



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### 5.9.3 Environmental Impacts

#### 5.9.3.1 METHODOLOGY

This section analyzes impacts related to short-term construction noise and vibration, as well as operational noise and vibration due to buildout of the proposed Specific Plan. Noise increases from vehicular traffic was assessed using a version of the FHWA Traffic Noise Prediction Model and the traffic forecasts used in the Transportation Impact Analysis (Appendix H of this DEIR).

As a result of the Supreme Court decision regarding the assessment of the environment's impacts on projects (*California Building Industry Association (CBLA) v. Bay Area Air Quality Management District (BAAQMD)*, 62 Cal. 4th 369 (No. S 213478) issued December 17, 2015), it is generally no longer the purview of the CEQA process to evaluate the impact of existing environmental conditions on any given project. As a result, while the noise from existing sources is taken into account as part of the baseline, the direct effects of exterior noise from nearby noise sources relative to land use compatibility of a future project as a result of General Plan buildout is typically no longer a required topic for impact evaluation under CEQA. Generally, no determination of significance is required with the exception of certain school projects, projects affected by airport noise, and projects that would exacerbate existing conditions (i.e., projects that would have a significant operational impact). At the discretion of the City of Artesia's Building Division, a project applicant may be required to obtain a detailed acoustical report outlining any necessary noise reduction features in the final design to comply with City and State CBC provisions for indoor and outdoor noise levels.

#### 5.9.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

The proposed Specific Plan does not include any policies or goals specifically related to noise and/or vibration.

#### 5.9.3.3 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.9-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-1]**

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The Artesia Downtown Specific Plan would implement the objectives described in Chapter 3, *Project Description*, and result in development of 1,981 housing units and 502,919 square feet of commercial space. The proposed project would facilitate the construction of multistory mixed uses with ground-floor retail, hotel, townhomes, neighborhood parks, and parking structures in the Downtown North and South Districts. The Specific Plan would allow for multistory and higher density in the Pioneer Boulevard and 188th Street/Corby Districts, although significant new development is not expected in these districts. The Downtown Neighborhood District would retain its residential character and the Chateau Estates District would be maintained as a mobile home park.

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#### Construction Noise Impacts

Two types of temporary noise impacts could occur during construction. First, the transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads. The second type of temporary noise impact is related to construction activities during developmental phases during the implementation of the project. Construction is performed in distinct steps, each of which has its own mix of equipment, and, consequently, its own noise characteristics. Table 5.9-8, *Construction Equipment Noise Emission Levels*, lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet from the equipment.

**Table 5.9-8 Construction Equipment Noise Emission Levels**

Construction Equipment	Typical Noise Levels at 50 feet, dBA
Air Compressor	80
Backhoe	80
Ballast Equalizer	82
Ballast Tamper	83
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pile-Driver (Impact)	101
Pile-Driver (Sonic)	95
Pneumatic Tool	85
Pump	77
Rail Saw	90
Rock Drill	85
Roller	85
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Spike Driver	77
Tie Cutter	84
Tie Handler	80
Tie Insertor	85
Truck	84

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**Table 5.9-8 Construction Equipment Noise Emission Levels**

Construction Equipment	Typical Noise Levels at 50 feet, dBA
Source: FTA 2018. dBA = A-weighted decibels.	

As shown in Table 5.9-8, construction equipment generates high levels of noise, generally ranging from 76 dBA to 101 dBA at a distance of 50 feet. Construction of developments associated with the implementation of the proposed project would temporarily increase the ambient noise environment and would have the potential to affect noise-sensitive receptors in the vicinity of an individual project.

Noise generated by on-site construction equipment is based on the type of equipment used, its location relative to sensitive receptors, site conditions, and the timing and duration of noise-generating activities. Each construction activity phase of construction involves different types of equipment and has distinct noise characteristics. Noise levels from construction activities are typically dominated by the loudest several pieces of equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each construction activity phase is determined by combining the  $L_{eq}$  contributions from each piece of equipment used at a given time, while accounting for the ongoing time-variations of noise emissions (commonly referred to as the usage factor). Overall noise emissions vary considerably, depending on what specific activity is being performed at any given moment. Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in different noise levels from construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of at least 6 dBA per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and shielding effects), the average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the site with different loads and power requirements.

Because the proposed project is a long-term planning document with no specific projects identified, specific project-level information is inherently not available, and it is not possible to quantify the estimated construction noise levels at specific sensitive receptors due to a given project. In most cases, construction of individual developments associated with implementation of the proposed project would temporarily increase the environment's ambient noise in the vicinity of each individual project, potentially affecting existing and future nearby sensitive uses, such as residences, parks, and schools. All future projects are required to comply with Section 5-2.06, which prohibits construction activities between the hours of 7:00 p.m. and 7:00 a.m. on weekdays or at any time on Sunday or federal holidays. However, construction noise could potentially exceed the FTA 80 dBA  $L_{eq}$  threshold, which would be considered potentially significant. Construction activities associated with any individual development may occur near noise-sensitive receptors, and depending on the project type, equipment list, time of day, phasing, and overall construction durations, noise disturbances may occur for prolonged periods of time or during the more sensitive nighttime hours. Therefore, construction noise impacts associated with implementation of the proposed project are considered potentially significant.

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***Level of Significance Before Mitigation:*** Potentially significant.

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Impact 5.9-2	Project implementation would result in long-term operation-related noise that would not exceed local standards. [Threshold N-1]
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#### Mobile Source Noise

As discussed previously, traffic noise increases were calculated using a version of the FHWA's Traffic Noise Prediction Model based on existing and future traffic volumes and vehicle mix (auto, medium-duty trucks, and heavy-duty trucks) provided by the project traffic consultant (LLG 2024). Table 5.9-9, *Plan-Related Increase in Traffic Noise*, shows the existing and future predicted noise levels at 50 feet from the nearest travel centerline, as well as the predicted traffic noise increase with implementation of the Specific Plan. Appendix F contains the traffic noise modeling inputs and outputs.

As shown in Table 5.9-9, there are no roadway segments that would experience a traffic noise increase of 1.5 dBA CNEL or greater with buildout of the proposed project. The highest traffic noise increase is predicted to be 1 dBA CNEL along Pioneer Boulevard and 187th Street. Therefore, traffic noise impacts due to buildout of the proposed project would be less than significant.

#### Stationary Source Noise

Stationary noise sources can be generated from new office, retail, hotel, and residential development, such as HVAC, parking structures, truck deliveries, trash collection, human activity in open spaces and parks, and landscaping maintenance. Stationary noise sources, such as mechanical equipment or parking structures, as part of future projects under the Specific Plan would be required to comply with the exterior and interior noise level standards in the City's Municipal Code Sections 5-2.03 and 5-2.04 for residential uses. This would be achieved through proper equipment selection, setbacks, enclosures, and/or parapet walls. Section 5-2.06 of the Municipal Code establishes daytime operational hours for loading and unloading activities, commercial and automotive uses adjacent to residential property, and leaf blowers. Per Section 5-2.07 of the Municipal Code, noise associated with outdoor events or activities conducted on any public playground are exempt from the City's noise standards. Noise sources associated with the maintenance of real property, provided the activities take place between 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on weekends and holidays are also exempt. Therefore, adherence to the City's Municipal Code, stationary noise impacts due to buildout of the Specific Plan would be less than significant.

***Level of Significance Before Mitigation:*** Less than significant.

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Table 5.9-9 Plan-Related Increase in Traffic Noise

Roadway	Segment		dBA CNEL at 50 Feet				Existing Noise Increase, CNEL	Buildout Noise Increase, CNEL	Significant Increase?
	From	To	Existing	Existing With Project	Buildout Without Project	Buildout With Project			
Pioneer Road	the South	South Street	68	68	68	68	<1	<1	No
Pioneer Road	South St	187th Street	62	63	63	63	1	1	No
Pioneer Road	187th St	183rd Street	60	61	60	61	1	1	No
Pioneer Road	183rd St	SR-91 EB Ramps	65	66	66	66	1	1	No
Pioneer Road	SR-91 WB Ramps	the North	69	69	69	69	<1	<1	No
Gridley Road	the North	South Street	68	68	68	68	<1	<1	No
Gridley Road	South St	the South	66	66	66	66	<1	<1	No
South Street	the West	I-605 SB Ramps	72	72	72	72	<1	<1	No
South Street	I-605 NB Ramps	Gridley Road	72	73	72	73	<1	<1	No
South Street	Gridley Road	Pioneer Boulevard	70	71	70	71	<1	<1	No
South Street	Pioneer Boulevard	the East	70	70	70	70	<1	<1	No
187th Street	the West	Pioneer Boulevard	54	55	54	55	1	1	No
187th Street	Pioneer Boulevard	the East	53	53	54	53	<1	<1	No
183rd Street	the West	Pioneer Boulevard	66	66	66	66	<1	<1	No
183rd Street	Pioneer Boulevard	the East	66	66	66	66	<1	<1	No

Source: LLG 2025.

Calculations included in Appendix F.

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**Impact 5.9-3: The project would create groundborne construction vibration that could exceed standards. [Threshold N-2]**

#### Construction Vibration Impacts

Construction activity at project sites in the Specific Plan area would generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to the construction site. However, groundborne vibration is almost never annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers (FTA 2018). Table 5.9-10, *Vibration Levels for Construction Equipment*, lists reference vibration levels for construction equipment.

**Table 5.9-10 Vibration Levels for Construction Equipment**

Equipment	Approximate RMS Vibration Level at 25 Feet (VdB)	Approximate PPV Vibration Level at 25 Feet (in/sec)
Pile Driver, Impact (Upper Range)	112	1.518
Pile Driver, Impact (Typical)	104	0.644
Pile Driver, Sonic (Upper Range)	105	0.734
Pile Driver, Sonic (Typical)	93	0.170
Vibratory Roller	94	0.210
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Loaded Trucks	86	0.076
Jackhammer	79	0.035
Small Bulldozer	58	0.003

Source: FTA 2018.

Notes: in/sec = inches per second; RMS = root-mean-square; PPV = peak particle velocity; VdB = vibration decibel.

As shown in Table 5.9-10, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA criteria for human annoyance architectural damage thresholds shown in Table 5.9-3 (e.g., 0.2 in/sec PPV for non-engineered timber and masonry buildings such as most residences) and Table 5.9-4 (e.g., 80 VdB for infrequent events at buildings where people normally sleep). Construction details and equipment for future project-level developments under the Specific Plan are not known at this time but may cause vibration impacts. Therefore, this would be considered a potentially significant impact.

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#### Operational Vibration Impacts

The Specific Plan proposes development of 1,981 housing units and 502,919 square feet of commercial space, including mixed uses and multifamily housing. In addition to residential land uses, the Specific Plan proposes nonresidential land uses, such as neighborhood parks and parking structures. These proposed land uses would not be associated with substantial operational vibration and, therefore, this impact would be less than significant.

***Level of Significance Before Mitigation:*** Potentially significant.

#### 5.9.4 Cumulative Impacts

The analysis of the proposed project in Section 5.9.3 addresses cumulative impacts with regard to operational and construction noise as well as groundborne noise and vibration in the project area. The Specific Plan proposes the long-term buildout and operation of many different uses. Although multiple simultaneous nearby noise sources may, in combination, result in higher overall noise levels, this effect is captured and accounted for by the community noise level metrics that form the basis of the standards of significance for noise analysis. To specifically estimate the Specific Plan's contribution to traffic noise, existing noise levels were compared to those projected with completion of the plan. As demonstrated previously, the proposed project's contribution to increases in ambient noise levels results in a less-than-significant impact.

Additionally, construction activities may occur simultaneously and close to noise-sensitive receptors, that could result in significant impacts. As details of individual development projects in the area are currently unknown, it cannot be determined whether Mitigation Measure N-1 would reduce potentially significant impacts to less than significant. The proposed project would therefore contribute to cumulatively considerable construction-related noise, and the cumulative impact would be significant and unavoidable.

#### 5.9.5 Level of Significance Before Mitigation

After implementation of regulatory requirements and standard conditions of approval, Impacts 5.9-2 and 5.9-4 would be less than significant.

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.9-1** Construction activities associated with buildout of the proposed project would result in a temporary increase in noise levels at sensitive receptors.
- **Impact 5.9-3** Construction activities associated with buildout of the proposed project may expose sensitive uses to excessive levels of groundborne vibration.

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### 5.9.6 Mitigation Measures

#### Impact 5.9-1

N-1 Prior to any construction activity such as grading, site prep, or issuance of building permits, a note shall be provided on construction plans indicating that during construction activities and phasing the project applicant shall be responsible for requiring contractors to implement the following measures to limit construction-related noise to a performance standard of 80 dBA  $L_{eq}$  at the property line of the nearest sensitive receptor:

- For construction of a project under the Specific Plan requiring nighttime work between the hours of 7:00 p.m. and 7:00 a.m., construction noise shall be limited to the City of Artesia nighttime exterior and interior noise standards for residential uses of 50 dBA and 45 dBA, respectively.
- During the entire active construction period, equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.
- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stationary equipment, such as generators and air compressors, shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited—to the extent feasible—to approved haul routes established by the City.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.
- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than five minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which



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automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.

- Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the noise standards after other measures have been considered, would occur at nighttime, or when the anticipated construction duration is greater than is typical (e.g., two years or greater).

#### Impact 5.9-3

N-2 Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec' peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as static rollers and drilling piles, as opposed to pile driving, shall be used.

### 5.9.7 Level of Significance After Mitigation

#### Impact 5.9-1

Implementation of Mitigation Measure N-1 would reduce potential noise impacts during construction to the extent feasible through implementation of construction best management practices. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact 5.9-1 (construction noise) could result in a temporary substantial increase in noise levels above ambient conditions. Therefore, project impacts and cumulative impacts would remain ***significant and unavoidable***. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

#### Impact 5.9-3

Implementation of Mitigation Measure N-2 would reduce Impact 5.9-3 to a less-than-significant level. Specifically, Mitigation Measure N-2 would require use of alternative construction techniques for construction activities proximate to historic resources to reduce potential vibration impacts during construction below the pertinent thresholds. No significant and unavoidable vibration impacts would remain.

## 5. Environmental Analysis

### NOISE

#### 5.9.8 References

- Artesia, City of. 2010. *City of Artesia General Plan 2030*.  
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- . 2017a. *Highway Traffic Noise Analysis and Abatement Policy and Guidance*.  
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### 5.10 POPULATION AND HOUSING

This section of the Draft Environmental Impact Report (DEIR) examines the potential for socioeconomic impacts of the proposed Artesia Downtown Specific Plan (proposed project) in the City of Artesia, including changes in population, employment, and demand for housing. This section describes the environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the Draft Environmental Impact Report (DEIR), written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Notice of Preparation and Comment Letters Summary*, in Chapter 2, *Introduction*, includes a summary of all comments received during the scoping comment period.

#### 5.10.1 Environmental Setting

##### 5.10.1.1 REGULATORY BACKGROUND

###### State

###### *California Housing Element Law*

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California Department of Finance (DOF) population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council, and the council assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

California housing element laws (California Government Code Sections 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. State law recognizes the vital role local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.

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- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower-income households the publicly assisted multifamily housing developments in each community.

#### *California Health and Safety Code*

In addition to the regulations in the California Government Code, provisions related to housing and local policy are in Health and Safety Code Division 13, Housing, and Division 24, Community Development and Housing. Division 13 and Division 24 provides rules and regulations related to employee housing, manufactured housing, mobile home parks, elderly housing, access for physically handicapped persons, and building standards for new, existing, and historic structures to ensure the health, safety, and welfare of all California residents.

#### **Regional**

##### *Southern California Association of Governments*

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies to prepare regional planning documents.

##### ***Regional Transportation Plan/Sustainable Community Strategy***

Every four years, the Southern California region has the opportunity to readjust its vision for the future, assess challenges, and rearticulate goals. SCAG has developed regional plans to achieve specific regional objectives. On April 4, 2024, SCAG adopted Connect SoCal, the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals (SCAG 2024). Connect SoCal 2024 remains focused on its core responsibilities, and on the requirements of comprehensive regional transportation planning integrated with the development of a Sustainable Communities Strategy (SCS), it also encompasses a holistic approach to programs and strategies that support the Regional Transportation Plan, such as a workforce development,

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### POPULATION AND HOUSING

broadband, and mobility hubs. Connect SoCal is a long-term plan for the Southern California region that details investment in SCAG transportation system and development in SCAG's communities to meet the needs of the region both today and tomorrow, the horizon year for Connect SoCal is 2050. A component of Connect SoCal is a set of growth forecasts that estimate employment, population, and housing growth. These estimates are used by SCAG, transportation agencies, and local agencies to anticipate and plan for growth. For more information regarding SCAG and the 2024–2050 RTP/SCS, see Section 5.10, *Land Use and Planning*, of this DEIR.

#### Local

##### *City of Artesia 2021-2029 Housing Element*

The City of Artesia's 6th Cycle Housing Element was adopted on March 14, 2022. The housing element is the component of the General Plan that addresses housing needs and opportunities for present and future Artesia residents through 2029. The housing element provides the primary policy guidance for local decision-making related to housing. The housing element is the only General Plan element that requires review and certification by the State of California. The City of Artesia's assigned share of regional housing needs during the 2021-2029 planning period is 1,069 units.

The housing element provides a detailed analysis of Artesia's demographic, economic, and housing characteristics as required by State law. It also provides a comprehensive evaluation of the City's progress in implementing the past policy and action programs related to housing production, preservation, conservation, and rehabilitation. Based on the community's housing needs, available resources, constraints, opportunities and past performance, the housing element identifies goals, policies, actions and objectives that address the housing needs of present and future Artesia residents. The City's housing goals are organized to address five key areas:

- Provision of Affordable Housing
- Conservation and Improvement of Existing Housing Stock
- Provision of Adequate Housing Sites
- Provision of Equal Housing Opportunities
- Removal of Governmental Constraints

##### *Artesia Municipal Code*

Title 9, Chapter 2, Zoning, of the Artesia Municipal Code serves to encourage, classify, designate, regulate, restrict, and segregate the highest and best locations and uses of buildings, structures, and land to serve the needs of residence, commerce, industry, and other purposes in appropriate places; to regulate and limit the height, number of stories, and size of buildings and other structures designed, erected, and altered; to regulate and determine the size of yards and other open spaces; to regulate and limit the density of population; to facilitate adequate provisions for community utilities, such as transportation, water, sewage, schools, parks, and other public requirements; to lessen congestion on streets; and to promote the public health, safety, welfare, and general prosperity with the aim of preserving a wholesome, serviceable, and attractive community. The provisions of this chapter shall also assist with the implementation of the General Plan of the City and other precise plans.

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Title 8, Building Regulations, of the City of Artesia Municipal Code include development standards in the various zoning districts in the city.

#### *City of Artesia General Plan*

#### Land Use Element

The General Plan Land Use Element contains the following goals and policies:

**Goal LU 1:** A well planned community with sufficient land uses and intensities to meet the need of anticipated growth and achieve the community's vision.

- **Policy LU 1.1.** Identify appropriate locations for residential and non-residential development to accommodate growth through the year 2030 on the General Plan Land Use Diagram.
- **Policy LUS 1.2.** Encourage a wide variety of retail and commercial services in appropriate locations.
- **Policy LU 1.4.** Ensure mixed-use developments are integrated with surrounding uses to become part of the neighborhood by utilizing cohesive architecture, lively streetscapes, interesting urban spaces and attractive landscaping.

**Goal LU 2:** Stable, well-maintained residential neighborhoods.

- **Policy LU 2.1.** Protect residential areas from the effects of potentially incompatible uses.
- **Policy LU 2.2.** Encourage uniformly high standards of residential property maintenance to preserve real estate values and high quality of life.
  - **Policy Action LU 2.2.1.** Continue to monitor maintenance standards in neighborhoods to maintain high standards of appearance and stability in the neighborhood.
  - **Policy Action LU 2.2.2.** Encourage the use of property owner and other neighborhood-based associations to maintain neighborhood amenities and character.
- **Policy LU 2.3.** Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a neighborhood.
  - **Policy Action LU 2.3.1.** Require that the commercial and industrial developments adjoining residential uses be adequately screened and buffered from residential areas.

#### Sustainability Element

The General Plan Sustainability Use Element contains the following goals and policies:

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#### *Urban Design*

**Goal SUS 3:** Approach land use planning with an emphasis on higher density, compact and mixed uses, suitable building design, transit-oriented districts, and pedestrian and bicycle friendly circulation systems.

- **Policy SUS 3.3.** Achieve and maintain a mix of affordable, livable and green housing types throughout the City for people of all socio-economic, cultural, and household groups (including seniors, families, singles and disabled).
- **Policy SUS 3.4.** Promote neighborhood identity and conservation of individual neighborhood character.
  - **Policy Action SUS 3.4.2.** Encourage the preservation of existing housing stock in well maintained condition.
  - **Policy Action SUS 3.4.3.** Support adaptive reuse and rehabilitation of existing residential, commercial, and industrial buildings where possible.

#### 5.10.1.2 EXISTING CONDITIONS

The proposed project would establish land use designations to allow for future redevelopment that better connects the community to housing, jobs, and recreation and creates a connected business district to facilitate new economic opportunities around the future Pioneer Boulevard Light Rail Station. The proposed project would result in a potential buildout total of 1,981 housing units; 502,975 square feet of nonresidential space, including the South Street Specific Plan, Commercial Planned Development, Commercial General, Service & Professional, and Light Industrial zoning districts; 6,934 people; and 356 jobs.

#### *Population*

Table 5.10-1, *Population Estimates and Forecasts*, shows the County of Los Angeles' and City of Artesia's existing (2023) and forecast 2050 populations. The DOF population estimates are derived by multiplying the number of occupied housing units by the average persons per household. As of January 1, 2023, according to the DOF, Los Angeles County has a population of 9,761,210 persons, and the City of Artesia has a population of approximately 16,093 persons. Artesia is the 71st largest city in the county, representing less than 1.0 percent of the county's total population.

The RTP/SCS provides population, household, and employment data for counties and cities in the SCAG region for 2050. SCAG's forecasts are based on a jurisdiction's existing land uses and General Plan land use designations. Population forecasts are calculated based on household growth and household size. As shown in Table 5.14-1, the RTP/SCS forecasts that county and city populations would increase by approximately 18 percent and 10 percent, respectively, between 2023 and 2050.

As discussed in Chapter 3, *Project Description*, Table 3-4, *Comparison of Existing Conditions to Buildout of the Proposed Project (2045)*, the existing residential population of the Specific Plan area is 1,099 residents.

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### POPULATION AND HOUSING

**Table 5.10-1 Population Estimates and Forecasts**

Jurisdiction	2023	2050	Change (Numeric/Percent)
County of Los Angeles	9,761,210	11,674,000	+1,912,790 +18.4%
City of Artesia	16,903	17,800	+897 +9.7%
Source: DOF 2023; SCAG 2024.			

#### Housing

Table 5.10-2, *Housing Estimates*, shows the county's and city's existing housing units and occupancy. The DOF estimates that the county's housing stock totals 3,664,182 units, with 3,471,993 households and an average of 2.75 persons per household (DOF 2023). The DOF also estimates that the city's housing stock totals 4,771 units by adding new construction and land annexations, subtracting housing that is removed, and adjusting units lost or gained by conversions. Annual housing-unit-change data are supplied to the DOF by local jurisdictions and the U.S. Census Bureau. The City's final RHNA allocation for 2021-2029 ensures that sufficient sites are planned and zoned for housing to accommodate its housing needs need and to implement proactive programs that facilitate and encourage the production of housing. Artesia's assigned share of regional housing needs during the 2021-2029 planning period is 1,069 units.

As discussed in Chapter 3, *Project Description*, Table 3-4, *Comparison of Existing Conditions to Buildout of the Proposed Project (2045)*, the Specific Plan area includes 314 existing housing units.

**Table 5.10-2 Housing Estimates (2023)**

	County of Los Angeles	City of Artesia
Single-Family Homes: Attached and Detached	2,004,733	3,788
Multifamily Homes: 2+ Units	1,603,151	949
Mobile Homes	56,298	34
<b>Total Housing Units</b>	<b>3,664,182</b>	<b>4,771</b>
Vacancy Rate	5.2%	3.3%
Average Persons per Household	2.75	3.33
<b>Total Occupied Units (Households)</b>	<b>3,471,993</b>	<b>4,615</b>
Source: DOF 2023.		

#### Employment

Table 5.10-3, *Employment Estimates and Forecasts*, shows the county's and city's existing (2024) and forecast 2050 employment. The county's employment totaled 4,767,300 jobs and is forecast to increase by approximately 10.0 percent to 5,392,000 jobs by 2050. The city's employment totaled 7,300 jobs and is forecast to decrease by 14.3 percent to 6,600 jobs by 2050.

The ratio of jobs to housing is a means of determining the general economic health of a region. SCAG applies the job-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A focus of SCAG's regional planning efforts has been to improve this balance; however, job-



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housing goals and ratios are only advisory. Based on SCAG's growth projections for 2050, shown in Table 5.14-4, SCAG *Growth Projections*, SCAG is forecasting that the city will have a jobs-housing ratio of 1.32, meaning the number of jobs surpasses the number of housing units available. As discussed in Chapter 3, Project Description, Table 3-4, *Comparison of Existing Conditions to Buildout of the Proposed Project (2045)*, there are 689 existing employees in the Specific Plan area.

**Table 5.10-3 Employment Estimates and Forecasts**

Jurisdiction	2023	2050	Change (Numeric/Percent)
County of Los Angeles	4,767,300	5,382,000	+614,700 +10.0%
City of Artesia	7,300	6,600	-1,300 -14.3%

Source: DOF 2023; SCAG 2024.

**Table 5.10-4 SCAG Growth Projections**

	City of Artesia 2050
Population	17,800
Households	5,000
Employment	6,600
Jobs Housing Ratio	1.32

Source: SCAG 2024.

### 5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- P-1 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).

The Initial Study, included as Appendix A, substantiates that no impacts would occur associated with the following thresholds:

- Threshold P-2 (Impact 5.10-2)

These impacts are addressed in the Initial Study (Appendix A), and can also be found in Chapter 8, *Impacts Found Not to Be Significant*, of this Draft EIR.

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### POPULATION AND HOUSING

### 5.10.3 Environmental Impacts

#### 5.10.3.1 METHODOLOGY

The project area's demographics are examined in the context of existing and projected populations and housing units for Los Angeles County and the City of Artesia. Information on population, housing, and employment for the project area is available from several sources.

- **California Department of Finance.** The DOF prepares and administers California's annual budget. Other duties include estimating population demographics and enrollment projections.
- **California Employment Development Department.** The EDD collects, analyzes, and publishes statistical data and reports on California's labor force, industries, occupations, employment projections, wages, and other important labor market and economic data.
- **Southern California Association of Governments.** Policies, programs, employment, housing, and population projections adopted by SCAG to achieve regional objectives are expressed in the RTP/SCS.

#### 5.10.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

**Goals and Objectives 1:** Connect the community to housing, jobs, and recreation.

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

**Goals and Objectives 2:** Create a connected business district to facilitate new economic opportunities.

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

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### POPULATION AND HOUSING

#### 5.10.3.3 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.10-1: The proposed project would result in population growth in the project area. [Threshold P-1]**

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There are no specific development projects that are identified or included as part of the proposed project. The 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. The proposed project's land use plan divides the project site into six zoning districts (refer to Figure 3-4, *Existing Zoning Map*, of this DEIR). These distinct zoning districts would allow for a range of land uses and density within a defined building envelope. The proposed project would result in a potential buildout total of 1,981 housing units, 502,975 square feet of nonresidential space, 6,934 people, and 356 jobs. The nonresidential element of the proposed project would allow for future development of job-generating land uses, such as commercial, office, industrial, and institutional uses.

The proposed project would encourage development by implementing land use and zoning changes that support efficient development while maintaining the unique character of the project area. The growth and increases in density under the proposed project are guided by SCAG's Connect SoCal, which assumes a population of 17,800 in the city by 2050. The proposed project would result in 1,981 housing units with a population increase of 6,868 people, or approximately 40 percent of the existing population and 38 percent of SCAG's forecast 2050 population in the city. SCAG's 2021-2029 RHNA allocation for the city is 1,069 dwelling units. The proposed project would provide 912 dwelling units above the RHNA allocation. SCAG's Connect SoCal RTP/SCS assumes 6,600 jobs in the city by 2050. The proposed project would generate approximately 356 jobs, or approximately 0.7 percent of the existing jobs and 0.8 percent of SCAG's forecast 2050 jobs in the city. The proposed project would place growth near planned or existing transit stations and areas, commercial retail service areas, and active transportation corridors. General Plan Policies LU 1.1, LU 1.2, and LU 1.4 ensure that residential and non-residential development are within appropriate locations, encourage retail and commercial services and ensure mixed-use developments are integrated with surrounding uses. Along with Goals 1 and 2 proposed under the Specific Plan, land use designations are focused on connectivity to housing, jobs and recreation and promote new opportunities for essential commercial businesses. While the implementation of the proposed project would result in increases in density and development intensity that could result in population growth, this growth would not be unplanned and would be consistent with existing regional planning assumptions regarding population growth. Impacts of unplanned population or housing growth in areas not targeted for growth or at unanticipated levels would be less than significant.

***Level of Significance Before Mitigation:*** Less than significant.

#### 5.10.4 Cumulative Impacts

Potential cumulative population and housing impacts are assessed relative to General Plan and regional plans, including SCAG'S Connect SoCal 2024-2050 RTP/SCS population, housing, and employment projects. SCAG's regional growth projections reflect recent and past trends, key demographic and economic assumptions

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### POPULATION AND HOUSING

and include local and regional policies. Local jurisdictions participate in the growth forecast development process.

Cumulative impacts would occur if development of the proposed project would induce substantial unplanned population growth. The proposed project would not conflict with the General Plan, which identifies the need for new housing to meet demands throughout Southern California and specifically within the City, to account for a growing and aging population, replacement of older housing stock, and to ensure reasonable levels of choice and mobility in the marketplace. Other projects under development would be subject to project-by-project level review and project-specific measures would be required, as needed, to reduce significant impacts. Given the proposed project consistency with the General Plan and SCAG policies, as well as the potential for other related projects to be generally consistent with the population and housing policies, the proposed project would not result in significant population and housing impacts, and therefore impacts are not considered cumulatively considerable.

#### 5.10.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.10-1 would be less than significant.

#### 5.10.6 Mitigation Measures

No mitigation measures are required.

#### 5.10.7 Level of Significance After Mitigation

Impacts are less than significant.

#### 5.10.8 References

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## 5. Environmental Analysis

### 5.11 PUBLIC SERVICES

This section evaluates the potential impacts of the Artesia Downtown Specific Plan (proposed project) to public services, specifically the proposed project's potential impacts from new or expanded facilities associated with fire protection and emergency services, police protection, school services, and library services. Park and recreation services are addressed in Section 5.12, *Recreation*.

During the scoping period for the Draft Environmental Impact Report (DEIR), written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Notice of Preparation and Comment Letters Summary*, in Chapter 2, *Introduction*, includes a summary of all comments received during the scoping period.

#### 5.11.1 Fire Protection and Emergency Services

##### 5.11.1.1 ENVIRONMENTAL SETTING

##### Regulatory Background

###### *State*

###### ***California Building Code***

The State of California provides a minimum standard for building design through the California Building Code (CBC) (California Code of Regulations, Title 24, Part 2). The CBC is based on the International Building Code but has been modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local city building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

###### ***California Government Code***

Section 65302 of the California Government Code requires general plans to include a safety element, which must include an assessment of wildland and urban fire hazards. The Safety Element in the proposed General Plan Focused Update satisfies this requirement.

###### ***California Fire Code***

The California Fire Code (California Code of Regulations, Title 24, Part 9) contains fire-safety-related building standards that are referenced in other parts of Title 24 of the California Code of Regulations. The code is updated once every three years.

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#### *California Health and Safety Code*

Sections 13000 et seq. of the California Health and Safety Code include fire regulations for building standards (also in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

#### *Regional*

##### *Los Angeles County Unit Strategic Fire Plan*

The Los Angeles County Fire Department is a contract county with the State of California to provide fire protection on State Responsibility Areas. It therefore functionally operates as a CAL FIRE unit and is responsible for implementing all Strategic Fire Plan activities in the county. The Los Angeles County Unit Strategic Fire Plan outlines methods to implement the 2018 Strategic Fire Plan for California. The plan identifies and prioritizes pre- and post-fire management strategies and tactics meant to reduce the loss of values at risk within the unit.

##### *2020 Los Angeles County Fire Code Title 32*

Los Angeles County Fire Code Title 32 (LACFC Title 32) establishes minimum requirements consistent with nationally recognized good practices for providing a reasonable level of life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures, and premises. It also provides a reasonable level of safety to firefighters and emergency responders during emergency operations. LACFC Title 32 establishes regulations affecting or relating to structures, processes, premises, and safeguards regarding, but not limited to, fire hydrant systems, water supply, fire equipment access, and posting of fire equipment access.

#### *Local*

##### *City of Artesia Municipal Code*

Title 8, Chapter 7, Fire Code adopts LACFC Title 32 as the City's Fire Code Ordinance. Fire codes are intended to provide protection of life and property from hazards of fire and explosive materials.

##### *City of Artesia General Plan*

The General Plan Community Safety Element provides the following goals and policies relevant to fire protection and disaster planning:

**Goal SAF 6:** Artesia's residents, employees and visitors are protected from the threat of urban fires.

- **Policy SAF 6.1.** Ensure quality fire prevention and protection services are provided to meet the needs of all Artesia community members.
- **Policy SAF 6.2.** Ensure that new structures and alterations to existing structures are properly designed and constructed to minimize fire hazards.

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### Existing Conditions

The City of Artesia contracts with the County of Los Angeles Fire Department (LACFD) to provide fire and emergency services. The LACFD provides services in 60 cities and unincorporated areas of Los Angeles County. The LACFD is responsible for fire response, vehicle accidents, public assistance, medical emergencies, water rescue, and hazardous material response (LACFD 2021). LACFD is also responsible for disaster preparedness and other services such as building plan review, fire prevention, and fire hydrant testing.

LACFD Fire Station 30 serves the project area. It is on the corner of South Street and Pioneer Boulevard along the project area boundaries and in the City of Cerritos.

#### 5.11.1.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- FP-1 Result in a substantial adverse physical impact associated with the provisions 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 fire protection services.

#### 5.11.1.3 ENVIRONMENTAL IMPACTS

##### Methodology

Evaluation of impacts related to fire protection and emergency services is based on a review of existing policies, documents, and studies that address these services in Artesia. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify environmental effects based on the standards of significance presented in this section. In determining the level of significance, the analysis assumes that future projects facilitated by the proposed project would comply with relevant federal, state, and local laws, ordinances, and regulations.

##### Proposed Specific Plan Goals and Policies

The proposed Specific Plan does not include any policies or goals specifically related to fire protection services.

##### Impact Analysis

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

## 5. Environmental Analysis

### PUBLIC SERVICES

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**Impact 5.11-1: The proposed project would introduce new structures and residents/workers into the LACFD service boundaries, thereby increasing the requirement for fire protection facilities and personnel. [Threshold FP-1]**

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The LACFD operates one fire station that serves the project area; Fire Station 30 is on the corner of South Street and Pioneer Boulevard directly outside the project area boundaries. There are no specific development projects that are identifies or included as part of the proposed project, which would implement new land use, zoning, and development standards to guide the scale of future development and growth in Artesia's Downtown district. The proposed project would result in a potential buildout total of 1,981 housing units; 502,919 square feet of nonresidential space, including the South Street Specific Plan, Commercial Planned Development, Commercial General, Service & Professional, and Light Industrial; 6,934 people; and 356 jobs . However, because the project area is in an urban setting where fire protection services and equipment/infrastructure are already in place, the proposed project is not anticipated to require construction of new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts. Future residential development projects in the project area could increase the overall population and may require the construction or expansion of fire facilities. At the planning level of analysis, it is speculative and infeasible to evaluate project-specific environmental impacts associated with the construction of future fire facilities since specific sites and time frames for development are unknown. When specific projects are necessary to meet the growth demands from buildout of the proposed project, the appropriate level of analysis required under CEQA would be conducted by the LACFD. Therefore, a less than significant impact would occur, and no mitigation is required.

***Level of Significance Before Mitigation:*** Less than significant.

#### 5.11.1.4 CUMULATIVE IMPACTS

The geographic context for the cumulative analysis of fire protection services is the LACFD service area. The LACFD operates on a regional aid approach where emergency response units are dispatched as needed based on unit availability rather than municipal or determined service boundaries. This regional response concept ensures that service levels are maintained throughout the entire LACFD service area. Further, because cumulative development would occur as redevelopment in urban areas where government services and facilities are already provided, cumulative development is not anticipated to result in adverse physical impacts associated with the provision of new/physically altered fire protection facilities because it is anticipated none would be needed. Consequently, the proposed project combined with other cumulative development would result in less than significant cumulative environmental impacts concerning fire protection. Therefore, the proposed project would not cause a cumulatively considerable impact concerning fire protection services.

#### 5.11.1.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of the proposed project, the following impacts would be less than significant: 5.11-1.

#### 5.11.1.6 MITIGATION MEASURES

No mitigation measures are required.



## 5. Environmental Analysis PUBLIC SERVICES

### 5.11.1.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact are less than significant.

### 5.11.2 Police Protection

#### 5.11.2.1 ENVIRONMENTAL SETTING

##### Regulatory Background

###### *Local*

###### *City of Artesia Municipal Code*

The City of Artesia Municipal Code does not contain any standards concerning police protection.

###### *City of Artesia General Plan*

The General Plan Community Safety Element provides the following goals and policies relevant to fire protection and disaster planning:

**Goal SAF 1:** Community Safety is achieved through ongoing collaborative efforts between the community, the City of Artesia, and outside agencies.

- **Policy SAF 1.1.** Provide opportunities for community involvement in crime prevention and control through community policing and public participation programs.

**Goal SAF 5:** Artesia is a community with low crime rates and safe neighborhoods.

- **Policy SAF 5.1** Ensure quality police protection services are provided to meet the needs of all Artesia community members.

##### Existing Conditions

The Los Angeles County Sheriff's Department (LASD) provides police protection services to the City of Artesia. The LASD is the largest Sheriff's department in the world and serves approximately 10 million people over 4,084 square miles (LASD 2023). Artesia is served by the Lakewood Sheriff's Station at 5130 Clark Avenue, Lakewood (LASD 2023). The Lakewood Station provides general and specialized community-oriented law enforcement services to over 270,000 residents in the contract cities of Artesia, Bellflower, Hawaiian Gardens, Lakewood, and Paramount.

#### 5.11.2.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- PP-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the

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### PUBLIC SERVICES

construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

#### 5.11.2.3 ENVIRONMENTAL IMPACTS

##### Methodology

Evaluation of impacts related to police protection services is based on a review of existing policies, documents, and studies that address these services in the county. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify environmental effects based on the standards of significance presented in this section. In determining the level of significance, the analysis assumes that future projects facilitated by the proposed project would comply with relevant federal, state, and local laws, ordinances, and regulations.

##### Proposed Specific Plan Goals and Policies

The proposed Specific Plan does not include any policies or goals specifically related to police protection services.

##### Impact Analysis

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.11-2: The proposed project would introduce new structures and residents and workers into the Los Angeles County Sheriff's Department service boundaries, thereby increasing the requirement for police protection facilities and personnel. [Threshold PP-1]**

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The proposed project would be served by the Los Angeles County Sheriff's Department. The sheriff's station nearest to the project area is the Lakewood Sheriff's Station at 5130 Clark Avenue in Lakewood. There are no specific development projects that are identified or included as part of the proposed project. The 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. The proposed project would result in a potential buildout total of 1,981 housing units; 502,919 square feet of nonresidential space, including the South Street Specific Plan, Commercial Planned Development, Commercial General, Service & Professional, and Light Industrial; 6,934 people; and 356 jobs. However, because the project area is in an urban setting where police protection services are already in place, the proposed project is not anticipated to require construction of new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. Additionally General Plan Policy SAF 5.1 would ensure that all members of the community are provided with quality police protection services to meet community needs. As future projects are developed, this may increase the overall population and may require the construction or expansion of police facilities which would require the appropriate level of CEQA to evaluate environmental impacts. Future development projects would also be subject to development impact fees that would help fund necessary public services, including police facilities. Additionally, through the City's Site Plan Review process, the Artesia Planning Department and

## 5. Environmental Analysis

### PUBLIC SERVICES

Building and Safety Department would review future development projects and ensure projects have adequate access and implement safety measures if needed. At the planning level of analysis, it is speculative and infeasible to evaluate project-specific environmental impacts associated with the construction of future police facilities since specific sites and time frames for development are unknown. Therefore, a less than significant impact would occur.

***Level of Significance Before Mitigation:*** Less than significant.

#### 5.11.2.4 CUMULATIVE IMPACTS

The geographic context for the cumulative analysis of police protection services is the Los Angeles County Sheriff's Department service area. Through the City's Site Plan Review process, the Artesia Planning Department and Building and Safety Department would review the cumulative development projects on a project-by-project basis concerning access and other safety measures. Further, as the cumulative development would occur as redevelopment in urban areas where government services and facilities are already provided, cumulative development is not anticipated to result in adverse physical impacts associated with the provision of new/physically altered police protection facilities, as it is anticipated none would be needed. The payment of development impact fees would help fund any potential additional public facilities needed to accommodate future projects. Consequently, the proposed project combined with other cumulative development would result in less than significant cumulative environmental impacts concerning police protection. Therefore, the proposed project would not cause a cumulatively considerable impact concerning police protection services.

#### 5.11.2.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of the proposed project, the following impacts would be less than significant: 5.11-2.

#### 5.11.2.6 MITIGATION MEASURES

No mitigation measures are required.

#### 5.11.2.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts are less than significant.

### 5.11.3 School Services

#### 5.11.3.1 ENVIRONMENTAL SETTING

##### Regulatory Background

##### *State*

##### ***California State Assembly Bill 2926: Facilities Act of 1986***

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential, commercial, and industrial development. AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added

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Government Code Sections 66000 et seq. Under this statute, payment of school impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

#### ***Senate Bill 50***

Senate Bill (SB) 50 (1998), which is funded by Proposition 1A, limits the power of cities and counties to require mitigation of developers as a condition of approving new development and provides instead for a standardized fee. SB 50 generally provides for a 50/50 State and local school facilities match. SB 50 also provides for three levels of statutory impact fees. The application level depends on whether State funding is available; whether the school district is eligible for State funding; and whether the school district meets certain additional criteria involving bonding capacity, year-round schools, and the percentage of moveable classrooms in use.

#### ***Local***

##### ***City of Artesia Municipal Code***

The City of Artesia Municipal Code does not contain any standards concerning school services.

##### ***City of Artesia General Plan***

The City of Artesia General Plan does not contain any standards concerning school services.

### Existing Conditions

The project area is within the jurisdictional boundaries of ABC Unified School District (ABCUSD), which provides educational services and facilities for students from kindergarten through 12th grade. ABCUSD serves over 19,000 students at 29 schools in Artesia, Cerritos, Hawaiian Gardens, Lakewood, Long Beach, and Norwalk. The public schools that serve the project site are Burbank Elementary School (K-6), Ross Middle School (7-8), and Gahr High School (9-12). Table 5.15-1, *School Facilities*, show student enrollment and capacity for the year 2022-2023.

**Table 5.11.1 ABCUSD Student Enrollment and Capacity 2022-2023**

School Serving the Project Area	Student Enrollment	Capacity
Burbank Elementary School (K-6)	406	635
Ross Middle School (7-8)	522	679
Gahr High School (9-12)	1,682	1,666

Source: ABCUSD 2023.

#### 5.11.3.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- SS-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the

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construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for school services.

#### 5.11.3.3 ENVIRONMENTAL IMPACTS

##### Methodology

Evaluation of impacts related to school facilities is based on a review of existing policies, documents, and studies that address these services in the City of Artesia. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify environmental effects based on the standards of significance presented in this section. In determining the level of significance, the analysis assumes that future projects facilitated by the proposed project measures and actions would comply with relevant federal, state, and local laws, ordinances, and regulations.

##### Proposed Specific Plan Goals and Policies

The proposed Specific Plan does not include any policies or goals specifically related to school services.

##### Impact Analysis

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.11-3: The proposed project would generate new students who would impact the school enrollment capacities of area schools. [Threshold SS-1]**

---

Implementation of the proposed project would result in the development of additional dwelling units and an increase in population, thereby resulting in an increase in student population. Table 5.11-2, *ABCUSD Student Generation Factors*, shows the generation factors for multifamily dwelling units. The proposed project would result in an additional 1,962 dwelling units. Based on the generation factors, this would result in approximately 541 elementary school students, 169 middle school students, and 344 high school students through the buildout horizon year of 2045. A total of approximately 1,000 additional students would incrementally increase the demand for school facilities and services.

**Table 5.11-2 ABCUSD Student Generation Factors**

School Level	Multifamily Attached	Number of Proposed Students
Elementary School	0.2758	541
Middle School	0.0863	169
High School	0.1754	344
<b>Total</b>	<b>0.5375</b>	<b>1,054</b>

Source: ABCUSD 2020.

If and when any ABCUSD needs to expand or construct new facilities to accommodate future growth in the region as well as that generated by buildout of the proposed project, funding for new schools would be obtained

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from the fee program pursuant to SB 50 and state and federal funding programs. Pursuant to Section 65996 of the Government Code, payment of school fees is deemed to provide full and complete school facilities mitigation. At this planning level of analysis, it is speculative and infeasible to evaluate project-specific environmental impacts associated with the construction of future school facilities since specific sites and time frames for development are unknown. When specific projects are necessary to meet the growth demands from buildout of the proposed project, the appropriate level of analysis required under CEQA would be conducted by the respective district. Therefore, the buildout of the proposed project would result in a less than significant impact related to schools.

***Level of Significance Before Mitigation:*** Less than significant.

#### 5.11.3.4 CUMULATIVE IMPACTS

The geographic context for the cumulative analysis of schools is the ABCUSD jurisdiction. Development facilitated by the proposed project, along with cumulative development of projects within ABCUSD jurisdiction, would incrementally increase student population and thus demand for ABCUSD facilities. The potential growth associated with cumulative development within the ABCUSD is not anticipated to require new or physically altered school facilities, as excess capacity currently exists, the ABCUSD would assess development fees against cumulative residential, commercial, and industrial development, which would mitigate impacts resulting from the increased demand for school-related facilities services. Consequently, the proposed project combined with other cumulative development would not result in significant cumulative environmental impacts concerning schools. Therefore, the proposed project would not cause a cumulatively considerable impact concerning schools.

#### 5.11.3.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of the proposed project, the following impacts would be less than significant: 5.11-3.

#### 5.11.3.6 MITIGATION MEASURES

No mitigation measures are required.

#### 5.11.3.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts are less than significant.

## 5. Environmental Analysis

### PUBLIC SERVICES

#### 5.11.4 Library Services

##### 5.11.4.1 ENVIRONMENTAL SETTING

###### Regulatory Background

###### *State Laws*

###### ***Mello-Roos Community Facilities Act of 1982***

The Mello-Roos Community Facilities Act provides an alternative method of financing certain public capital facilities and services, especially in developing areas and areas undergoing rehabilitation. This state law empowers local agencies to establish Community Facilities Districts, special districts established by local governments in California, as a means of obtaining community funding.

###### *Local*

###### ***City of Artesia Municipal Code***

The City of Artesia Municipal Code does not contain any standards concerning library services.

###### ***City of Artesia General Plan***

The City of Artesia General Plan does not contain any standards concerning library services.

###### Existing Conditions

The Los Angeles County Public Library (LACL) system serves Artesia and provides library services to over 3.4 million residents living in unincorporated and incorporated cities in the county. The Los Angeles County Library system has 86 libraries and a 7.5-million-volume book collection. The network also offers an expansive online database, newspapers, magazines, and government publications. (DRP 2015; Los Angeles 2024). The LACL is responsible for maintenance and library improvements to meet future library service's demands. The LACL Strategic Plan identifies goals and objectives including financial management and fundraising strategies to maintain and enhance library facilities to meet future demands. Initiatives associated with the strategic plan include Tell the Library Story; Affirm the Library as a Center for Learning; Expand and Support the Digital Library; Transform the Role of the Library as Place; Support and Cultivate the Community's Creativity; Develop the Library as a Center for Community Engagement; and Develop Staff Prepared for the Future. There are three branches within a two-mile radius of the project area; the Artesia Library, the Alondra Library, and the Cerritos Library.

##### 5.11.4.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LS-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the

## 5. Environmental Analysis

### PUBLIC SERVICES

construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for library services.

#### 5.11.4.3 ENVIRONMENTAL IMPACTS

##### Methodology

Evaluation of impacts related to library facilities is based on a review of existing policies, documents, and studies that address these services in the City of Artesia. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify environmental effects based on the standards of significance presented in this section. In determining the level of significance, the analysis assumes that future projects facilitated by the proposed project measures and actions would comply with relevant federal, state, and local laws, ordinances, and regulations.

##### Proposed Specific Plan Goals and Policies

The proposed Specific Plan does not include any policies or goals specifically related to library services.

##### Impact Analysis

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.11-4:** Result in a substantial adverse physical impact associated with the provisions 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 library services. [Threshold LS-1]

---

The proposed project forecast population growth would incrementally increase the demand for library services. The LACL facilities nearest the project area are the Artesia Library, the Alondra Library, and the Cerritos Library. There are three public libraries near the project area, so the proposed project would not stimulate the need for new facilities because adequate facilities are available. The proposed project does not propose and would not create a need for new or physically altered library facilities to maintain acceptable service ratios and standards. Therefore, the proposed project would not result in adverse physical impacts associated with the provision of such facilities. Proposed project impacts to libraries would be less than significant, and no mitigation is required.

***Level of Significance Before Mitigation:*** Less than significant.

#### 5.11.4.4 CUMULATIVE IMPACTS

The geographic context for the cumulative analysis of libraries is the LACL system. Development of the proposed project, combined with other cumulative development, would create additional demand on the LACL system. Through the development review process, cumulative development would be evaluated on a project-by-project basis to determine their library demands and the conditions for their establishment and operation.



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### PUBLIC SERVICES

Further, as the cumulative development would occur as redevelopment in urban areas where government services and facilities are already provided, cumulative development is not anticipated to result in adverse physical impacts associated with the provision of new/physically altered library facilities, as it is anticipated none would be needed. Consequently, the proposed project combined with other cumulative development would not result in significant cumulative environmental impacts concerning libraries. Therefore, the proposed project would not cause a cumulatively considerable impact concerning libraries.

#### 5.11.4.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of the proposed project, the following impacts would be less than significant: 5.11-4.

#### 5.11.4.6 MITIGATION MEASURES

No mitigation measure are required.

#### 5.11.4.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts are less than significant.

### 5.11.5 References

- ABC Unified School District. 2020. Residential and Commercial/Industrial Development School Fee Justification Study, Table 22: Maximum J, Adjusted Student Generation Factors. <https://4.files.edl.io/60a9/10/22/20/190750-c177b75a-5123-47d3-a71e-5a651c3e9973.pdf>.
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## 5. Environmental Analysis

### PUBLIC SERVICES

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## 5. Environmental Analysis

### 5.12 RECREATION

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the proposed Artesia Downtown Specific Plan (proposed project) to impact public parks and recreational facilities in the City of Artesia.

During the scoping period for the Draft Environmental Impact Report (DEIR), written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Notice of Preparation and Comment Letters Summary*, in Chapter 2, *Introduction*, includes a summary of all comments received during the scoping comment period.

#### 5.12.1 Environmental Setting

##### 5.12.1.1 REGULATORY BACKGROUND

###### State

###### *Quimby Act*

The Quimby Act was established by the California Legislature in 1965 to provide parks for the growing communities in California. The act authorizes cities to adopt ordinances addressing parkland and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements and requires the provision of three acres of park area per 1,000 persons residing within a subdivision, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the city may adopt a higher standard not to exceed five acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of such funds.

###### *Mitigation Fee Act*

The California Mitigation Fee Act (Government Code Sections 66000 et seq.) allows cities to establish fees that will be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon city's ability to provide specified public facilities. To comply with the Mitigation Fee Act, the City must follow four primary requirements: 1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; 2) Segregate fee revenue from the General Fund to avoid commingling of capital facilities fees and general funds; 3) Make findings each fiscal year describing the continuing need for fees that have been in the possession of the City for five years or more and that have not been spent or committed to a project; and 4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

###### *California Public Park Preservation Act*

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a

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public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

#### *California Landscaping and Lighting Act*

The California Landscaping and Lighting Act of 1972 authorizes local legislative bodies to establish benefit related assessment districts, or landscaping and lighting districts, and to levy assessments for the construction, installation, and maintenance of certain public landscaping and lighting improvements. Landscaping and lighting districts may be established to maintain local public parks.

#### *Mello-Roos Community Facilities Act*

The Mello-Roos Community Facilities Act provides an alternative method of financing certain public capital facilities and services, especially in developing areas and areas undergoing rehabilitation. This State law empowers local agencies to establish Community Facilities Districts, special districts established by local governments in California, as a means of obtaining community funding

### Regional

#### *Los Angeles County General Plan*

##### ***Parks and Recreation Element***

The purpose of the Los Angeles County General Plan Parks and Recreation Element is to plan and provide for an integrated parks and recreation system that meets the needs of residents. The element delineates classifications of parkland, identifies general issues, provides goals and policies as well as implementation programs for the maintenance and expansion of the County's parks and recreation system.

##### ***Conservation and Natural Resources Element***

The Conservation and Natural Resources Element of the Los Angeles County General Plan guides the long-term conservation of natural resources and preservation of available open space areas and addresses numerous conservation areas, including open space resources; biological resources; local water resources; agricultural resources; mineral and energy resources; scenic resources; and historical, cultural, and paleontological resources. The Open Space Resources section in particular addresses open space and natural area resources, including County parks and open spaces such as beaches.

### Local

#### *City of Artesia Municipal Code*

The City of Artesia Municipal Code does not contain any standards concerning recreation facilities.

#### *City of Artesia General Plan*

General Plan Sustainability and Open Space Elements provide the following goals and policies relevant to public services and recreation:

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**Goal SUS 4:** Preserve, sustain, and restore natural resources within the local, regional, and global community in order to increase opportunities for interaction with nature.

- **Policy SUS 4.1.** Increase tree canopy and provide natural landscape elements throughout the City.
- **Policy SUS 4.2.** Expand public space in the City by establishing new parks, civic plazas, and open space as funding allows. Prioritize development of new park facilities in currently underserved areas within the City.

**Goal OS 1:** Parks and open space are preserved, enhanced, and expanded to provide access to open space in all of Artesia's Neighborhoods.

- **Policy Action OS 1.1.1.** Continue joint-use agreements with the ABC Unified School District to utilize school sites as community open space resources.
- **Policy OS 1.2.4.** Pursue available resources to fund parkland acquisitions and development including Federal, State, and local funding grants or donations.

#### *Resolution No. 19-2742*

On May 13, 2019, the City of Artesia City Council adopted Resolution No. 19-2742, Adopting a Development Impact Fee Schedule for New Development within the City of Artesia for Public, Traffic, Storm Drain, Parks and Recreation, and Community Center Facilities Fees. Development Impact fees (DIF) are used to mitigate the impacts of new residents and visitors on the community as a result of new development. DIFs may not exceed the cost of providing the services or facilities necessitated by the development and proceeds must be spent on such services or facilities.

#### **5.12.1.2 EXISTING CONDITIONS**

The City of Artesia is in a highly urbanized area and is generally built out with no undeveloped/open spaces. The city's open spaces are predominantly developed as recreational areas. They include parks, community centers, and schools with joint-use facilities. The City is currently developing the Artesia Botanical Gardens, which will provide additional community and recreational facilities. The nearest park is less than one mile east of the project site. Table 5.12-1, *Parks and Recreational Facilities*, shows the parks and recreational facilities available to city residents.

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**Table 5.12-1 Parks and Recreational Facilities**

Facility	Address	Classification	Size (acres)
<b>City of Artesia</b>			
Artesia Botanical Garden	11504 178th Street	Community Park	1.34
Artesia Park	18750 Clarkdale Avenue	Community Park	14.79
A.J. Padelford Park	11870 169th Street	Neighborhood Park	1.56
Baber Park	17189 Avenue	Pocket Park	0.9
<b>ABC Unified School District Properties (Joint-Use Opportunities)</b>			
Faye Ross Junior High	17707 Elaine Avenue	Joint Use	12.99
John H. Niemes Elementary	16715 Jersey Avenue	Joint Use	7.74
Luther Burbank Elementary	17711 Roseton Avenue	Joint Use	4.96
William F. Elliot Elementary	18415 Cortner Avenue	Joint Use	5.72
<b>Regional Parks</b>			
Don Knabe Community Regional Park	19700 Bloomfield Avenue Cerritos, Ca	Regional Park	84.00
Ralph B. Clark Regional Park	8800 Rosecrans Avenue Buena Park, CA	Regional Park	105.00
El Dorado East Regional Park	7550 East Spring Street Long Beach, CA 90815	Regional Park	388.2
Source: Artesia 2024.			

The City currently owns and maintains three parks totaling 17.25 acres. To satisfy the Quimby Act based on 3 acres of parkland per 1,000 residents, based on the current population, the City of Artesia would need an additional 33 acres of parkland. The City also has a joint-use agreement with the ABC Unified School District (ABCUSD) to utilize school sites as a community open space resource. ABCUSD properties are currently developed as school sites but maintain a considerable amount of open space for community use when school is not in session. The ABCUSD owns and maintains four school sites that provide 31.41 acres of open space in the city. Regional recreational facilities are situated outside Artesia city limits but are within a reasonable travelling distance for city residents. The Don Knabe Community Regional Park in Cerritos, the Ralph B. Clark Regional Park in Buena Park, and El Dorado East Regional Park in Long Beach provide supplemental recreational opportunities and amenities to Artesia residents. Combined, City and ABCUSD facilities provide approximately 49 acres of parkland/open space.

### 5.12.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- R-1 Would 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.
- R-2 Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

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### 5.12.3 Environmental Impacts

#### 5.12.3.1 METHODOLOGY

The Quimby Act standard requires a minimum of three acres of parkland per 1,000 residents. Local parkland includes active, passive, special use, neighborhood, and community parks, but does not include regional parks, open space, National Forest land, or regional trails.

Parks, recreation, and open space resources range from vibrant community and regional parks to natural areas, trails, and open spaces. Active and passive recreation facilities are available at the parks, including but not limited to athletic fields, playgrounds, picnic areas, and multiuse trails for biking. These facilities also offer many sports, special interests, and educational classes. For the purposes of this analysis, parks are identified as either local or regional, which are defined as follows:

- **Local Park.** Local park spaces typically provide facilities for active recreation and gathering that meet neighborhood needs, offer opportunities for daily recreation, and are highly utilized. Local parks have facilities such as picnic areas and playgrounds, and they can accommodate a variety of organized sports, including soccer, baseball, tennis, volleyball, basketball, and skateboarding.
- **Regional Park.** Regional recreation parks are over 100 acres and of regional importance. These facilities contain active amenities such as athletic courts and fields, playgrounds, and swimming pools. They also offer opportunities for wildlife viewing, beautiful scenery, conservation, and outdoor recreation, including hiking, biking, and equestrian trails, that serve residents and visitors throughout the county. Other types of regional facilities besides parks in the Planning Area include trails, trailheads, staging areas, equestrian parks, natural areas, and golf courses.

Additionally, for purposes of this analysis, active and passive recreation facilities are defined as follows:

- **Active.** Active recreation includes organized play areas such as sports facilities for softball, baseball, football, and soccer fields; volleyball, tennis, and basketball courts, swimming pools, and/or forms of playground equipment.
- **Passive.** Passive recreation typically does not require organized play areas or sports facilities and such parks are often irregular in shape. Passive recreation often includes open space areas and trails; it also includes facilities for walking, picnicking, and water sports such as fishing or rowing.

School facilities may also provide land and facilities for recreational use on a limited basis through a joint-use agreement between the City and school districts. In general, public school recreational facilities are open to the public during non-school hours. Elementary schools may provide adjunct recreation opportunities to surrounding neighborhoods during non-school hours. Junior high schools and high schools may provide adjunct community-wide facilities for public use.

This analysis section evaluates the potential impacts of the proposed project's policies on existing parks and recreational facilities within the City of Artesia using the State CEQA Guidelines' thresholds of significance.

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This impact analysis evaluates if the proposed goals and policies would result in significant environmental impacts as a result of use, construction, expansion, or interference with existing parks, open space, and recreational resources in the project area.

#### 5.12.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

##### Open Space and Landscaping

**2.4.1 Open Space Requirements.** General. Open Space shall be provided per the following standards:

- a) A minimum of two hundred (200) square feet of open space per unit, with dimensions no less than ten (10) feet. The provided open space may be private, common, or a combination of both.
- b) New non-residential development over twenty-thousand (20,000) square feet shall provide open space equal to five (5) percent of the overall development parcel(s), inclusive of any easements, but not including any dedications.
- c) Mixed-use projects shall provide open space based on the combined requirements of both residential units and non-residential as described above in (a) and (b).
- d) New projects over twenty-five (25) units and/or forty-thousand (40,000) square feet are required to provide publicly accessible open space in addition to the standards above. Publicly accessible open space shall be equal to ten (10) percent of the overall development parcel(s), inclusive of any easements, but not including any dedications.

#### 5.12.3.3 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.12-1: The proposed project would generate additional residents that would increase the use of existing park and recreational facilities. [Threshold R-1]**

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There are no specific development projects that are identified or included as part of the proposed project. The 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. The proposed project would result in a potential buildout total of 1,981 housing units, 502,919 square feet of nonresidential space, 6,934 people, and 356 jobs.

Each jurisdiction determines the appropriate park standard based on the guidance provided by Section 66472 of the California Government Code, commonly referred to as the Quimby Act, which allows a city to require a standard of 3 acres of parkland per 1,000 residents. Currently, there is a total of 17.25 acres of parkland in Artesia, not including joint-use recreational facilities at schools or other private facilities. The proposed project's forecast population growth would create a demand for an additional 3.4 acres of parkland. Additionally, the City is currently constructing the Artesia Botanical Gardens, which will add an additional 1.34 acres of parkland and recreational amenities, reducing impacts on existing park facilities. The proposed project would not



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deteriorate or physically alter a park facility as a result of increased population's use of existing parks. Therefore, the proposed project would not result in adverse physical impacts associated with such facilities. In addition, the proposed project would be subject to compliance with City Resolution No. 19-2742, which requires payment of DIFs to mitigate the impacts of new residents and visitors on parks and recreation facilities (i.e., parkland) as a result of new development. Payment of in-lieu fees, as permitted by the Quimby Act, would minimize the proposed project's impacts concerning demand for parkland. The proposed Specific Plan outlines open space requirements based on future development of housing units and nonresidential development that will connect the area to provide access to diverse recreational amenities. Therefore, a less than significant impact would occur.

***Level of Significance Before Mitigation:*** Less than significant.

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**Impact 5.12-2: Project implementation would result in environmental impacts to provide new and/or expanded recreational facilities. [Threshold R-2]**

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As described above, there are no specific development projects that are identified or included as part of the proposed project, though open space standards are included as part of the proposed project for future developments. The 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. Development standards would include requirements for open space and landscaping. Indirect but forecast population growth would be anticipated within the areas proposed for increased residential density based on the proposed land use and zoning changes associated with the proposed project; however, open space standards would reduce the impact on existing parks and recreational facilities.

Addressing the site-specific impacts of future park development is beyond the scope of this EIR, and subsequent environmental review for any future park improvements would be required. The expansion of existing recreational facilities or construction of new recreational facilities may result in construction impacts related to site demolition, grading, building development, and landscaping. However, it is speculative to determine what impacts may arise because the exact location and extent of these future projects is unknown. Potential physical impacts on the environment related to future parks and recreational facilities projects would be analyzed and mitigated, if required, on a project-by-project basis in compliance with CEQA. State and local regulations would require project-level mitigation for potentially significant impacts to the environment that may result from the construction or expansion of parks and recreational facilities. Therefore, implementation of the proposed project as a programmatic document directing future growth and development within the project area would not result in the construction or expansion of recreational facilities that may have the potential to result in adverse effects on the environment. Therefore, impacts would be less than significant.

***Level of Significance Before Mitigation:*** Less than significant.

### 5.12.4 Cumulative Impacts

The geographic context for the cumulative analysis of parks and recreation is the City of Artesia. Development of the proposed project, combined with other cumulative development, would create additional demand on

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the existing City parks and recreational facilities due to population growth. Through the development review process, cumulative developments would be evaluated on a project-by-project basis to determine their parkland demands and the conditions for their establishment and operation. The Artesia Botanical Gardens are currently under development and will add additional parkland that would aid in reducing impacts to existing parks and recreational facilities. Payment of Quimby fees, DIFs, and/or land dedications by cumulative developments would mitigate the impacts from cumulative demands for parkland to less than significant levels. Consequently, the proposed project combined with other cumulative development would not result in significant cumulative environmental impacts concerning parks and recreational facilities. Therefore, the proposed project would not cause a cumulatively considerable impact concerning parks and recreational facilities.

#### 5.12.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.12-1 and 5.12-2.

#### 5.12.6 Mitigation Measures

No mitigation measures are required.

#### 5.12.7 Level of Significance After Mitigation

Impacts are less than significant.

#### 5.12.8 References

- Artesia, City of. 2010. City of Artesia General Plan 2030 Environmental Impact Report.  
<http://www.cityofartesia.us/DocumentCenter/View/92/Sec00TableofContents?bidId=>.
- . 2024. Recreation Facilities. <https://ca-artesia2.civicplus.com/367/Recreation-Facilities>.

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### 5.13 TRANSPORTATION

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Artesia Downtown Specific Plan (proposed project) to result in transportation and traffic impacts in the City of Artesia. The analysis in this section is based in part on the following technical report(s):

- *Local Transportation Assessment Artesia Downtown Specific Plan*, Linscott, Law & Greenspan Engineers (LLG), February 5, 2025
- *Transportation Impact Study Artesia Downtown Specific Plan*, LLG, February 5, 2025

Complete copies of these studies are in the technical appendices to this DEIR (Appendices G and H)

During the scoping period for the DEIR, written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Summary of Scoping Comments Received*, in Chapter 2, *Introduction*, of this DEIR includes a summary of all comments received during the scoping comment period. Comments from the City of Cerritos, California Department of Transportation (Caltrans), and the public were received related to transportation.

#### 5.13.1 Environmental Setting

##### 5.13.1.1 REGULATORY BACKGROUND

###### Federal

###### *Americans with Disabilities Act*

The 1990 Americans with Disabilities Act (ADA) prohibits discrimination toward people with disabilities and guarantees they have the same opportunities as the rest of society to become employed, purchase goods and services, and participate in government programs and services, and participate in government programs and services. The ADA includes requirements pertaining to transportation infrastructure. The Department of Justice's regulations for Titles II and III of the ADA, known as the 2010 ADA Standards for Accessible Designs, set minimum requirements for newly designed and constructed or altered State and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. These standards apply to accessible walking routes, curb ramps, and other facilities.

###### *Highway Performance Monitoring System*

The Highway Performance Monitoring System (HPMS) is a federally mandated inventory system and planning tool designed to assess the nation's highway system. HPMS is used as a management tool by State and federal governments and local agencies to analyze the system's condition and performance. The HPMS data are used for the allocation of federal funds, identification of travel trends and future forecasts, Environmental Protection Agency air quality conformity tracking, and biennial reports to the United States Congress on the state of the nation's highways. The HPMS is administered by Caltrans, with additional technical data provided by local agencies.

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#### State

##### *Sustainable Communities Strategies: Senate Bill 375*

Senate Bills (SB) 375 provides a planning process to coordinate land use planning and regional transportation plans (RTP) and funding priorities to help California meet the greenhouse gas (GHG) reduction goals established in Assembly Bill (AB) 32. SB 375 requires that RTPs developed by metropolitan planning organizations (MPO) (e.g., Southern California Association of Governments [SCAG]) incorporate a “sustainable communities strategy” (SCS) that would achieve GHG emission reduction targets set by the California Air Resources Board (CARB). SB 375 also includes provisions for streamlined California Environmental Quality Act (CEQA) review for some infill projects, such as Transit-Oriented Developments (TODs).

##### *Senate Bill 743*

SB 743, approved in 2013, mandated a change in the way transportation impacts are determined according to the CEQA. The Governor’s Office of Planning and Research (OPR) directed the use of vehicle miles traveled (VMT) as the replacement for automobile delay-based level of service (LOS) for purposes of determining a significant transportation impact under CEQA. As of December 2018, the Natural Resources Agency finalized updates to the CEQA Guidelines to incorporate SB 743 (i.e., VMT). To assist in the implementation of VMT as the primary measure of a transportation impact under CEQA, the OPR published an updated Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR Technical Advisory) in December 2018. Statewide application of the new guidelines went into effect on July 1, 2020.

The OPR Technical Advisory includes the following main components for the assessment of development projects.

- **Analysis Methodologies** – Identification of potential threshold that can be considered when establishing thresholds of significance for VMT assessment and recommendation of analysis methodologies for VMT impact screening and analysis.
- **Mitigation Memorandum** – Types of mitigation that can be considered for VMT mitigation.

The City has not yet adopted a methodology and significance threshold for use in CEQA compliance. Therefore, the project’s VMT analysis was based on the Los Angeles County Transportation Impact Analysis Guidelines (TIA Guidelines) (July 23, 2020), which are based on the OPR Technical Advisory.

#### Regional

##### *Connect SoCal 2024*

In compliance with SB 375, on April 4, 2024, the SCAG Regional Council adopted the *Connect SoCal 2024-2050 Regional Transportation Plan/Sustainability Communities Strategy* (Connect SoCal). Connect SoCal is a long-range visioning plan that incorporates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. A sustainable concentration and share of growth is directed to Priority Development Areas (PDAs), which include high-quality transit corridors (HQTCs), Transit Priority Areas

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(TPAs), job centers, Neighborhood Mobility Area (NMAs), Livable Corridors, and Spheres of Influence (SOIs) (in unincorporated areas only). These areas account for 8.2 percent of SCAG's total land area but most of the directed growth. (SCAG 2024)

Connect SoCal "Core Vision" prioritizes maintenance and management of the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Strategies to achieve the Core Vision include, but are not limited to, Smart Cities and Mobility Innovations, Housing and Sustainable Development, and Active Transportation and Safety. Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability and transportation.

#### *Los Angeles Metro Long Range Transportation Plan (LRTP)*

The Los Angeles County Metropolitan Transportation Authority (Metro) adopted the 2020 LRTP, "Our Next LA," in September 2020 (Metro 2020). It is the first update to the LRTP since 2009 and provides a vision for transportation in Los Angeles County through 2047. The plan aims to address population growth, changing mobility needs and preferences, technological advances, equitable access to opportunity, and adaptation to a changing environment. The plan details construction of an additional 100 miles of fixed-guideway transit, investments in arterial and freeway projects to reduce congestion, and construction of regional-scale bicycle and pedestrian projects to increase active transportation. Other efforts detailed in the plan include traffic management practices for congested roadways (e.g., Express Lanes and toll lanes); maintaining and upgrading the existing transportation system for all modes; and partnering with local, state, and federal agencies and the private sector. Our Next LA includes transit and highway improvements funded by Measure M; expansion of off-peak transit service, of the active transportation network, and of programs such as Express Lanes; partnerships to provide bus only lanes and freight management policies; and bold policy proposals, including more affordable transit, faster bus trips, and subregional congestion pricing.

In the City of Artesia, Metro is planning the construction 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.<sup>1</sup> The Final EIR for the Metro light rail line extension was certified April 2024 (Metro 2024).

#### *Metro Vision 2028 Plan*

The Metro Vision 2028 Plan is a strategic plan that lays the foundation for transforming mobility across the county over the 10-year period ending in 2028 (Metro 2018). The plan seeks to increase prosperity for all by removing mobility barriers, provide swift and easy mobility anytime throughout Los Angeles County, and accommodate more trips through a variety of high-quality mobility options. The plan seeks to increase mobility across the county by reducing the number of people who drive alone and increasing the number of trips people take by transit, walking, rolling modes such as biking and scootering, shared rides, and carpooling. It also seeks to improve the customer experience by reducing maximum wait times for any transit trip to 15 minutes or less,

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<sup>1</sup> 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 2024).

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even during peak periods, improving bus travel speeds by 30 percent, and providing reliable, convenient options for users to bypass congestion.

#### *Metro Active Transportation Strategic Plan*

Adopted in 2016, the Metro Active Transportation Strategic Plan (ATSP) sets goals and objectives for implementing active transportation improvements across Los Angeles County. The plan established existing conditions and defined implementation steps, funding strategies, and performance metrics for the countywide active transportation network. Metro updated the 2016 ATSP in 2023; the 2023 ATSP Update was adopted by the Metro Board in November 2023 (Metro 2023). Updating the 2016 ATSP furthered Metro's mission of providing world-class transportation system, focusing specifically on the regional active transportation network and first/last mile connectivity to transit. Relevant goals of the 2023 ATSP include the following:

- **Equity.** Low-income populations, communities of color, and other vulnerable and underserved people have equitable access to safe and convenient active transportation options.
- **Safety and Comfort.** Bicycling, walking, and rolling are increasingly safe and comfortable.
- **Accessibility.** Bicycle and pedestrian access to transit, jobs and other destinations is increasingly convenient and competitive.
- **Connectivity.** An expansive and connected world-class bicycle and pedestrian network serves a growing share of countywide trips.
- **Sustainability.** Active transportation is an integral component of a sustainable transportation system that contributes to regional climate change mitigation efforts.

#### *Metro NextGen Bus Plan*

Adopted in 2020, Metro's NextGen Bus Plan reimagines its bus network to be more relevant, reflective of, and attractive to the diverse customer needs within Los Angeles County (Metro 2020). The plan proposes major bus service changes across the Metro service area, including the development of a new bus network to improve service to current customers, attract new customers, and win back past customers. The NextGen Bus Plan represents the first major overhaul to Metro bus service in more than a quarter century. The plan's five main goals include:

1. Doubling the number of frequent Metro bus lines.
2. Providing more than 80 percent of current bus riders with 10-minute or better frequencies.
3. Expansion of midday, evening, and weekend service, creating an all-day, seven-days-a-week service.
4. Ensuring a quarter-mile walk to a bus stop for 99 percent of current riders.
5. Creating more comfortable and safer transit stops.

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Additional plan strategies include:

- Align travel patterns with travel propensity.
- Develop service tiers.
- Establish seamless connectivity with local municipal operators.
- Increase the number of routes operating frequently.
- Ensure all fixed-route services provide headways of 30 minutes or better.
- Create standardized frequencies by service tier.
- Make the network easier for riders to understand.
- Align schedules with midday, evening, and weekend riders.
- Consolidate Rapids/Locals into a single service.
- Consolidate stops.
- Apply all strategies through an equity lens.
- Equity, improved public health and safety, and enhancement of the region's overall quality of life.

#### *Los Angeles County Bicycle Transportation Strategic Plan*

The Los Angeles County Bicycle Transportation Strategic Plan is “designed to be used by the cities, the County, and transit agencies in planning regionally significant bicycle facilities, setting priorities for improving mobility through the use of bicycles with transit, and filling gaps in the interjurisdictional bikeway network.” The goal is to integrate bicycle use in all transportation planning: existing and future transit and transportation-oriented development. This plan provides a new look at bicycle use to relieve congestions, improve air quality, reduce VMT, and increase transit viability. One gap identified in the inter-jurisdictional bicycle network falls within Artesia along the West Santa Ana Branch Metro Right-of-Way with the suggested improvement of a bike path between Bellflower and Coyote Creek/Orange County border.

#### *Access Services*

Access Services is a State-mandated local governmental agency created by Los Angeles County's public transit agencies to administer and manage the delivery of regional ADA paratransit service. Access Services was established by 44 public fixed route transit operators in the county. It is governed by a nine-member board appointed by the County municipal fixed-route operators, the Los Angeles County local fixed-route operators, the City of Los Angeles, the County of Los Angeles, the Transportation Corridor Representatives of the Los Angeles branch of the League of Cities, the Los Angeles County Commission on Disabilities, and the Coalition of Independent Living Center. Access Services promotes access to all modes of transportation and provides quality ADA paratransit service on behalf of public transit agencies in Los Angeles County, including those serving Artesia.

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#### Local

##### *City of Arteria General Plan*

The General Plan Community Development Element provides a Circulation and Mobility Sub-Element that contains the following goals and policies that are applicable to the proposed project.

**Goal CIR 4:** Reduce vehicle miles traveled.

- **Policy CIR 4.1.** Promote a balance of residential, commercial, institutional, and recreational uses with adjacencies that reduce vehicle miles traveled.
- **Policy CIR 4.2.** Encourage practices which reduce dependency on single-occupant vehicle trips.

**Goal CIR 5:** Increased awareness and use of alternate forms of transportation to circulate in the City and to/from surrounding communities.

- **Policy CIR 5.1.** Promote the use of public transit.
- **Policy CIR 5.2.** Encourage bicycling as an alternate mode of transportation in the City
- **Policy CIR 5.3.** Provide for safe pedestrian access throughout the City.

The General Plan Community Safety Sub-Element that contains the following goals and policies that are applicable to the proposed project:

**Goal SAF 5:** Artesia is a community with low crime rates and safe neighborhoods.

- **Policy SAF 5.1.** Ensure quality police protection services are provided to meet the needs of all Artesia community members.

##### *Artesia Municipal Code*

Arteria Municipal Code (AMC) Title 9, Chapter 2, Article 11.5, Transportation Demand Management, requires environmental review of a project's transit impacts and specifies travel demand management measure to be incorporated into certain nonresidential development projects in the city.

AMC Section 9-2.1153, Environmental Review of Transit Impacts, specifies that "prior to approval of any development project for which an EIR will be prepared pursuant to the requirements of CEQA or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted with." The "Transit Impact Review Worksheet," contained in the Los Angeles County Congestion Management Program (CMP) Manual, or similar worksheets, shall be used in assessing impacts. This section requires that transit operators be given opportunity to comment on a project's impacts to identify recommended transit service or capital improvements that may be required as a result of the project, and to recommend mitigation measures that minimize automobile trips on the CMP network.



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AMC Section 9-2.1154, Transportation Demand and Trip Reduction Measures, specifies that prior to approval of any development project, the applicant shall make provision for, at a minimum, all the applicable transportation demand management and trip reduction measures identified in the section. Additionally, the section specifies that “all facilities and improvements construction or otherwise required shall be maintained in a state of good repair. The property owner shall be responsible for complying with the provisions of this article either directly or by delegating such responsibility as may be appropriate to a tenant or to an agent.”

#### *Artesia Emergency Operations Plan*

The City of Artesia Emergency Operations Plan (EOP) provides for the mobilization of all the resources of the City to meet any condition constituting a local emergency, state of emergency, or state of war emergency; and provides for the organization, powers and duties, services, and staff of the emergency organization.

The EOP continues the City's compliance with the California Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). It facilitates multiagency and multi-jurisdictional coordination during emergency operations, public information functions, and resource management. The EOP also tasks the Emergency Service Coordinator (as assigned by the City Manager) with ensuring staff receive initial and refresher training in the use of the EOP. (Artesia 2020)

#### 5.13.1.2 EXISTING CONDITIONS

The City is bordered by the City of Norwalk to the north and the City of Cerritos to the south, east, and west; therefore, circulation issues and travel patterns extend beyond the City's limits. Arterial roadways extend through the city and beyond the city boundaries into neighboring cities. The land use and traffic patterns in nearby jurisdictions have the potential to affect the quality of traffic flow and mobility in the city, and conversely, traffic conditions and decisions made by the City of Artesia can affect its neighbors.

#### **Roadway Network**

##### *Street Classification*

The roadway network in the project site is made up of the following street types:

- **Primary Arterial.** Primary arterial roadways provide access to important local destinations and are multi-lane, high-volume, car-oriented corridors with left-turn-only lanes or medians. The Circulation Element defines primary arterials to have an Average Daily Traffic (ADT) capacity of 25,000. Artesia's primary arterials are characterized as mostly divided four-lane roads, 80-foot right-of-way, with intersections at grade and partial control of access.
- **Secondary Arterial.** Secondary arterial roadways connect primary arterial roadways to collector streets and local roads. Primary arterials tend to be multi-lane, moderate-to-high volume, and car-oriented, with a capacity of 20,000 ADT. Artesia's secondary arterials are defined as undivided, four-lane roads with intersections at grade and partial control of access with a 20,000 ADT.

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- **Collector Road.** Collector roads are local roadways that connect neighborhoods to arterials and can sometimes serve as alternative routes to arterial roadways. Collector roads tend to have lower volumes, speeds, and numbers of lanes than arterial roadways, with a capacity of 5,000 ADT.
- **Local Road.** Local roads provide direct access to individual properties within residential areas and tend to be two-lane, low-speed, and low-volume corridors.

Figure 5.13-1, *Street Classifications*, identifies the street classifications within the boundaries of the Specific Plan area.

### Roadway Access

Two major freeways provide regional access to the project site: Artesia Freeway (State Route 91 [SR-91]) to the north and Interstate 605 (I-605) to the west. From SR-91 access to the project site is provided via Pioneer Boulevard, which bisects the project site. From I-605, access to the project site is provided via South Street, which traverses through the southern portion of the project site. Both Pioneer Boulevard and South Street are designated as Primary Arterial Highways. Additional vehicular access within the Specific Plan area is provided by 183rd Street, which is designated as a Secondary Arterial Highway.

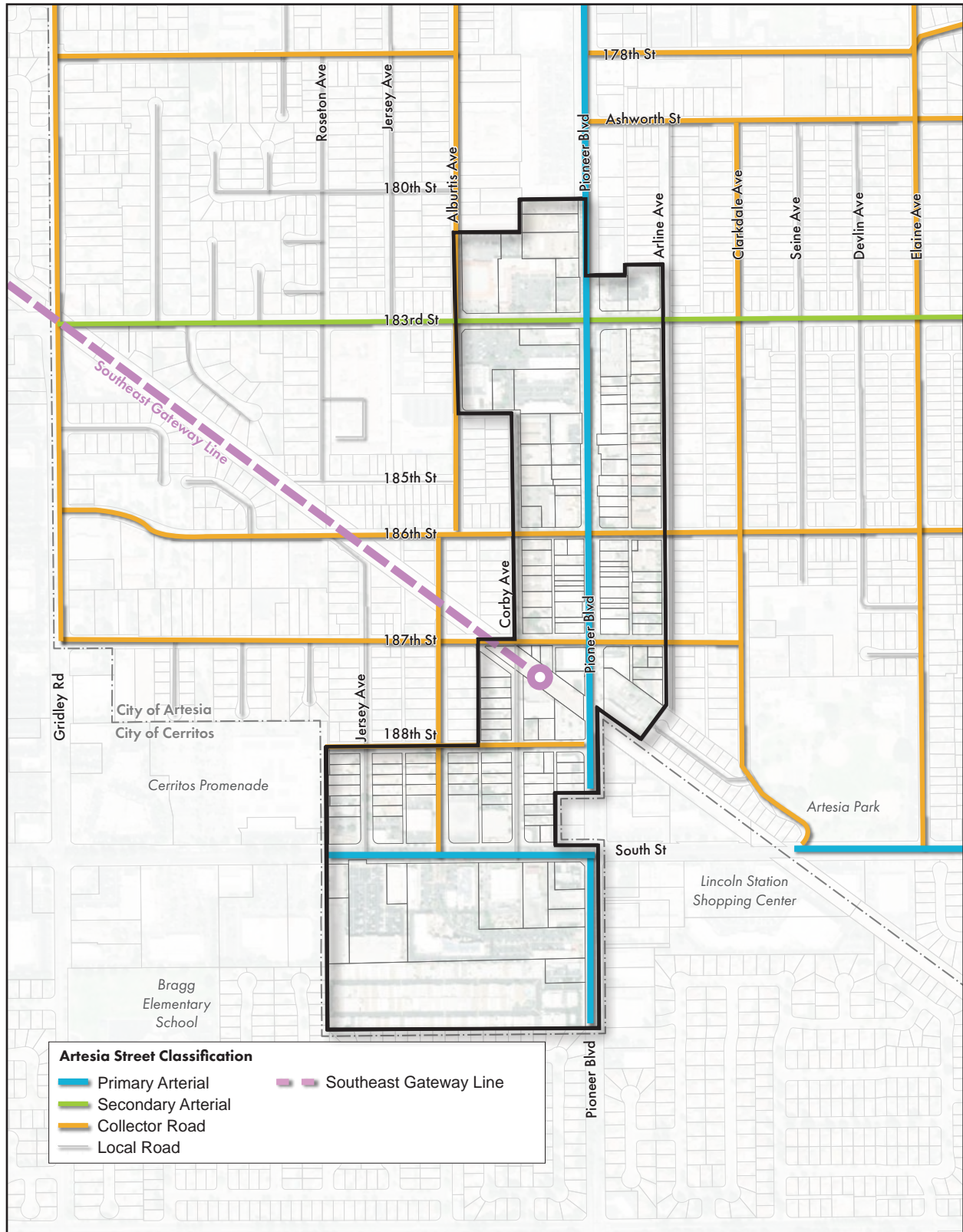
Artesia is served by a traditional grid system of north-south and east-west arterials, with approximately 0.50-mile spacing and signals at each arterial intersection. Smaller collector and neighborhood streets connect neighborhoods and commercial land uses to the arterial street system. Specifically, 186th Street and 187th Street are designated as Collector roadways. These roadways, along with local streets, provide direct access to the parcels included in the project area.

### Pedestrian Infrastructure

#### *Sidewalk Network*

The project area consists of a traditional grid of streets with a complete network of sidewalks and curb ramps. Sidewalk widths range from four feet on residential streets to 20 feet along the downtown core and vary in design elements. With a complete sidewalk network, the project site has the fundamental infrastructure needed to facilitate safe off-street pedestrian connectivity. Public sidewalks are provided along all roadways in the project area, including Pioneer Boulevard, 183rd Street, 187th Street, and South Street. Striped crosswalks are along Pioneer Boulevard and South Street, and pedestrian signals are provided at all intersections at all signalized intersections.

Figure 5.13-1 - Streets Classifications



— Downtown Artesia Specific Plan Boundary

--- City Boundary

Source: PlaceWorks 2024.

0 800  
Scale (Feet)



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#### *Curb Ramps*

The American with Disabilities Act (ADA) requires State and local governments to provide curb ramps with detectable warnings at pedestrian crossings and at public transportation stops where walkways intersect with a curb. A curb ramp is a short ramp that cuts through or is built up to a curb to facilitate access between a sidewalk and a roadway for people using wheelchairs, walkers, strollers, skateboards, scooters, mobility devices, or health-related mobility limitations. ADA curb ramps with tactile warning strips consisting of yellow or grey truncated dome pads are provided at most major intersections in the project area; however, truncated dome pads are not provided for all existing curb ramps at the intersections of Pioneer Boulevard/186th Street or Pioneer Boulevard/187th Street.

#### *Streetscape Enhancements*

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

#### **Bicycle Facilities**

Bicycle infrastructure consists of both facilities within the roadway as well as public bicycle parking spaces. The federal and State transportation systems recognize the following bikeway facilities. Bicycle facilities are defined as:

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

Figure 5.13-2, *Existing Bicycle Facility Network*, depicts the existing bicycle facility network in the project site. Currently, a Class I bicycle path is provided along the West Santa Ana Branch Transit Corridor right-of-way in Artesia. Within the Specific Plan area, Class II bicycle lanes are provided on both sides of South Street between Park Place Center and Pioneer Boulevard and along Pioneer Boulevard between 188th Street and the city limit.

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The Artesia Active Transportation Plan identifies additional planned facilities within the city, including a planned extension of the Class I bicycle path to the eastern city limit, as well as Class IV separated bikeway along Pioneer Boulevard north of 184th Street. Class II bike lanes are proposed along 183rd Street, while a Class III Bike Route is proposed along 187th Street.

### Public Transit

Public transit services are provided within the City by Los Angeles County Metropolitan Transportation Authority (Metro), Artesia City Transit (Artesia Transit), Long Beach Transit, Norwalk Transit System (Norwalk Transit), City of Cerritos (Cerritos on Wheels) and Orange County Transit Authority (OCTA) provide public transit service in Downtown Artesia. The existing public transit routes in the vicinity of the project site are illustrated in Figure 5.13-3, *Existing Transit Network*. A summary of the existing transit service within approximately 0.5-mile of the project site, including the transit line number, corridor(s) served, nearest stop, and typical number of buses per hour is provided in Table 5.13-1, *Existing Transit Facilities*. There are no existing passenger rail lines through Downtown Artesia. However, as previously mentioned, the planned Southeast Gateway Line by Metro will bisect Downtown Artesia and add a new light-rail station between Pioneer Boulevard and 187th Street. The addition of the Southeast Gateway Line and station to Downtown Artesia will expand multimodal transportation options for community members and support the use of public transit as a viable option for traveling to and from Downtown Artesia.

### Bus Stop Facilities

Table 5.13-1, *Existing Transit Facilities*, identifies seven public bus transit routes provide service in the vicinity of the project site. Each line provides service approximately every 20 to 60 minutes during the morning and evening peak commute hours (LLG 2024a).

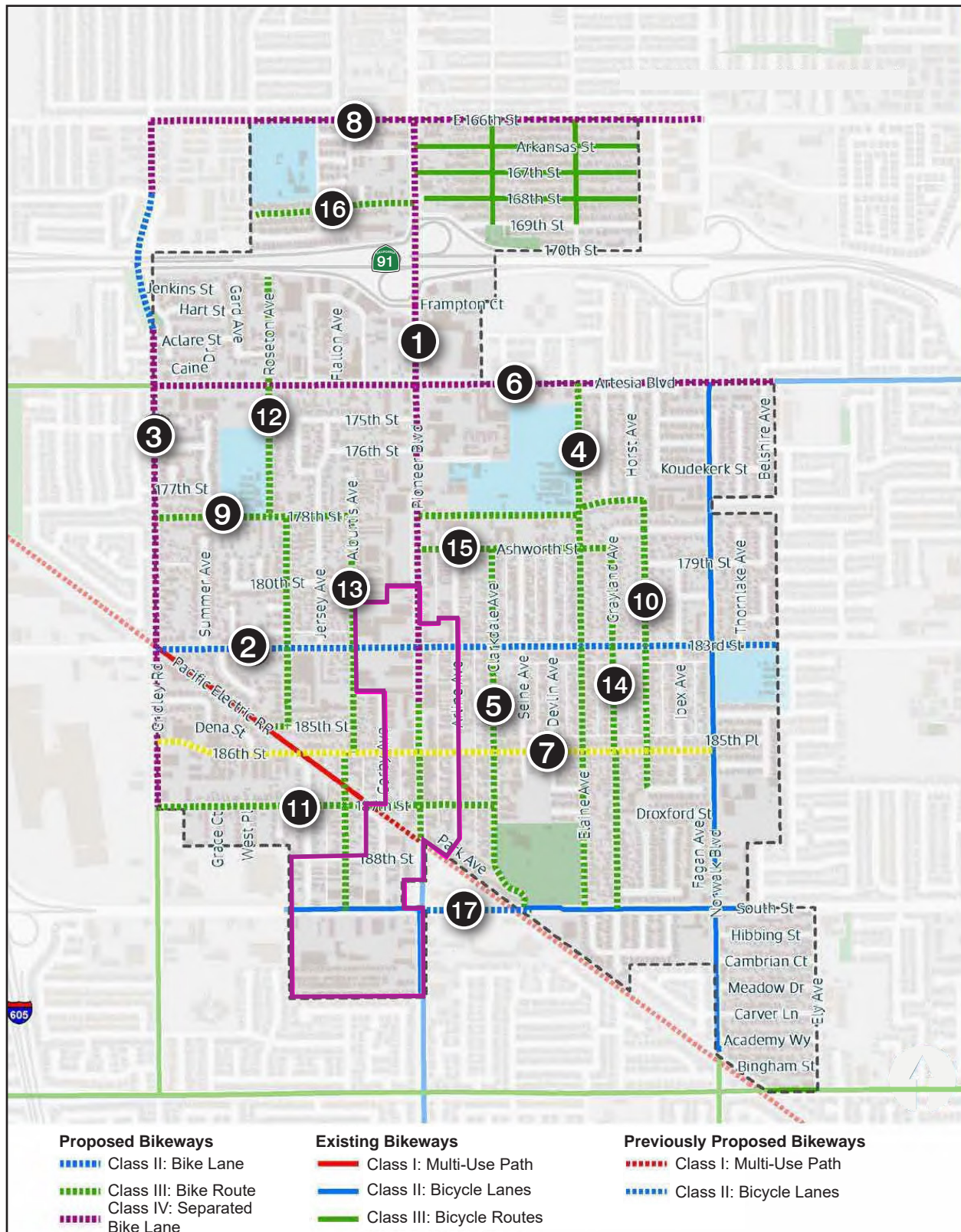
**Table 5.13-1 Existing Transit Facilities**

Route	Destination	Transit Corridor(s) in Vicinity of Project Site	Nearest Transit Stop to Project Site
Metro 62	Hawaiian Gardens, Artesia, Cerritos, Norwalk, Pico Rivera, Boyle Heights, Downtown Los Angeles	Gridley Road, South Street, Pioneer Boulevard, 183rd Street	Pioneer Boulevard/183rd Street
OCTA 30	Anaheim, Placentia, Fullerton, La Palma, Artesia, Cerritos	Gridley Road, South Street	Pioneer Boulevard/South Street
OCTA 38	Anaheim Hills, Anaheim, Buena Park, La Palma, Artesia, Cerritos, Lakewood	Gridley Road, South Street, Pioneer Boulevard	Pioneer Boulevard/South Street
Long Beach 173	Norwalk, Bellflower, Artesia, Cerritos, La Palma, Hawaiian Gardens, Los Alamitos, Long Beach	Gridley Road, South Street	Pioneer Boulevard/South Street
Norwalk Transit 2	Cerritos Mall, Cerritos College via Artesia	Pioneer Boulevard, 183rd Street	Pioneer Boulevard/183rd Street
Cerritos on Wheel 1C/2B	Lakewood, Artesia, Cerritos, Norwalk, La Palma	South Street, Gridley Road	Pioneer Boulevard/South Street
Artesia Transit	Artesia	183rd Street, Gridley Road, South Street, Pioneer Boulevard	Alburtis Avenue/183rd Street Alburtis Avenue/South Street

Source: LLG 2025a, Table 3-1.



Figure 5.13-2 - Existing and Proposed Bicycle Network



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Figure 5.13-3 - Existing Transit Routes



— Downtown Artesia Specific Plan Boundary

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Regular public bus transit services are provided along Pioneer Boulevard from north of the project site to 183rd Street and from South Street to south of the project site. Regular public bus transit services are also provided along South Street from Gridley Road to east of the project site. Additional service is provided along 183rd Street by local transit operators. It is noted that the majority of public bus routes traveling along Pioneer Boulevard and South Street are routed so as to provide service to the Los Cerritos Center Transit Center west of the project site on Gridley Road between 183rd Street and South Street.

As previously discussed, Metro has approved plans to construct the new Southeast Gateway Light Rail Line, as part of the West Santa Ana Branch Transit Corridor project, which will connect communities in southeast Los Angeles County to Downtown Los Angeles. The new line, planned for completion in 2035, will include 14.8 miles of new light rail transit connecting from the A (previously Blue) Line Slauson Station to the southern terminus at the Pioneer Station located in the City of Artesia. The project will construct nine new stations along the Southeast Gateway Line and one new infill station on the C (previously Green) Line. Four surface parking lots will be provided, and one parking garage will be constructed at the Pioneer Station in the City of Artesia. The Pioneer Station is planned to be located on the west side of Pioneer Boulevard between 187th Street and 188th Street. Construction of the Southeast Gateway Line and Pioneer Station is expected to result in the closure of the 186th Street but will maintain through access along 187th Street.

### Existing Trips Generation

#### *Traffic Generation*

Traffic trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or existing the generating land use. The existing land uses on the parcels selected for redevelopment are expected to generate 734 vehicle trips (473 inbound trips and 261 outbound trips) during the weekday morning (AM) peak hour. During the weekday evening (PM) peak hour, the existing uses are expected to generate 1,990 vehicle trips (953 inbound trips and 1,037 outbound trips). On a typical weekday, the existing uses are expected to generate 24,040 daily trip ends (12,020 inbound trips and 12,020 outbound trips) over a 24-hour period (LLG 2024b).

#### *Pedestrian and Bicycle Trip Generation*

Pedestrian activity is moderate in the vicinity of the project site, with between 45 and 60 pedestrians documented at each local intersection during the peak AM period and between 100 and 160 pedestrians documented at each local intersection during the peak PM period. Between 50 to 100 pedestrians were documented at the SR-91 Freeway ramp intersections during the AM and PM peak periods, while minimal pedestrian activity was observed at the I-605 freeway ramp intersections (LLG 2024b).

### 5.13.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

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- T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- T-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3 (b).
- T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-4 Result in inadequate emergency access.

The Initial Study, included as Appendix A, indicated that impacts associated with all the thresholds have the potential to result in potentially significant impacts and would be addressed in the following analysis.

As detailed in the OPR Technical Advisory, a lead agency has the discretion to rely on thresholds recommended by other agencies. Per CEQA Guidelines Section 15064.3(b)(1), a lead agency has the discretion to choose the most appropriate method to evaluate a project's VMT, and the City, as the lead agency, has the discretion to select the appropriate thresholds of significance and methodologies for evaluating a project's VMT, including whether or not to express the change in absolute terms, per capita, per household, or in another measure. The City of Artesia has not adopted VMT thresholds, and instead utilizes the Los Angeles County's *Transportation Impact Analysis Guidelines* (Guidelines) to determine potential impacts related to VMT. The Guidelines provide the following criteria for when a land use plan would result in a significant impact: "The plan total VMT per service population<sup>2</sup> would not be 16.8 percent below the existing total VMT per service population for the Baseline Area in which the project is located". A threshold based on the existing Countywide total VMT per service population within the Los Angeles County is the most appropriate threshold for determining the significance of the proposed project's VMT impacts. The County Guidelines further state that the baseline VMT applied in the transpiration impact analysis should be consistent with the year the transportation study was conducted.

The applicable countywide total VMT per service population has been derived from the SCAG 2016-2045 Activity-Based Model (ABM) and interpolated to reflect year 2024 conditions. The baseline total VMT per service population and relevant thresholds for existing and cumulative impacts are provided in Table 5.13-2, *VMT Thresholds of Significance*.

**Table 5.13-2 VMT Thresholds of Significance**

Year	Baseline VMT/SP	Threshold <sup>1</sup>
2024 (Existing)	30.81	25.63
2045 (Cumulative)	28.47	23.69

Source: LLG 2024b, Table 3-3.

<sup>1</sup> Threshold represents 16.8% below the baseline VMT per Service Population (VMT/SP).

<sup>2</sup> Service population is the sum of the number of residents and the number of employees.

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### 5.13.3 Environmental Impacts

#### 5.13.3.1 METHODOLOGY

##### Non-CEQA Level of Service

Recent changes to the CEQA Guidelines eliminated the requirement for LOS analysis in CEQA documents in lieu of the VMT metric. However, a Local Transportation Assessment was prepared to satisfy the Los Angeles County's Guidelines, which are being utilized by the City (see Appendix G of this DEIR). The non-CEQA analysis criteria for the Local Transportation Assessment were identified in consultation with City of Artesia staff.

##### Vehicle Miles Traveled Screening

As previously noted, the City relies on the County's Guidelines to assess VMT impacts. The County Guidelines state that the baseline VMT applied in the transportation impact analysis should be consistent with the year the transportation study is conducted. The Guidelines identify four screening criteria that may be applied to screen a proposed project out of detailed VMT analysis. Project, or project components, that are screened out of detailed VMT assessment based on these criteria are presumed to have less-than-significant transportation impacts. Projects or project components that are not screened out would be required to conduct a formal Transportation Impact Analysis to determine the significance of project impacts.

The four screening criteria are described below.

##### ■ Non-Retail Project Trip Generation Screening Criteria

*Does the development project generate a net increase of 110 or more daily vehicle trips?*

The County Guidelines further indicate that a proposed project's daily vehicle trip generation should be estimated using the most recent edition of the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (Manual), or through use of empirical trip generation data if the project's land use is not listed in the Manual.

The proposed project is forecasted to generate a net increase of 5,421 daily vehicle trips. Therefore, the non-retail project trip generation screening criteria is not satisfied.

##### ■ Retail Project Screening Criteria

New local serving retail development typically redistributes shopping trips rather than creating new ones. By adding retail opportunities into the urban fabric and improving retail destination proximity, local-serving retail developments tend to shorten trips and reduce VMT, and may be presumed to cause less-than-significant impacts. Consistent with OPR's guidance, the County assumes that retail projects of any type which are less than 50,000 square feet may be considered local serving retail.

*Does the project contain retail uses that exceed 50,000 square feet of gross floor area?*

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The proposed project allows for the potential future development of a total of 502,919 square feet (78,901 net new square feet) of commercial space within the Specific Plan area. While the redevelopment potential of commercial space on many parcels may fall below the 50,000-square-foot threshold, no specific development projects are proposed at this time. The answer to this screening question cannot be determined at the redevelopment parcel level during the preparation and adoption of the proposed Artesia Downtown Specific Plan. Because the screening criteria cannot be adequately assessed at this time, it is conservatively assumed that the criteria is not satisfied.

#### ■ Proximity to Transit Screening Criteria

*Is the project located within one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor?*

If the answer to this question is yes, then the following subsequent questions should be considered:

- *Does the project have a floor area ratio (FAR) less than 0.75?*
- *Does the project provide more parking than required by the County Code?*
- *Is the project inconsistent with the SCAG RTP/SCS?*
- *Does the project replace residential units set aside for lower income households with a smaller number of market-rate residential units?*

If the answer to all four subsequent questions is no, further analysis is not required, and a less-than-significant determination can be made.

The proposed project is within 0.5 miles of the future Metro Southeast Gateway Light-Rail Line Pioneer Station, and therefore would potentially qualify for the proximity to transit screening criteria. However, the answers to the subsequent questions require project-specific information such as the proposed FAR, parking, and residential affordability levels. No specific development projects are proposed at this time. The answer to these screening questions cannot be determined at the redevelopment parcel level during the preparation and adoption of the proposed Artesia Downtown Specific Plan. Because the screening criteria cannot be adequately addressed at this time, it is conservatively assumed that the criteria is not satisfied.

#### ■ Residential Project Screening Criteria

*Are 100 percent of the units excluding manager's units, set aside for lower income households?*

The proposed project includes the development of a total of 1,981 residential dwelling units. While a portion of the units may be set aside as affordable housing, no specific development projects are proposed at this time. The answer to this screening question cannot be determined at this redevelopment parcel level during the preparation and adoption of the proposed Artesia Downtown Specific Plan. Because the screening criteria cannot be adequately assessed at this time, it is conservatively assumed that the criteria is not satisfied.

#### ■ Summary of Screening Conclusions

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The proposed project does not satisfy any of the four screening criteria stated in the County Guidelines. No specific development projects are proposed at this time, and the answers to the screening questions cannot be determined at the redevelopment parcel level during the preparation and adoption of the proposed Artesia Downtown Specific Plan. The proposed project is not screened out of further analysis. Therefore, a detailed VMT analysis is required to determine the significance of any transportation impacts.

#### ■ Methodology

As required by the Guidelines, land use plans are to be evaluated using the current (SCAG) RTP/SCS travel demand forecast model to determine if it will have a significant impact related to VMT. The level of project-generated daily VMT is determined by converting the proposed project's development totals into corresponding Socioeconomic Data (SED) and entering the SED into the Transportation Analysis Zone(s) (TAZ) in which the project is located. The model is then run in order to generate a "With Project" VMT forecast. The "Without Project" VMT forecast is obtained from the baseline model outputs and is subtracted from the "With Project" forecast in order to determine the VMT expected to be generated by the proposed project.

The Specific Plan area falls within four TAZs, as illustrated in Figure 5.13-4, *Transportation Analysis Zones*. The proposed development within each TAZ was determined based on the location of the parcels identified for full redevelopment and the redevelopment potential for each parcel. The proposed project's development totals within each TAZ are summarized in Table 5.13-3, *Summary of Specific Plan Development Potential Per TAZ*.

**Table 5.13-3 Summary of Specific Plan Development Potential Per TAZ**

TAZ	Residential Dwelling Units	Office Space (SF)	Commercial Space (SF)
21824300	203	14,867	44,602
21825300	431	31,620	94,861
21825400	1,322	57,592	252,775 <sup>1</sup>
21825500	25	1,651	4,952

Source: LLG 2025b, Table 3-1.

<sup>1</sup> The commercial space in the TAZ includes an 80,000 square-foot, 150-room hotel.

SF = square feet; TAZ = Transportation Analysis Zone

The existing land uses on the parcels identified for redevelopment were subtracted from the totals summarized in Table 5.13-3 to calculate the net increases due to the proposed project. The corresponding net increases in the SED were then entered into the corresponding TAZs.

#### 5.13.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

##### **Goal 5 Enhance connectivity and streetscapes to increase multimodal accessibility and safety.**

- A place where streets, paseos, and alleys offer safe and convenient ways to get around for people visiting, working, or living in the Downtown.
- Walkable urban settings that encourage safe biking and walking.

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- New walking and biking paths to connect existing and new housing and retail to the future Metro station.
- Strategic lighting to increase safety and encourage use of the downtown in the evenings and at night.

#### **Goal 6: Plan and build a transit ready Downtown Artesia.**

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

#### **5.13.3.3 IMPACT ANALYSIS**

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.13-1: The project would not conflict with a program, plan, ordinance, of policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]**

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The traffic volumes anticipated to be generated by the proposed project were forecast for the typical weekday AM and PM peak commute hours as well as over a 24-hour period. Trip generation average rates per dwelling unit and per 1,000 square feet of floor area were utilized to prepare the trip generation forecast. The trips generated by the existing land uses on the parcels identified for redevelopment area assumed to be removed to accommodate full build-out of the proposed project. The proposed project is calculated to generate 1,020 net new vehicle trips (393 net new inbound trips and 627 net new outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is calculated to generate 543 net new vehicle trips (476 net new inbound trips and 67 net new outbound trips). On a typical weekday, the proposed project is calculated to generate 1,941 net new trips ends (approximately 971 net new inbound trips and approximately 970 net new outbound trips) over a 24-hour period (LLG 2024b).

The proposed Artesia Downtown Specific Plan's Mobility chapter encourages policy action from the City's Circulation and Mobility Sub-Element, including the following:

- Continue to implement the provisions of the Transportation Demand Management Ordinance.
- Encourage alternative modes of transportation, including, but not limited to, light rail, vanpooling, carpooling, pedestrian walkways, and bicycling.
- Coordinate with neighboring jurisdictions to create an integrated system of bike routes through such improvements as signage, additional bicycle lanes and paths, and additional bicycle racks.
- Coordinate efforts to increase pedestrian activity through improvements that make walking more safe, convenient, and enjoyable, including sidewalks, accessibility ramps, benches, traffic-calming measures, landscaping, and convenient, and safe transit stops.





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- Promote a balance of residential, commercial, institutional, and recreational uses with adjacencies that reduce VMT.
- Prioritize transit-oriented development within the City in accordance with SB 375 and other planning initiatives from the State and federal governments.

The proposed project is evaluated below concerning goals and policies related to transit, roadway, bicycle, and pedestrian facilities. Additionally, Table 5.8-2, *Artesia General Plan Consistency*, in Section 5-8, *Land Use and Planning*, of the DEIR, evaluates the proposed project's consistency with the applicable General Plan policies that address the circulation system (e.g., transit, roadway, bicycle, and pedestrian facilities). The analysis found that the proposed project is consistent with the applicable General Plan policies addressing the circulation system.

**Transit.** As discussed previously, public transit service to the project area is provided by the City of Cerritos, OCTA, Metro, Norwalk Transit System, Long Beach Transit System, and City of Artesia. Nearby bus routes are identified in Table 5.13-1. In accordance with AMC Section 9-2.1153 requirements and the CEQA Guidelines, this DEIR was made available to each of these transit operators. This is in furtherance of City Policy CIR 5.1, which is to “promote the use of Public Transit.” Further, the proposed project would implement Mitigation Measures T-1 and T-2, which would help to reduce vehicle ownership and incentivize other modes of transportation.

Therefore, the proposed project would not conflict with AMC Section 9-2.1153 or General Plan Policy CIR 5.1 concerning transit.

**Roadway.** The roadway network serving the Specific Plan area is situated in a regular grid system of roadways which provides access to the individual parcels within the Specific Plan area. Principal roadways providing access to and within the Specific Plan area include Pioneer Boulevard, which provides connection to SR-91 to the north and communities south of the Specific Plan area, as well as South Street which provides connection to I-605 to the west and communities located east of the Specific Plan area. Both Pioneer Boulevard and South Street are designated as Primary Arterial Highways and the City of Artesia's General Plan Circulation and Mobility Sub-Element. Additional vehicular access in the Specific Plan is accommodated by 183rd Street, which is designated as a Secondary Arterial Highway, and by roadways such as 186th Street and 187th Street which are designated as Collector roadways. These roadways, along with local streets, provide direct access to the parcels included in the Specific Plan area (LLG 2024b). All roadways and driveway improvements would be constructed pursuant to the City and Los Angeles County Fire Department requirements. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy concerning roadways.

**Bicycle.** Figure 5.13-2 identifies the Artesia Active Transportation Plan existing and proposed bicycle network. Bicycle access is accommodated by on-street bicycle lanes provided on both sides of South Street and on Pioneer Boulevard south of South Street. Implementation of the Artesia Active Transportation Plan will result in the construction of additional bicycle facilities along Pioneer Boulevard, 183rd Street, and 186th Street within the Specific Plan area. Where bicycle-specific facilities are not provided, bicycle access through the remainder of the Specific Plan area will continue to be accommodated by the existing roadway network. The Artesia Active Transportation Plan identifies additional planned facilities in the city, including a planned extension of

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the Class I bicycle path to the eastern City limit, as well as Class IV separated bikeway along Pioneer Boulevard north of 184th Street. It should be noted that Class II bike lanes are proposed along 183rd Street, while a Class III Bike Route is proposed along 187th Street. As such, the proposed project would be in furtherance of City Policy CIR 5.2, which is to “encourage bicycling as an alternate mode of transportation in the City.” Therefore, the proposed project would not conflict with the Artesia Active Transportation Plan, City policies, or existing facilities concerning bicycle facilities.

**Pedestrian.** As outlined in the proposed Specific Plan, pedestrian access within the Specific Plan Area would be accommodated by a complete network of public sidewalks and supporting pedestrian infrastructure, including pedestrian-scale lighting, public benches, and public trash receptacles along Pioneer Boulevard between 183rd Street and 188th Street. The public sidewalks would provide pedestrian access to all parcels within the Specific Plan area in a manner that would provide walkability.<sup>3</sup> There are five basic components that are accepted as the key to achieving walkability, with the underlying principle being that pedestrians should not be delayed, diverted, or placed in danger. The five primary components of walkability include the following (LLG 2024):

- **Connectivity.** People can walk from one place to another without encountering major obstacles, obstructions, or loss of interconnections.
- **Convivial.** Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.
- **Conspicuous.** Suitable levels of lighting and visibility over its entire length, with high-quality delineation and signage.
- **Comfortable.** High-quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of road space to pedestrians.
- **Convenient.** Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

These primary characteristics of walkability are currently provided within the Specific Plan area and are expected to be expanded as redevelopment within the Specific Plan area occurs. As such, the proposed project be in furtherance of Policy CIR 5.3, which aims to “provide for safe pedestrian access throughout the City.” Therefore, the proposed project would not conflict with a program, plan, policy, or ordinance concerning pedestrian facilities.

**Intersections.** While LOS for roadway operations is no longer used as a CEQA transportation metric, the County’s Transportation Impact Analysis Guidelines still include LOS and queuing methodologies for the evaluation of operation of project driveways and nearby intersections for projects to satisfy non-CEQA project requirements (DPW 2020). Because this is a program-level analysis, additional analysis and mitigation would

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<sup>3</sup> Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible, and pleasant mode of transport.

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occur at the project-level to determine specific physical-, program-, and policy-level mitigation measures to reduce the level of impact to roadway operations as a result of specific development.

#### Connect SoCal 2024

Connect SoCal 2024 closely integrates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Mobility is an important component of sustainability and integrated planning in Connect SoCal 2024. The proposed project would provide more opportunities for housing, encourage transit-oriented development, promote active transportation, improve access to transit, reduce VMT by cars. The proposed project's consistency with Connect SoCal 2024's goals is provided in Table 5.8-1, *SCAG Connect SoCal Consistency Analysis*, in Section 5-8, *Land Use and Planning*, of this DEIR, which concluded that the proposed project would not conflict with Connect SoCal's goals.

#### Conclusion

As evidenced by the analyses presented herein, as well as Table 5.8-1 and Table 5.8-2 in Section 5-8, *Land Use and Planning*, of the DEIR, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The proposed project would result in a less-than-significant impact.

***Level of Significance Before Mitigation: Less Than Significant***

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#### Impact 5.13-2: The project would conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b). [Threshold T-2]

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As identified in the County Guidelines, some project types and sizes have been identified as having the presumption of a less-than-significant VMT impact. The proposed project does not meet the any of the screening criteria. Thus, a detailed VMT analysis was prepared and the following model scenarios were utilized:

- Baseline Year 2016 Conditions
- Year 2016 With Project Conditions
- Baseline Cumulative Year 2045 Conditions
- Cumulative Year 2045 With Project Conditions

The project-generated VMT per service population was interpolated between years 2016 and 2045 to reflect year 2024 existing conditions. The proposed project is forecast to generate 26.33 VMT per service population in year 2024<sup>4</sup>, which exceeds the threshold of 25.63 VMT per service population. The proposed project is therefore expected to result in a significant project-level VMT impact. Mitigation measures will be required to reduce the VMT impact to less-than-significant levels. The project-generated VMT per service population, impact threshold, and percentage reduction required (if any) under year 2024 conditions are summarized in Table 5.13-4, *Project VMT Impacts*.

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<sup>4</sup> The project generated VMT per service population was interpolated between years 2016 and 2045 to reflect year 2024 existing conditions.

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**Table 5.13-4 Project VMT Impacts**

TAZ	Project-Generated VMT/SP	Threshold	Required Reduction <sup>1</sup>
Year 2024	26.33	25.63	2.65%

Source: LLG 2025b, Table 3-3.

<sup>1</sup> (Project VMT/SP – Threshold VMT/SP)/Project VMT/SP

SP = Specific Plan; TAZ = Transportation Analysis Zone; VMT = vehicle miles traveled

The proposed project is assumed to be consistent with the SCAG RTP/SCS due to the Specific Plan area's proposed density and proximity to the future Metro Southeast Gateway Line Pioneer Station, which are expected to contribute towards achieving the State's VMT and GHG reduction goals. The proposed project is forecast to generate 23.54 VMT per service population in the year 2045, which is below the threshold of 23.69 VMT per service population. The proposed project is therefore expected to result in a less-than-significant cumulative VMT impact. The project-generated VMT per service population and VMT impact threshold under year 2045 conditions are shown in Table 5.13-5, *Cumulative Project VMT Impact*.

**Table 5.13-5 Cumulative Project VMT Impacts**

TAZ	Project-Generated VMT/SP	Threshold	Required Reduction
Year 2045	23.54	23.69	--

Source: LLG 2025b, Table 3-4.

SP = Specific Plan; TAZ = Transportation Analysis Zone; VMT = vehicle miles traveled

#### ***Level of Significance Before Mitigation: Potentially Significant***

**Impact 5.13-3: The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). [Threshold T-3]**

The project does not propose any specific off-site roadway improvements that could substantially increase hazards due to a design feature. Any future on-site and site adjacent improvements and project driveways associated with future development would be constructed as approved by the City of Artesia Public Works Department. Sight distance at project access points would be subject to compliance with applicable AMC/Caltrans sight distance standards. Therefore, the proposed project would not increase transportation hazards due to a geometric design feature.

The proposed project does not propose land uses that are associated with incompatible vehicles or onsite equipment, such as farm equipment, that could create a transportation hazard. The project proposes land use and zoning changes that could result in mixed-use developments of 1,981 multifamily units (1,962 net units) and 502,919 square feet (78,901 net square feet) of commercial development. These land uses are typical of suburban areas, such as the City, and would not create a transportation hazard due to an incompatible use. Therefore, the project would not increase transportation hazards due to incompatible uses, and impacts would be less than significant.

#### ***Level of Significance Before Mitigation: Less Than Significant***

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**Impact 5.13-4: The project would not result in inadequate emergency access. [Threshold T-4]**

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The proposed project is in an urbanized area where adequate circulation and access is provided to facilitate emergency access. The Artesia Emergency Operations Plan outlines emergency response actions in the event of a large-scale disaster, such as a hazardous materials emergency (Artesia 2020). Further, project construction would not require the complete closure of any public or private streets during construction. Temporary construction activities would not impede the use of the streets for emergencies or access for emergency response vehicles. The proposed project would be subject to compliance with General Plan Policy SAF 5.1, which requires that the City and associated public services departments (e.g., Police Department and Fire Department) review development proposals for potential impacts to the provision of emergency services. Therefore, the proposed project's potential impacts concerning inadequate emergency access would be less than significant.

***Level of Significance Before Mitigation: Less Than Significant***

#### 5.13.4 Cumulative Impacts

For purposes of the transportation impact analysis, cumulative impacts are considered for cumulative development in the city, according to the related projects (see Table 4-1, *Cumulative Projects*, in Chapter 4, *Environmental Setting*, of this DEIR). The geographic contexts of the transportation cumulative analyses are the City, county, and SCAG planning region.

***Consistency with Applicable Plans, Ordinances, and Policies***

The proposed project would comply with applicable plans, ordinances, and policies that guide circulation. Similar to the proposed project, each cumulative project would be expected to show its consistency with existing programs, plans, ordinances, and policies that address the City's circulation system (such as the General Plan Circulation and Mobility Sub-Element). Additionally, each cumulative project would be expected to show consistency with SCAG's Connect SoCal. No significant cumulative impacts are anticipated with both the proposed project and the contribution of cumulative projects concerning City circulation policies or standards adopted to protect the environment and support multimodal transportation options. Consequently, the proposed project, combined with other cumulative development, would not result in significant cumulative environmental impacts concerning consistency with applicable plans, ordinances, and policies. Therefore, the proposed project would not cause a cumulative considerable impact concerning consistency with applicable plans, ordinances, and policies.

***Vehicle Miles Traveled***

While the County Guidelines indicate that the threshold may be determined on the project's location within the County, the California Governor's Office of Land Use and Climate Innovation (formerly Office of Planning and Research) indicates that VMT thresholds should be based on the full geography of a region rather than only a select portion of the city or county. Thus, VMT impacts of a project are considered on a cumulative basis. At buildout the proposed project is forecasted to generate 23.54 VMT per service population in the year 2045, which is below the threshold of 23.69 VMT per service population. The proposed project is therefore expected to result in a less-than-significant cumulative VMT impact.



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#### *Transportation Hazards*

A potentially cumulative impact may occur if the proposed project would combine with a cumulative project to create or substantially increase hazards due to geometric design features or incompatible uses. Related projects would be required to provide their respective on-site and site-adjacent improvements and driveways, which would be subject to City of Artesia Public Works Department review/approval prior to construction, thereby reducing the potential for the improvements to create hazardous geometric features. Additionally, the proposed project's residential and commercial uses are typical of a suburban area and would not introduce incompatible uses. Consequently, the proposed project, combined with other cumulative development, would not result in significant cumulative environmental impacts concerning hazardous geometric design features. Therefore, the proposed project would not cause a cumulatively considerable impact concerning hazardous geometric design features.

#### *Emergency Access*

Future projects would be required to comply with the City's development review process on a case-by-case basis, including review for compliance with the Municipal Code pertaining to maintaining/providing emergency access. New developments would be required to comply with all applicable fire and building codes and ordinances for construction and access to the site during both construction and operational phases. Individual projects would be reviewed by the City departments to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments would provide adequate emergency access to and from each site. Further, the City would review any modifications to existing roadways to ensure that adequate emergency access or emergency response would be maintained. Emergency response and evacuation procedures would be coordinated through the City.

Site plans for the proposed project would be subject to review by the City to ensure that adequate emergency access or emergency response would be provided. Additionally, the project site plans would be subject to review by the Artesia Fire Department for compliance with fire and emergency access standards and requirements. Therefore, with compliance with State, regional, and local standards and regulations, the project would not significantly contribute to a cumulatively considerable impact regarding emergency access.

### 5.13.5 Level of Significance Before Mitigation

After implementation of regulatory requirements and standard conditions of approval, Impacts 5.13-1, 5.13-3, and 5.13-4 would be less than significant.

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.13-2** The proposed project has the potential to result in significant VMT per service population impacts at the project-level.



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#### 5.13.6 Mitigation Measures

##### Impact 5.13-2

T-1 At the time of project entitlement, the project developer shall ensure the implementation of California Air Pollution Control Officer's Association (CAPCOA) 2021 Handbook Transportation Demand Management (TDM) Program T-16.

- T-16. Unbundle Residential Parking Costs from Property Cost

According to the CAPCOA 2021 Handbook, "this measure will unbundle or separate a residential project's parking costs from property costs, requiring those who wish to purchase parking spaces do so at an additional cost. On the assumption that parking costs are passed to the vehicle owners/drivers utilizing the parking spaces, this measure results in decreased vehicle ownership and, therefore, a reduction in VMT and GHG emissions." It is assumed that qualifying residential projects within the Specific Plan area will comply with the provisions of California Civil Code Section 1947.1 resulting from Assembly Bill 1317 (2023, Carillo), which requires residential developments of 16 or more units located in Los Angeles County to unbundle parking from the cost of rent. A cost of \$25.00 per month, or \$300.00 per year, per leased parking space, is assumed for analysis purposes. No action is required by the City of Artesia to implement this measure, as project developers would be required to comply with all applicable State laws as the time of project entitlement.

T-2 At the time of project operation, the developer and City shall continue to enforce California Air Pollution Control Officer's Association (CAPCOA) 2021 Handbook Transportation Demand Management (TDM) Program T-24.

- T-24. Implement Market Price Public Parking (On-Street)

According to the CAPCOA 2021 Handbook, "this measure will price all on-street parking in a given community. Increasing the costs of parking increases the total cost of driving to a location, incentivizing shifts to other modes and thus decreasing total VMT to and from the priced areas." The City of Artesia currently provides priced on-street parking within the Specific Plan area, primarily along Pioneer Boulevard, 186th Street, and 187th Street. The City of Artesia should continue to implement the priced on-street parking that currently exists in the Specific Plan area.

#### 5.13.7 Level of Significance After Mitigation

##### Impact 5.13-2

It is assumed that qualifying residential projects within the Specific Plan area will comply with the provisions of California Civil Code Section 1947.1 resulting from Assembly Bill 1317 (2023, Carillo), which requires residential development of 16 or more units located in Los Angeles County to unbundle parking from the cost of rent. Based on the redevelopment potential for each parcel identified for full redevelopment, it is assumed

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that this requirement will apply to 1,668 of the total 1,981 units, or approximately 84.2 percent of the proposed residential units. The remaining residential development is expected to occur on small parcels which would not support the development of 16 or more units. A cost of \$25.00 per month, or \$300.00 per year, per parking space has been assumed for the purpose of calculating the potential VMT reductions resulting from implementation of Mitigation Measure T-1 (TDM T-16). Unbundling parking for qualifying residential developments is therefore expected to reduce VMT within the Specific Plan area by 0.84 percent. Greater monthly and annual parking costs would result in greater VMT reductions. No action is required by the City of Artesia to implement this measure, as project developers would be required to comply with all applicable State laws at the time of project entitlement.

The City of Artesia currently provides priced on-street parking within the Specific Plan area, primarily along Pioneer Boulevard, 186th Street, and 187th Street. Based on a review of aerial photography obtained by Google Earth, approximately 2,635 public parking spaces are provided within the Specific Plan area in support of the existing commercial and industrial land uses (via a mix of on-street spaces and off-street parking lots). It is conservatively estimated that approximately 175 on-street parking spaces are provided adjacent to nonresidential land uses (approximately 6.6 percent of the total supply), with approximately 140 spaces currently priced (approximately 5.3 percent of the total supply) (LLG 2024b).

The SCAG ABM does not account for the presence of existing priced on-street parking within the Specific Plan area, therefore, with the continued implementation of the City's existing priced on-street parking, Mitigation Measure T-2 (TDM T-24) is expected to reduce VMT in the Specific Plan area by 2.13 percent. Decreases in the supply of free off-street public parking resulting from redevelopment of the identified parcels would potentially increase the effectiveness of measure T-24 as the proportion of priced public parking in the area increase. Expansion of the priced on-street parking program to include all on-street parking spaces adjacent to nonresidential land uses would also increase the effectiveness of measure T-24 and lead to greater VMT reductions. The City of Artesia should continue to implement the priced on-street parking that currently existing in the Specific Plan area.

The TDM measures and associated VMT reductions described previously are expected to result in a total VMT reduction of 2.95 percent. Application of the 2.95 percent VMT reduction to the proposed project's VMT forecast would therefore result in a project VMT of 25.55 VMT per service population, which falls below the threshold of 25.63 VMT per service population (LLG 2024b). The mitigated VMT per service population, impact threshold, and percentage reduction (if any) under the year 2024 conditions are summarized in Table 5.13-6, *Mitigated Project VMT Impacts*.

**Table 5.13-6 Mitigated Project VMT Impacts**

TAZ	Project-Generated VMT/SP	Threshold	Required Reduction
Year 2024	25.55	25.63	--

Source: LLG 2025b, Table 3-5.

Implementation of the mitigation described is expected to reduce the proposed project's VMT impacts to less-than-significant levels.

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### 5.13.8 References

- Artesia, City of (Artesia). 2020. *Emergency Operations Plan*.  
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- . 2024b. *Transportation Impact Study Artesia Downtown Specific Plan*. (Appendix H)
- Southern California Association of Governments (SCAG). 2024. *Southern California Association of Governments 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal).  
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### 5.14 TRIBAL CULTURAL RESOURCES

This section of the Draft Program Environmental Impact Report (Draft PEIR) discusses the potential impacts to tribal cultural resources in the Downtown Artesia Specific Plan area from implementation of the proposed project and consistency with policies and programs related to tribal cultural resources.

The analysis in this section is based in part on the following information:

- *Records Search Results for the Artesia Downtown Specific Plan*, South Central Coastal Information Center at California State University, Fullerton, March 2024. (Appendix D)
- *Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Code § 65352.3 and § 5352.4, as well as Assembly Bill 52 (AB52), Public Resources Code § 21080.1, § 21080.3.1 and § 21080.3.2, Downtown Artesia Specific Plan Draft Environmental Impact Report Project, Los Angeles County, Native American Heritage Commission, January 2024. (Appendix D)*

Complete copies of these record searches are provided in the technical appendices of this Draft EIR.

#### 5.14.1 Environmental Setting

##### 5.14.1.1 REGULATORY BACKGROUND

###### Federal

###### *Archaeological Resources Protection Act*

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites that are on federal and Indian lands.

###### *Native American Graves Protection and Repatriation Act*

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants and culturally affiliated Indian tribes.

###### *National Historic Preservation Act of 1966*

Enacted in 1966 and amended most recently in 2014, the National Historic Preservation Act (NHPA) instituted a multifaceted program administered by the Secretary of the Interior to encourage sound preservation policies of the nation's cultural resources at the federal, state, and local levels (54 US Code Sections 300101 et seq.). The NHPA authorized the expansion and maintenance of the National Register of Historic Places, established the position of State Historic Preservation Officer, and provided for the designation of State Review Boards. The NHPA also set up a mechanism to certify local governments to carry out the goals of the NHPA, assisted Native American tribes to preserve their cultural heritage, and created the Advisory Council on Historic Preservation.

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#### State

##### *California Public Resources Code*

Archaeological resources are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code (PRC). In addition, cultural resources are recognized as a nonrenewable resource and therefore receive protection under the PRC and CEQA.

- **PRC Sections 5097.9 to 5097.991** provide protection to Native American historical and cultural resources, and sacred sites and identifies the powers and duties of the Native American Heritage Commission (NAHC). It also requires notification of discoveries of Native American human remains to descendants and provides for treatment and disposition of human remains and associated grave goods.

##### *California Health and Safety Code*

The discovery of human remains is regulated by California Health and Safety Code Section 7050.5, which states that:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation...until the coroner...has determined...that the remains are not subject to...provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible.... The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and...has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

##### *California Senate Bill 18*

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

SB 18 was signed into law in September 2004 and went into effect on March 1, 2005. It placed new requirements on local governments for developments within or near “traditional tribal cultural places” (TTCP). Per SB 18, the law requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommends that the NAHC provide written information as soon as possible but no later than 30 days to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration.

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### TRIBAL CULTURAL RESOURCES

Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, they would be included in the project's EIR. If both the City of Artesia and the tribe agree that adequate mitigation or preservation measures cannot be taken, neither party is obligated to take action.

Per SB 18, a city or county is required to consult with the NAHC and any appropriate Native American tribe prior to the adoption, revision, amendment, or update of a city's or county's general plan. Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advises that SB 18 requirements extend to specific plans as well, because state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code Section 65453). In addition, SB 18 provides a definition of TTCP that requires a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. (Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities.) In addition, SB 18 amended Civil Code Section 815.3 and added California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

#### *Assembly Bill 52*

AB 52 took effect July 1, 2015, and required inclusion of a new section in CEQA documents titled Tribal Cultural Resources, which includes heritage sites. Under AB 52, a tribal cultural resource (TCR) is defined as a site, feature, place, cultural landscape, sacred place, and object with cultural value to a California Native American tribe that is either included or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. Or the lead agency, supported by substantial evidence, chooses at its discretion to treat the resource as a tribal cultural resource.

Similar to SB 18, AB 52 requires consultation with tribes at an early stage to determine whether the project would have an adverse impact on the TCR and mitigation to protect them. Per AB 52, within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it. The tribe then has 30 days after receiving the notification to respond if it wishes to engage in consultation. The lead agency must initiate consultation within 30 days of receiving the tribe's request. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a tribal cultural resource, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached. Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation that avoid or lessen the impact.

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### TRIBAL CULTURAL RESOURCES

#### Regional

##### *Southern California Association of Governments*

The Southern California Association of Governments, Growth Management Chapter (SCAGGMC) has instituted policies regarding the protection of cultural resources. SCAGGMC Policy No. 3.21 “encourages the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites” (SCAG 2001).

#### Local

##### *City of Artesia General Plan*

The City of Artesia General Plan Cultural and Historic Sub-element contains the following policies for the treatment of historic and cultural resources.

##### ***Community Culture and Economy Element***

- **Community Policy CHR 1.1.** Enhance and protect resources that have cultural and historic significance.
- **Community Policy CHR 1.2.** Strengthen cultural and historic preservation planning.
- **Community Policy CHR 2.1.** Foster public appreciation for Artesia’s cultural and historic resources.

#### 5.14.1.2 EXISTING CONDITIONS

The Los Angeles Basin has a rich cultural history that dates to the early settlement by American Indians. The Gabrielino Indians, also known as the Tongva, occupied an extensive region stretching from the San Gabriel Mountains to the coast, including the area now occupied by the City of Artesia. The tribe had a large village known as Puvunga, near the present day site of California State University, Long Beach. Native American tribes that lived in the village often hunted in Artesia. Evidence of this tribe’s presence in the area was substantiated when artifacts such as shells, stone utensils, and arrow points were discovered on Pioneer Boulevard during the construction of Bloomfield Park in Lakewood (Artesia 2010).

The village of Artesia became a formally recognized community when the Artesia School District was established on May 3, 1875. The first school was on 183rd Street and Alburdis Avenue. The City of Artesia was named from the many naturally flowing artesian wells in the area. The rural countryside was ideal for farming. In the 1920s and 1930s, Dutch and Portuguese farmers developed Artesia into one of the most important dairy districts in southern California. After World War II, as with many other cities in the region, Artesia was pressured by developers to build residential tracts. The City of Dairy Valley was incorporated in 1956 and later became the City of Cerritos. As the demand for housing continued, dairymen moved their operations further east into Chino and north into the Central Valley. Artesia was incorporated on May 29, 1959 (Artesia 2010). Maps from the 1940s indicate that the project site was mostly developed and the Pacific Electric Railroad (later the Southern Pacific Railroad) bisected the project site. As such, the project site contains buildings or structures that are 50 years of age or older. The San Gabriel River is near the western portion of the project site. Archaeological resources could be found buried or on the ground surface.



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#### Native American Heritage Commission

The NAHC conducted a Sacred Lands File search for the project site and identified nine local representatives from Native American groups as potentially having local knowledge:

- Gabrieleno Band of Mission Indians–Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino /Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Juaneño Band of Mission Indians Acjachemen Nation 84A
- Juaneño Band of Mission Indians Acjachemen Nation- Belardes
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

In compliance with AB 52 and SB 18, the City notified all the tribal representatives about the proposed project on February 27, 2024. No responses or requests for consultation were received from tribal representatives for the proposed project; however, the Gabrieleno Band of Mission Indians – Kizh Nation, requested notification for consultation on future project with the Plan Area.

#### 5.14.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- TCR-1 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
  - 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.

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### TRIBAL CULTURAL RESOURCES

#### 5.14.3 Environmental Impacts

##### 5.14.3.1 METHODOLOGY

As discussed further in Section 5.3, *Cultural Resources*, a records search was conducted on March 21, 2024, by the SCCIC at Cal State Fullerton. The search included a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. The records search included the project site and a 0.25-mile radius. Additionally, the California Points of Historical Interest, the California Historical Landmarks, the California Register of Historic Resources, the National Register of Historic Places (NRHP), and California State Built Environment Resources Directory listings were reviewed for the project site and 0.25-mile radius (See Appendix D). Additionally, a Sacred Lands File search was conducted by the NAHC, and the results were positive (See Appendix D).

In accordance with AB 52 and SB 18 requirements, the City sent invitation letters on February 27, 2024 to the Native American contacts provided by the NAHC and tribes who had previously requested consultation, formally inviting tribes to consult with the City on the proposed project. The intent of consultations is to provide an opportunity for interested Native American contacts to work with the City during the project planning process to identify and protect Tribal Cultural Resources. To date, no Tribes have requested consultation on the proposed project, however, the Gabrieleno Band of Mission Indians – Kizh Nation, requested notification for consultation on future project with the Plan Area.

##### 5.14.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

**Goal 3:** Encourage a vibrant and scenic downtown reflective of a diverse community.

- The restoration and reuse of buildings and places of historical or cultural significance.

##### 5.14.3.3 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.14-1:** The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. [Threshold TCR-1.i and TCR-1. ii]

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There are no known listed or eligible tribal cultural resources within the project site, based on record search reviews. However, the Sacred Lands File search Conducted by the NAHC did indicate a positive result for the potential to encounter tribal cultural resources during ground disturbing activities. The proposed project is a regulatory document that sets forth the framework for future growth and development within the project site and does not directly result in development. The adoption of the proposed project would not lead to the demolition or material alteration of any tribal cultural resources. Nonetheless, there is potential for subsurface

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tribal resources to be present within the project site. Although there is low potential for the project's ground-disturbing activities to encounter tribal cultural resources, due to the extent of on-site ground disturbances from previous development and the area's urbanized nature, ground-disturbing activities, such as grading or excavation, associated with buildout facilitated by the proposed project, could have the potential to unearth undocumented subsurface tribal cultural resources. Therefore, impacts would be potentially significant.

***Level of Significance Before Mitigation:*** Potentially significant.

#### 5.14.4 Cumulative Impacts

The context for the analysis of impacts to tribal cultural resources is generally site specific rather than cumulative in nature, because each project site has a different set of geologic and historic considerations that would be subject to further assessments depending on existing site conditions, location, and sensitivity to tribal cultural resources. Therefore, the potential for cumulative impacts is limited. Because the mitigation measures are able to bring the impacts to less than significant, cumulative effects of future development on tribal cultural resources are considered less than significant.

#### 5.14.5 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.14-1** Tribal cultural resources could be adversely impacted by grading activities associated with the proposed project.

#### 5.14.6 Mitigation Measures

See Mitigation Measures CUL-3 and CUL-4 in Section 5.3, *Cultural Resources*.

#### 5.14.7 Level of Significance After Mitigation

Implementation of regulatory requirements and Mitigation Measures CUL-3 and CUL-4 would reduce potential impacts associated with TCRs to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to tribal cultural resources have been identified.

#### 5.14.8 References

Artesia, City of. 2010. City of Artesia General Plan 2030 Environmental Impact Report.

<https://www.cityofartesia.us/DocumentCenter/View/107/Sec0510CulturalResources?bidId=>.

Native American Heritage Commission. January 2024. Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Code § 65352.3 and § 65352.4, as well as Assembly Bill 52 (AB52), Public Resources Code § 21080.1, § 21080.3.1 and § 21080.3.2, Downtown Artesia Specific Plan Draft Environmental Impact Report Project, Los Angeles County (DEIR Appendix D).

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South Central Coastal Information Center at California State University, Fullerton. March 2024. Records  
Search Results for the Artesia Downtown Specific Plan (DEIR Appendix D).

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### 5.15 UTILITIES AND SERVICE SYSTEMS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Artesia Downtown Specific Plan project (proposed project) to impact utility and service systems that serve the City of Artesia (City). Hydrology and water quality impacts are discussed in Section 5.7, *Hydrology and Water Quality Impact*, of this DEIR. Energy consumption impacts are discussed in Section 5.4, *Energy*.

During the scoping period for the DEIR, written and oral comments were received from agencies, organizations, and the public (Appendix A). Table 2-1, *Notice of Preparation and Comment Letters Summary*, in Chapter 2, *Introduction*, includes a summary of all comments received during the scoping comment period.

#### 5.15.1 Wastewater Treatment and Collection

##### 5.15.1.1 ENVIRONMENTAL SETTING

###### Regulatory Background

###### *Federal*

###### ***Clean Water Act and National Pollution Elimination Discharge System***

The Clean Water Act establishes regulations to control the discharge of pollutants into the waters of the United States and regulates water quality standards for surface waters (US Code, Title 33, Sections 1251 et seq.). Under the act, the US Environmental Protection Agency (EPA) is authorized to set wastewater standards and runs the National Pollutant Discharge Elimination System (NPDES) permit program. Under the NPDES program, permits are required for all new developments that discharge directly into Waters of the United States. The federal Clean Water Act requires wastewater treatment of all effluent before it is discharged into surface waters. NPDES permits for such discharges in the project region are issued by the Los Angeles Regional Water Quality Control Board (LA RWQCB) (Region 4).

###### ***National Pollutant Discharge Elimination System***

The NPDES permit program was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; set prohibitions on discharges not specifically allowed under the permit; and establish provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a sewage treatment plant.

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#### *State*

##### ***State Water Resources Control Board: Statewide General Waste Discharge Requirements***

In order to provide a statewide regulatory approach to address sanitary sewer overflows, the State Water Resources Control Board (SWCRB) adopted Statewide General Waste Discharge Requirements for sanitary sewer systems (Order No. 2006-0003- DWQ) in 2006. The Statewide General Waste Discharge Requirements were readopted in December 2022 (Order No. 2022-0103-DWQ). The General Waste Discharge Requirements specify that all federal and state agencies, municipalities, counties, districts, and other public entities that own or operate sanitary sewer systems greater than one mile in length which collect and/or convey untreated or partially treated wastewater to a publicly owned treatment facility in the State of California need to develop a sewer system management plan (SSMP). The SSMP evaluates existing sewer collection systems and provides a framework for undertaking the construction of new and replacement facilities to maintain proper levels of service. It includes inflow and infiltration studies to analyze flow monitoring and water use data, a capacity assurance plan to analyze the existing system with existing land use and unit flow factors, a condition assessment and sewer system rehabilitation plan, and a financial plan with recommended capital improvements and financial models. Provision 14 of Order 2006-003-DWQ requires the SSMP be updated every five years and shall include any significant program changes. Recertification by the City Council is required when significant updates to the SSMP are made.

##### ***General Pretreatment Regulations for Existing and New Sources of Pollution***

The General Pretreatment Regulations establish the responsibilities of federal, state, and local governments; industry; and the public to implement National Pretreatment Standards to control pollutants that pass through or interfere with treatment processes in publicly owned treatment works or that may contaminate sewage sludge. Pretreatment standards are pollutant discharge limits that apply to industrial users.

##### ***Assembly Bill 885 (AB 885)***

The SWRCB implements regulations to reduce the impact of wastewater sources on groundwater quality in accordance with Assembly Bill (AB) 885 through its water quality control policy for siting, design, operation, and maintenance of on-site wastewater treatment systems (OWTS) (septic systems) (Resolution No. 2012-0032). This policy establishes a statewide, risk-based, tiered approach for the regulation and management of OWTS installations and replacements that have affected, or will affect, groundwater or surface water to a degree that makes it unfit for drinking water or other uses or cause a health or public nuisance condition. RWQCBs incorporated the standards in the OWTS policy or standards that are more protective of the environment and public health into their water quality control plans. Implementation is overseen by the state and regional water quality boards and local agencies (e.g., county and city departments and independent districts).

#### *Regional*

##### ***Long Beach Water Reclamation Plant NPDES Permit***

Wastewater discharge requirements for the Long Beach Water Reclamation Plant (LBWRP) are detailed in NPDES No. CA0054119, Order No. R4-2003-0123. The permit includes the conditions needed to meet minimum applicable technology-based requirements. The permit includes limitations more stringent than

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### UTILITIES AND SERVICE SYSTEM

applicable federal technology-based requirements where necessary to achieve the required water quality standards.

#### *Los Angeles County Sanitation District Connection Fees*

Capital improvements to the Los Angeles County Sanitation Districts' (LACSD) water reclamation plants are funded from connection fees charged to new developments, redevelopments, and expansions of existing land uses. The connection fee is a capital facilities fee used to provide additional conveyance, treatment, and disposal facilities (capital facilities) required by new users connecting to the LACSD's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program ensures that all users pay their fair share for any necessary expansion of the system. Estimated wastewater generation factors used in determining connection fees in LACSD's 22 member districts are in the Connection Fee Ordinance for each respective district, available on LACSD's website. The City of Artesia is in District 2 of the Sanitation Districts (LACSD 2022).

#### *Los Angeles County Sanitation Districts Wastewater Ordinance*

LACSD's Wastewater Ordinance was adopted on April 1, 1972, and amended on July 1, 1998. The Wastewater Ordinance was enacted to protect the environment and public health; to provide for the maximum possible beneficial public use of the LACSD's sewerage facilities through adequate regulation of sewer construction, sewer use, and industrial wastewater discharges; to provide for equitable distribution of the District's costs; and to provide procedures for complying with requirements placed upon the District by other regulatory agencies (LACSD 1998).

#### *Local*

##### *City of Artesia General Plan*

###### *Community Facilities and Infrastructure Element*

- **Policy CFI 1.1.** Maintain facilities and infrastructure to serve diverse community needs.
- **Policy CFI 1.2.** Promote equitable distribution of community facilities and infrastructure.
- **Policy CFI 1.3.** Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.
- **Policy CFI 2.1.** Employ ongoing maintenance and upgrades to protect the City's long-term investment in community facilities.
- **Policy 3.1.** Promote green and sustainable practices and approaches in planning, design, construction, renovation and maintenance of public facilities.

###### *Sustainability Element*

- **Policy SUS 8.4.** Reduce the volume of wastewater discharges city-wide.

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#### *City of Artesia Municipal Code*

**Title 6, Sanitation and Health, Chapter 7, Storm Water Management and Discharge Control**, sets forth standards that intend to reduce pollutants in storm water discharges to the maximum extent possible, regulate illicit connections and illicit discharges, and regulate non-storm water discharges into the municipal water system. This chapter also implements the Standard Urban Storm Water Mitigation Plan (SUSMP) and Low Impact Development Requirements required under the Los Angeles County NPDES MS4 Permit.

**Title 6, Sanitation and Health, Chapter 6, Article 1, Connections**, requires all development to connect to the City's public sewer system wherever a line currently exists or is constructed in the future.

**Title 6, Sanitation and Health, Chapter 6, Article 2, Sanitary Sewers and Industrial Waste Ordinance**, adopts Title 20, Utilities, Division 2, Sanitary Sewers and Industrial Waste of the Los Angeles County Code, including the provisions for fee collection.

**Title 6, Sanitation and Health, Chapter 6, Article 4, Reconstruction Program**, provides standards for the City's existing sewer system in addition to future sewage development in the City in accordance with the City's sewer reconstruction program. Section 6-4.407 requires that the City engineer assess the capacity of the public sewer system before the issuance of building permits for new development or redevelopment. Permits may be denied if the capacity of the sewer system is not able to accommodate the development. Section 6-4.408, Capacity Determination, provides the City's standards for peak flow discharge rates by land use. The peak flows for the land uses relevant to the proposed project are listed in Table 5.15-1, *City of Artesia Sewer System Peak Flows*.

**Table 5.15-1 City of Artesia Sewer System Peak Flows**

Land Use	Peak Flow
Apartments	600 gallons per day per dwelling unit
Offices	600 gallons per day per 1,000 square feet of floor area
Restaurants	150 gallons per day per seat
Stores, commercial and display	300 gallons per day per 1,000 square feet of floor area
Motels	600 gallons per day per unit

Source: Artesia Municipal Code Section 6-4.408.

**Title 9, Building Regulations, Section 9-1.716, Sanitary Sewers**, requires all subdivision development to install sanitary sewers to serve each lot. The design must be in accordance with the requirements of the City engineer.

#### Existing Conditions

##### *Wastewater Conveyance*

The City of Artesia and LACSD provide wastewater services to the Specific Plan area. The City of Artesia owns and operates local wastewater transmission lines within City limits, as shown on Figure 8.1, *Existing Sewer*



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*Systems*, in the proposed Specific Plan. The City's local gravity sewer lines discharge into LACSD's facilities for conveyance to the LBWRP in the City of Long Beach.

The City is responsible for ensuring that the public sewer infrastructure is correctly designed, adequately sized, and easily maintained. The City is part of the Los Angeles County Department of Public Works' (LACDPW) Consolidated Sewer Maintenance District (CSMD) and therefore relies on the staff and resources of the LACDPW for the maintenance of its collection sewer system. The CSMD is not a special district and does not own any infrastructure. LACDPW's Sewer Maintenance Division is responsible for operational maintenance services of the City's sewer collection system, including cleaning, closed-circuit television inspection, manhole inspection, and repairs of the system. The CSMD also provides a supporting role in reviewing all proposed sewer plans for new developments in the City to ensure that they conform to County design standards and to ensure that requirements for acceptability for maintenance are met.

The LACSD owns, operates, and maintains an interconnected network of trunk sewers that convey wastewater to joint outfall system treatment facilities. The City falls completely within the LACSD's District Number 2 service area. The LACSD's trunk system forms the backbone of the conveyance system. The joint outfall system includes the joint outfall trunk sewers, which are typically high-capacity sewers with diameters as large as 144 inches, and the LACSD trunk sewers, which generally feed the larger trunk sewers.

The capacity of the three main trunk sewer lines in the Specific Plan area are shown in Table 5.15-2, *LACSD Trunk Line Available Capacity* (also see Figure 8.1 in the Specific Plan for the location of these lines in the Specific Plan area). As shown in Table 5.15-2, these sewer lines each have residual capacity.

**Table 5.15-2 LACSD Trunk Line Available Capacity**

Sewer Line Name	Diameter (inches)	Available Capacity (mgd)	Net Sewer Capacity (mgd)
Joint Outfall "C" Trunk Sewer, Unit 6F & 6G	15	0.58	0.18
JOA-1A Gridley Rd Interceptor	20	1.94	1.54
Joint Outfall "C" Trunk Sewer, Unit 6F & 6G, Unit 8E	18	1.03	0.63
<b>Total</b>			<b>2.35</b>
Notes: mgd = mega gallons per day.			

#### *Wastewater Treatment Capacity*

The City's local sewers discharge into the LACSD facilities for treatment and disposal. This sewage is treated at LACSD's LBWRP. The LBWRP has a capacity of 25 million gallons per day (mgd) and currently processes an average recycled flow of 12.7 mgd (LACSD 2024a). The treated wastewater is disinfected with hypochlorite and discharged to the Pacific Ocean through a network of outfalls.

#### *Existing Wastewater Flow*

The Specific Plan area is currently fully built out, consisting primarily of one- and two-story commercial uses and multifamily residential properties. The wastewater generation of these existing uses are shown in Table 5.15-3, *Existing Sewer Generation*.

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**Table 5.15-3 Existing Sewer Generation**

Land Use	Units	Wastewater Generation Rates (gpd per DU or 1,000 SF) <sup>1</sup>	Generated Wastewater (gpd)
Single-Family	4 DU	260	1,040
Apartment Low-Rise	15 DU	156	2,340
General Office Building	43,422 SF	200	8,684
Regional Shopping Center	309,506 SF	150	46,426
Strip Mall Retail	44,711 SF	325	14,531
General Light Industrial	26,379 SF	25	659
<b>Total</b>			<b>73,681</b>

Source: LACSD 2024c.

DU= dwelling units; SF = square feet; gpd = gallons per day.

<sup>1</sup> Wastewater use factors are based on Los Angeles County Sanitation District flows for classes of land use in District No. 2. The project land use categories and corresponding LACSD factors were approximated as follows:

Single-Family = "Single Family Home"

Apartment Low-Rise = "Multi-Unit Residential"

General Office Building = "Office Building"

Regional Shopping Center = "Regional Mall"

Strip Mall Retail = "Shopping Center"

General Light Industrial = "Light Manufacturing"

#### 5.15.1.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- U-1 Requires or results in the relocation or construction of new or expanded wastewater treatment, the construction or relocation of which could cause significant environmental effects.
- U-3 Results in a determination by the waste water treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

#### 5.15.1.3 ENVIRONMENTAL IMPACTS

##### Methodology

The following analysis is based on the research conducted by Fuscoe Engineering for Chapter 8, *Infrastructure*, of the proposed Specific Plan and demand calculations generated by PlaceWorks. Information regarding the City's existing sewer system capacity was derived from communication with LACSD. The calculations of the proposed project's sewer demand were generated using wastewater use factors from LACSD. To determine the proposed project's impact on sewer capacity, the net increase in sewer demand is compared to the existing available capacity of three of LACSD's trunk lines in the Specific Plan area. The proposed project's sewer demand is also compared to the residual capacity of the LBWRP to determine impacts to wastewater treatment.

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#### Proposed Specific Plan Goals and Policies

The goals and objectives of the proposed Specific Plan do not specifically address utility infrastructure, however, Chapter 8, *Infrastructure*, of the proposed Specific Plan discusses the Specific Plan area's existing utilities, utilities providers, and utility capacity.

#### Impact Analysis

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.15-1: Existing and/or proposed facilities would be able to accommodate project-generated wastewater infrastructure demands. [Threshold U-1]**

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#### *Wastewater Conveyance*

##### ***Construction***

The proposed project would require construction or reconstruction of new, on-site sewer lines. Construction impacts associated with the installation of the sewer lines would primarily involve trenching to place the lines below the surface and would be limited to the individual projects in the Specific Plan area. The construction-related environmental impacts associated with these improvements are analyzed throughout this Draft EIR since it is a component of the proposed project. This analysis focuses on whether the City of Artesia or LACSD would need to expand its wastewater facilities in order to handle the anticipated demand generated by the proposed project.

##### ***Operations***

Buildout of the proposed project is projected to result in 1,981 new dwelling units and 502,919 nonresidential square feet in the Specific Plan area. As a result of land use and zoning changes, 19 existing dwelling units and 424,018 square feet of existing nonresidential space in the Specific Plan area could be redeveloped, resulting in a net increase of 1,962 dwelling units and 78,901 nonresidential square feet. As shown in Table 5.15-4, *Proposed Project Sewer Generation*, based on the type of use and generation factors, buildout of the proposed project would generate approximately 476,437 gallons per day (gpd) of wastewater. As shown in Table 5.15-4, the existing uses that would be redeveloped as part of the proposed project generate approximately 73,681 gpd. As such, the proposed project is anticipated to result in a net increase of 402,756 gpd. The wastewater flow originating from the proposed developments would discharge to an on-site sewer system to be appropriately sized and installed for conveyance to the City's sewer system and LACSD's trunk sewers.

Chapter 8 of the proposed Specific Plan analyzed the capacity of the three main trunk sewer lines in the Specific Plan area and determined the residual sewer of these lines is 2.35 mgd. The proposed project would generate 0.4 mgd of wastewater, which is within the residual capacity of these lines.

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**Table 5.15-4 Projected Project Sewer Generation**

Land Use	Buildout	Wastewater Generation Rates (gpd per 1,000 SF or room) <sup>2</sup>	Generated Wastewater (gpd)
Multifamily Home	6,934 population	42 gpcd <sup>1</sup>	262,086 <sup>3</sup>
Hotel	150 rooms	125	18,750
Office	105,730 SF	200	21,146
Retail	158,595 SF	100	15,860
Restaurant	158,595 SF	1,000	158,595
<b>Subtotal</b>			<b>476,437</b>
<b>Reduction for Existing Uses<sup>4</sup></b>			<b>73,681</b>
<b>Total Net Increase</b>			<b>402,756</b>

Source: LACSD 2024c.

DU= dwelling units; SF = square feet; gpd = gallons per day; gpcd = gallons per capita per day.

<sup>1</sup> Based on the standard for indoor residential water use SB 1157: 42 gpcd 2030 onwards

<sup>2</sup> Wastewater use factors for all uses except multifamily home are based on Los Angeles County Sanitation District (District No. 2) flows for classes of land use. The project land use categories and corresponding LACSD factors were approximated as Hotel = "Hotel/Motel/Rooming House", Office = "Office Building", Retail = "Store", Restaurant = "Restaurant"

<sup>3</sup> Wastewater generation is estimated to be 90 percent of total indoor water use (see Table 5.15-6 below).

<sup>4</sup> See Table 5.15-3 for calculation of existing demand.

All future new development would be required to undertake a site-specific sewer evaluation prior to issuance of grading permits or otherwise determined as necessary by the City. These future sewer evaluations would assess the adequacy of the City's local sewer system and may require sewer flow monitoring at the local sewer manholes requested by the City. LACSD would also review future development within the Specific Plan area to determine whether sufficient trunk sewer capacity exists to serve each development and if the LACSD's facilities would be impacted by the development. This review is accomplished through the LACSD's Will-Serve Program. Additionally, pursuant to Title 6, Article 4 of the Artesia Municipal Code, development that would exceed the capacity available in the public sewer would not receive a building permit until that capacity can be made available. LACSD also charges connection fees new users connecting to its sewerage system. These fees would help to ensure that new development in the Specific Plan area all users pays their fair share for any necessary expansion of the system. The proposed project would not require the relocation or construction of new or expanded wastewater conveyance infrastructure. Therefore, impacts would be less than significant.

#### *Wastewater Treatment*

As shown in Table 5.15-4, the proposed project would generate a net increase of 402,756 gpd of sewer that would be treated at the LBWRP. The LBWRP has a capacity of 25 mgd and an existing average daily flow for the system is approximately 13 mgd. The net wastewater generated by implementation of the proposed project would represent a 2.3 percent increase to the average treatment flow for the LBWRP. However, this increase would not exceed the treatment capacity of this wastewater treatment plant. Therefore, no new or expanded water reclamation plant facilities would be needed; impacts would be less than significant.

The LBWRP is required by federal and state law to meet applicable standards of treatment plant discharge requirements subject to NPDES No CA0054119. The permit includes the conditions needed to meet minimum applicable technology-based requirements. The NPDES permit regulates the amount and type of pollutants that the system can discharge into receiving waters. These treatment plants in compliance with and would

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continue to operate subject to state waste discharge requirements and federal NPDES permit requirements, as set forth in the NPDES permit and order. Furthermore, the proposed project would comply with the LACSD's Wastewater Ordinance as amended by the Artesia Municipal Code, which includes the payment of a connection fee, the approval of plans for sewer construction by LACSD, and the prohibition of certain discharges to sewer lines. As described, the additional wastewater (quantity and type) that would be generated by the proposed project and treated by the LBWRP would not impede the treatment plant's ability to continue to meet its wastewater treatment requirements and no new or expanded treatment facilities would be required. Therefore, impacts on wastewater treatment would be less than significant.

***Level of Significance Before Mitigation:*** Less than significant.

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**Impact 5.15-2: Project-generated wastewater could be adequately treated by the wastewater service provider for the project. [Threshold U-3]**

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Wastewater from the residential and commercial (restaurants, retail, hotel) uses proposed by the project would not contain substances of any types and amount prohibited by LACSD discharge limits. Discharging oil or petroleum products to the sewer would be prohibited. Thus, project-generated wastewater would not adversely affect LACSD's compliance with the Los Angeles RWQCB's Order No. R4-2015-0124. The proposed project would also be designed, constructed, and operated in accordance with the LACSD's Wastewater Ordinance. The LBWRP has a residual treatment capacity of 12.3 mgd, based on its average daily treatment flows, which can accommodate the additional 0.35 mgd of potential wastewater generated by the proposed project. Therefore, LACSD currently has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Therefore, impacts would be less than significant.

***Level of Significance Before Mitigation:*** Less than significant.

#### 5.15.1.4 CUMULATIVE IMPACTS

The area considered for cumulative impacts to wastewater treatment is the service area of the LBWRP. The area considered for cumulative impacts to wastewater conveyance systems is the LACSD service area and the Specific Plan's sewer system service area.

All future development in the Specific Plan Area and within larger LACSD's service area would be reviewed on a project-by-project basis to verify that existing capacity exists to convey the wastewater generated by the new development and whether construction of new sewer lines would result in significant environmental effects. Through the use of connection fees and agreements, LACSD is able to maintain and expand its wastewater collection system as necessary and is able to ensure that new developments pay their fair-share costs associated with increased demand, including development that may require General Plan amendments. Therefore, there would be no significant cumulative impacts on wastewater collection.

As discussed above, wastewater effluent is directed to the LBWRP, which is operated by LACSD. Future development in the Specific Plan area would comply with the LACSD's Wastewater Ordinance, as amended by the Artesia Municipal Code, to ensure that the LBWRP continues to operate in compliance with its NPDES permit. Furthermore, future development would also comply with the LACSD's connection fee requirements

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to fund future capital improvement programs. Accordingly, cumulative impacts on wastewater infrastructure and treatment would be less than significant.

#### 5.15.1.1 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

#### 5.15.1.2 MITIGATION MEASURES

No mitigation measures are required.

#### 5.15.1.3 LEVEL OF SIGNIFICANCE AFTER MITIGATION

All impacts would be less than significant.

### 5.15.2 Water Supply and Distribution

#### 5.15.2.1 ENVIRONMENTAL SETTING

##### Regulatory Background

###### *Federal*

###### ***Federal Safe Drinking Water Act***

The Safe Drinking Water Act, the principal federal law intended to ensure safe drinking water for the public, was enacted in 1974 and has been amended several times since it came into law. The Act authorizes the EPA to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the SWRCB conducts most enforcement activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

###### *State*

###### ***Porter-Cologne Water Quality Control Act***

Under the Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.), which was passed in California in 1969 and amended in 2013, the SWRCB has authority over State water rights and water quality policy. This Act divided the state into nine regional basins, each under the jurisdiction of a Regional Water Quality Control Board (RWQCB) to oversee water quality on a day-to-day basis at the local and regional level. RWQCBs engage in a number of water quality functions in their respective regions, including regulating all pollutant or nuisance discharges that may affect either surface water or groundwater.

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#### *Urban Water Management Planning Act*

The Urban Water Management Planning Act of 1983 (Water Code Sections 10610 et seq.) requires water suppliers to:

- Plan for water supply and assess reliability of each source of water over a 20-year period in 5-year increments.
- Identify and quantify adequate water supplies, including recycled water, for existing and future demands in normal, single-dry, and multiple-dry years.
- Implement conservation and the efficient use of urban water supplies.

Significant new requirements for quantified demand reductions have been added by the Water Conservation Act of 2009 (SBX7-7), which amended the Urban Water Management Planning Act and adds new water conservation provisions to the Water Code.

#### *Senate Bill 610*

Senate Bill (SB) 610 amended State law to ensure better coordination between local water supply and land use decisions and confirm that there is an adequate water supply for new development. Specific projects are required to prepare a water supply assessment (WSA). The WSA consists of information regarding existing and forecast water demands as well as information pertaining to available water supplies for the new development. The following projects that are subject to the California Environmental Quality Act (CEQA) are required to prepare a WSA.

- Residential developments consisting of more than 500 dwelling units.
- Shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- Commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- Hotel or motel, or both, having more than 500 rooms.
- Industrial, manufacturing, or processing plant or industrial park planned to employ more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- Mixed-use project that includes one or more of the projects specified above.
- Project that would demand an amount of water equivalent to, or greater than, the amount of water required for 500 dwelling units.

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#### ***The Water Conservation Act of 2009 (Senate Bill X7-7)***

The Water Conservation Act of 2009, SB X7-7, requires all water suppliers to increase water use efficiency. The legislation set an overall goal of reducing per capita water use by 20 percent by 2020, with an interim goal of a 10 percent reduction in per capita water use by 2015. Effective in 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible for state water grants or loans. The SB X7-7 requires that urban water retail suppliers determine baseline water use and set reduction targets according to specified standards. It also requires that agricultural water suppliers prepare plans and implement efficient water management practices.

#### ***20x2020 Water Conservation Plan***

The 20x2020 Water Conservation Plan of 2010 was a byproduct of the Water Conservation Act of 2009. The plan had a threefold effect, establishing: 1) a benchmark of current usage per capita of 2005 baseline data; 2) an intermediate goal for all water providers to meet by 2015; and 3) a 20 percent reduction by 2020 of water usage.

#### ***Mandatory Water Conservation***

Following Governor Brown's declaration of a state of emergency on July 15, 2014, the SWRCB adopted Resolution No. 2014-0038. The emergency regulation was partially repealed by Resolution No. 2017-0024. The remaining regulation prohibits several activities, including (1) the application of potable water to outdoor landscapes in a manner that causes excess runoff; (2) the use of a hose to wash a motor vehicle except where the hose is equipped with a shut-off nozzle; (3) the application of potable water to driveways and sidewalks; (4) the use of potable water in nonrecirculating ornamental fountains; and (5) the application of potable water to outdoor landscapes during and within 48 hours after measurable rainfall. The SWRCB resolution also directed urban water suppliers to submit monthly water monitoring reports to the SWRCB.

#### ***Assembly Bill 1668 and Senate Bill 606***

In 2018, the California Legislature enacted two policy bills to establish long-term improvements in water conservation and drought planning to adapt to climate change and longer and more intense droughts in California. The Department of Water Resources (DWR) and the SWRCB adopted new standards for the following in 2020:

- Indoor residential water use
- Outdoor residential water use
- Commercial, industrial, and institutional (CII) water use for landscape irrigation with dedicated meters
- Water loss

Urban water suppliers will be required to stay within annual water budgets, based on their standards for their service areas, and to calculate and report their urban water use objectives in an annual water use report. For example, the bills define a daily standard for indoor residential use of 55 gallons per person until 2025, when it decreases to 52.5 gallons and further decreases to 50 gallons by 2030. The legislation also includes changes to Urban Water Management Plan preparation requirements.



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### UTILITIES AND SERVICE SYSTEM

#### ***Governor's 2021 Drought Declaration***

Governor Gavin Newsom declared a drought state of emergency on April 21, 2021, and asked state agencies to partner with local water districts and utilities to make Californians aware of drought and encourage actions to reduce water usage by promoting DWR's Save Our Water Campaign and other water conservation programs. The proclamation also included measures to be implemented by the DWR, SWRCB, the Department of Fish and Wildlife, and the Department of Food and Agriculture that included coordinated state and local actions to address issues stemming from continued dry conditions.

The governor issued subsequent drought emergency proclamations on May 10, June 8, and October 19 of 2021, and March 28 of 2022. The May 10 proclamation included further measures to be implemented by DWR, SWRCB, the Department of Fish and Wildlife, and the Department of Food and Agriculture. The July 8 proclamation called on Californians to voluntarily reduce water use by 15 percent from their 2020 levels. The October 19 proclamation required local water suppliers to implement water shortage contingency plans that are responsive to local conditions and prepare for the possibility of a third dry year. The March 28 proclamation required that by May 25, 2022, the SWRCB must consider adopting emergency regulations defining nonfunctional turf<sup>1</sup> and banning irrigation of nonfunctional turf in the commercial, industrial, and institutional sectors. The proclamation also required that by May 25, 2022, SWRCB must consider adopting emergency regulations to implement the shortage response actions specified in Urban Water Management Plans for a water shortage level of up to 20 percent.

The SWRCB tracks and reports monthly on the state's progress toward achieving a 15 percent reduction in statewide urban water use compared to 2020 use.

#### ***Water Conservation in Landscaping Act of 2006 (AB 1881)***

The Water Conservation in Landscaping Act of 2006 (AB 1881) required DWR to update the State Model Water Efficient Landscape Ordinance (MWELO) by 2009. The State's model ordinance was issued on October 8, 2009. Under AB 1881, cities and counties were required to adopt a State updated model landscape water conservation ordinance by January 31, 2010, or to adopt a different ordinance that is at least as effective in conserving water as the updated Model Ordinance. It also required reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015 (DWR 2019).

#### ***2015 Update of the State Model Water Efficient Landscape Ordinance (per Governor's Executive Order B-29-15)***

To improve water savings in the landscaping sector, the DWR updated the Model Ordinance in accordance with Executive Order B-29-15. The Model Ordinance promotes efficient landscapes in new developments and retrofitted landscapes. The Executive Order calls for revising the Model Ordinance to increase water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, and on-site stormwater capture, and by limiting the portion of landscapes that can be covered in turf.

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<sup>1</sup> Nonfunctional turf is turf that is ornamental and not otherwise used for human recreation purposes such as school fields, sports fields, and parks.

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New development projects that include landscaped areas of 500 square feet or more, including residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review, are subject to the Model Ordinance. The previous landscape size threshold for new development projects ranged from 2,500 square feet to 5,000 square feet.

Title 5, Chapter 2, of the municipal code adopts an ordinance that incorporates updates consistent with the State MWELO update.

#### ***Sustainable Groundwater Management Act***

The Sustainable Groundwater Management Act addresses the sustainable management of groundwater in California. This legislation results from water shortages in California, long-term issues with land subsidence, and over-drafting of groundwater aquifers. The DWR identified the status of water basins by overdraft and priority levels (e.g., very low, low, medium, or high). The consistency requirement between the Cal Water-Hermosa-Redondo District's Urban Water Management Plan and this act is not applicable because the West Coast Subbasin is categorized as very low priority. Thus, the implementation of a Groundwater Sustainability Plan is not required because groundwater storage and extraction in the West Coast Basin are governed by basin adjudication, with excess production restricted to emergencies.

#### ***California Green Building Standards Code***

The California Green Building Standards Code (CALGreen) (Title 24, California Code of Regulations, Part 11) establishes mandatory residential and nonresidential measures for water efficiency and conservation under Sections 4.3 and 5.3. The provisions establish the means of conserving water used indoors, outdoors, and in wastewater conveyance. The code includes standards for water-conserving plumbing fixtures and fittings and the use of potable water in landscaped areas.

#### ***California Plumbing Code***

The California Plumbing Code was adopted as part of the California Building Code (CBC) and specifies technical standards of design, materials, workmanship, and maintenance for plumbing systems. The CBC code is updated on a three-year cycle; the latest edition is dated 2022 and is effective as of January 1, 2023. One of the purposes of the plumbing code is to prevent conflicting plumbing codes within local jurisdictions. Among many topics covered in the code are water fixtures, potable and non-potable water systems, and recycled water systems.

#### ***Local***

#### ***Artesia Service Area Urban Water Management Plan***

Golden State Water Company (GSWC) is the water provider for the City of Artesia. GSWC's 2020 Urban Water Management Plan (UWMP) for the Artesia Service Area is a water resource planning tool to effectively manage water supply, reliability, and demand. The GSWC Artesia service area's water assets consist of adjudicated groundwater supplies, leased or purchased groundwater supply, water contracts with neighboring local agencies, and arrangements with the Central Basin Municipal Water District (CBMWD) for additional treated and recycled water supplies. GSWC Artesia also maintains six emergency connections with neighboring agencies

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### UTILITIES AND SERVICE SYSTEM

(e.g., City of Cerritos, City of Long Beach, City of Lakewood, GSWC West Orange County System, and the Norwalk Municipal Water System) that allow access to additional water sources in emergency conditions.

#### *Golden State Water Company New Business Narrative/Water Service Application*

GSWC facilitates an application for new water service connections in its service area and outlines the requirements for project design and the application process in its New Business Narrative documentation. GSWC considers “new business projects” to be residential, commercial, or industrial projects that require construction or modification of water facilities including public fire hydrants, domestic services larger than two inches on existing water mains and main extensions to serve a subdivision, tract, housing project, individual development, commercial building, or shopping center and are within GSWC’s service area (GSWC 2024).

#### *City of Artesia General Plan*

##### *Community Facilities and Infrastructure Element*

- **Policy CFI 1.1.** Maintain facilities and infrastructure to serve diverse community needs.
- **Policy CFI 1.2.** Promote equitable distribution of community facilities and infrastructure.
- **Policy CFI 1.3.** Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.
- **Policy CFI 2.1.** Employ ongoing maintenance and upgrades to protect the City’s long-term investment in community facilities.
- **Policy 3.1.** Promote green and sustainable practices and approaches in planning, design, construction, renovation and maintenance of public facilities.

##### *Sustainability Element*

- **Policy SUS 8.1.** Maximize water efficiency and the use of alternative sources of water in City operations.
- **Policy SUS 8.2.** Implement outreach and education programs that promote best practices in water conservation.

#### *Artesia Municipal Code*

**Title 5, Chapter 18, Water Conservation Measures**, outlines the water conservation requirements for use of water in the City including water use frequency, watering hours, watering duration, and water flow and runoff. This section also outlines the penalties for violation of these watering rules.

**Title 6, Chapter 5, Water Service**, of the Artesia Municipal Code outlines the Water Service requirements for the City: Section 6-5.01, Permits Required, states that new pipelines or any replacement, repair, or extension thereof, for water service or for the installation of a water system requires a permit from the City Manager. Section 6-5.02, Permits Plans and Fees, requires new connections to the City water system to be approved by

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the County Fire Department and by the City Engineer or such other registered civil engineer as may be designated by the City Manager.

**Title 8, Chapter 10, Green Building Standards Code**, adopts by reference the most current (2022) CALGreen. CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure in California, unless otherwise indicated in the code. CALGreen establishes planning and design standards for water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a specified baseline. Standards also include low-flow fixtures (not to exceed 1.5 gallons per minute), native landscaping, and dedicated separate landscaping water meters. The building efficiency standards are enforced through the local building permit process.

**Title 9, Article 15.5, Water Efficient Landscaping**, adopts the California State MWEL0.

### Existing Conditions

#### *Water Supply*

GSWC Artesia currently manages and maintains the water system within the Specific Plan area. GSWC Artesia serves approximately 87 percent of the City of Artesia. GSWC Artesia is a wholly owned subsidiary of the American States Water Company and regulated by the California Public Utilities Commission. GSWC Artesia's Potable System is comprised of two main water sources: groundwater extraction tied to the Central Basin Adjudication, including extractions derived from leased and stored water asset, and contract supplies with City of Cerritos that provides both Central Basin Adjudicated supplies and CBMWD supplies derived from water supplies developed by Metropolitan Water District. GSWC Artesia's non-potable system consists of approximately 90 acre-feet per year (AFY) of recycled water from CBMWD's Central Basin Recycled Water Project.

GSWC Artesia owns and operates six active wells, two of which are located in Artesia, with a combined capacity of 7,340 gpm that pump from the Central Subbasin of the Central Coast Plain of the Los Angeles Groundwater Basin. The groundwater is blended with water purchased from the City of Cerritos via two interconnections, each with a capacity of 1,500 gpm. GSWC Artesia also has six emergency interconnections to allow sharing of supplies during short term emergencies or during planned shutdowns of primary supply sources. These interconnections are with the City of Long Beach, the City of Lakewood, GSWC West Orange County System, Norwalk Municipal Water System, and two with the City of Cerritos.

Every urban water supplier is required to assess its reliability to provide water service to its customers under normal, dry, and multiple dry water years. The 2020 UWMP states that GSWC Artesia will be able to meet projected demands between 2025 and 2045 during normal years, single dry years, and multiple dry years (see Table 5.15-5, *Normal, Single Dry, and Multiple Dry Year Supply and Demand*).

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**Table 5.15-5 Normal, Single Dry, and Multiple Dry Year Supply and Demand (AFY)**

	2025	2030	2035	2040	2045
<b>Normal Year</b>					
Supply Totals	5,109	5,152	5,196	5,240	5,284
Demand Totals	5,109	5,152	5,196	5,240	5,284
<b>Surplus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Single Dry Year</b>					
Supply Totals	5,620	5,668	5,716	5,764	5,813
Demand Totals	5,620	5,668	5,716	5,764	5,813
<b>Surplus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Multiple Dry Year</b>					
<b>Year 1</b>					
Supply Totals	5,620	5,668	5,716	5,764	5,813
Demand Totals	5,620	5,668	5,716	5,764	5,813
<b>Surplus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Year 2</b>					
Supply Totals	5,630	5,677	5,725	5,774	5,813
Demand Totals	5,630	5,677	5,725	5,774	5,813
<b>Surplus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Year 3</b>					
Supply Totals	5,639	5,687	5,735	5,784	5,813
Demand Totals	5,639	5,687	5,735	5,784	5,813
<b>Surplus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Year 4</b>					
Supply Totals	5,649	5,696	5,745	5,793	5,813
Demand Totals	5,649	5,696	5,745	5,793	5,813
<b>Surplus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Year 4</b>					
Supply Totals	5,658	5,706	5,754	5,803	5,813
Demand Totals	5,658	5,706	5,754	5,803	5,813
<b>Surplus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Source: GSWC 2021.

#### 5.15.2.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- U-1 Requires or results in the relocation or construction of new or expanded water, the construction or relocation of which could cause significant environmental effects.
- U-2 Has insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry ye

## 5. Environmental Analysis

### UTILITIES AND SERVICE SYSTEMS

#### 5.15.2.3 ENVIRONMENTAL IMPACTS

##### Methodology

The following analysis is based on the research conducted by Fuscoe Engineering for Chapter 8, *Infrastructure*, of the proposed Specific Plan and demand calculations generated by PlaceWorks. The calculations of the proposed project's indoor water demand were generated using wastewater use factors from LACSD with the total indoor water use assumed to represent 110 percent of wastewater use. To determine impacts on water supply, the proposed project's total water demand is compared to the water supply projections within GSWC's 2020 UWMP. A discussion of GSWC's procedures for approving new additions to its water system is also included.

##### Proposed Specific Plan Goals and Policies

The goals and objectives of the proposed Specific Plan do not specifically address utility infrastructure, but Chapter 8, *Infrastructure*, of the proposed Specific Plan discusses the Specific Plan area's existing utilities, utilities providers, and utility capacity.

##### Impact Analysis

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.15-3: The proposed project would not require the relocation or construction of new or expanded water facilities. [Threshold U-1]**

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##### *Construction*

Future development resulting from the proposed project may require construction of new, on-site water distribution lines to serve new development. Construction impacts associated with the installation of water distribution lines would primarily involve trenching in order to place the water distribution lines below the surface and would be limited to on-site water distribution, with minor off-site work associated with connections to the public main. The construction-related environmental impacts associated with these improvements are analyzed throughout this DEIR since it is a component of the proposed project (see for example Section 5.3, *Cultural Resources*). This analysis focuses on whether GSWC would need to expand its water facilities in order to handle the demand generated by the project.

Prior to ground disturbance under future projects, project contractors would coordinate with GSWC to identify the locations and depth of all lines. The project contractor would notify GSWC in advance of proposed ground disturbance activities to avoid water lines and disruption of water service. Additionally, water needed for construction activities would occur intermittently throughout the construction period, would be temporary in nature, and water required for construction is generally trucked in. Therefore, construction of the proposed project would not require or result in the relocation or construction of new or expanded water infrastructure the construction or relocation of which could cause significant environmental effects. Therefore, impacts would be less than significant.

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#### Operation

No physical development is proposed as part of the project. All new development projects would be required to apply for service from GSWC. Projects that meet the SB 610 criteria, such as residential projects with more than 500 dwelling units, would be required to prepare WSAs. The proposed project would facilitate redevelopment of some existing uses in the Specific Plan area that are projected to be replaced by new development pursuant to the Specific Plan. This new development results in a net increase of residential and nonresidential space that would generate additional demand for water supplies and infrastructure. Table 5.15-6, *Water Demand Under the Proposed Project*, compares the water use of the existing uses that would be redeveloped under the proposed project and the water use of the new development under the proposed project to show the net increase in water demand as a result of the buildout of the proposed project. As shown in the table, water demand would increase by 474.8 afy or 0.4 mgd under proposed conditions.

**Table 5.15-6 Net Increase in Water Demand Under the Proposed Project**

Land Use	Land Use Factor	Wastewater/Water Use Factor <sup>2</sup>	Water Demand (gpd) <sup>3</sup>	Water Demand (afy)
<b>Existing to be Redeveloped<sup>1</sup></b>				
Single-Family	4 DU	260 gpd/DU	1,216	1.4
Apartment Low-Rise	15 DU	156 gpd/DU	2,736	3.1
General Office Building	43,422 SF	260 gpd/1,000 SF	10,155	11.4
Regional Shopping Center	309,506 SF	156 gpd/1,000 SF	54,286	60.8
Strip Mall Retail	44,711 SF	260 gpd/1,000 SF	16,991	19.0
General Light Industrial	26,379 SF	156 gpd/1,000 SF	771	0.9
<b>Total</b>	<b>19 DU 424,018 SF</b>		<b>86,155</b>	<b>96.5</b>
<b>Proposed Project Conditions (2045)</b>				
New Multiple-Family	91,098 DU	42 gallons/capita/day <sup>5</sup>	309,553	346.7
Hotel	150 Rooms <sup>4</sup>	125 gpd/room	17,540	19.6
Office	105,730 SF	200 gpd/1,000 SF	19,781	22.2
Retail	158,595 SF	100 gpd/1,000 SF	14,836	16.6
Restaurant	158,595 SF	1,000 gpd/1,000 SF	148,356	166.2
<b>Total</b>	<b>91,098 DU 422,920 SF 150 Rooms</b>		<b>510,065</b>	<b>571.3</b>
<b>Net Increase</b>				
<b>Total</b>	<b>1,962 DU 78,901 SF<sup>6</sup></b>		<b>423,910</b>	<b>474.8</b>

Source: LACSD 2024c; GSWC 2021; Kings County 2014.

Notes: DU = dwelling units, SF = square feet, gpd = gallons per day, afy = acre-feet year

<sup>1</sup> This is existing development that, for purposes of this analysis is assumed to be demolished and would be redeveloped with the uses under proposed project conditions (see Table 3-4).

<sup>2</sup> Wastewater use factors are based on LACSD flows for classes of land use in District No. 2. The existing and project land use categories were matched with a corresponding LACSD wastewater use factor for all land uses with the exception of the new multiple family uses under the proposed project (see note #5 below).

<sup>3</sup> Total water demand was assumed to represent 110 percent of the wastewater demand of each land use. The total water demand accounts for a water loss rate of 6.3 percent of total indoor water use consistent with GSWC Artesia's 2020 UWMP's water loss rate for planning projection purposes. The water use under the proposed conditions accounts for a 20 percent reduction of water use consistent with the 2022 California Green Building Standards Code, Title 24, Part 11, Section A5.303.2.3.2 which requires a 20 percent reduction in water use from the water use baseline.

<sup>4</sup> Water use for the proposed hotel use was calculated in terms of rooms, consistent with the LLG Specific Plan Trip Generation Forecast Model. The square footage of hotel uses under the proposed project, as documented in Table 3-4 is 80,000 square feet.

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**Table 5.15-6 Net Increase in Water Demand Under the Proposed Project**

Land Use	Land Use Factor	Wastewater/Water Use Factor <sup>2</sup>	Water Demand (gpd) <sup>3</sup>	Water Demand (afy)
<sup>5</sup> Water use for the new multi-family residential uses under the proposed project was calculated using the standard for indoor residential water use under SB 1157, which is 42 gallons per capita per day after 2030 and the buildout population from new development under the proposed project (6,934 residents).				
<sup>6</sup> 78,901 square feet accounts for the square footage of hotel uses in the proposed project square footage (424,018 SF to be demolished, subtracted from 502,919 SF under proposed project).				

Water service to the Specific Plan Area would continue to be provided by GSWC Artesia for domestic and fire protection uses. GSWC Artesia outlines its procedures for the management, design, and construction of water source, storage, and distribution facilities for applicant-funded water system improvements within its New Business Narrative documentation. This document is intended to guide applicants of new residential, commercial, or industrial projects that require construction or modification of water facilities larger than two inches on existing water mains through GSCW's application process for water service (GSWC 2024). As development is proposed in the Specific Plan area, it would be subject to GSWC's new business application process and the requirements for its project design including fire flow. GSWC's application and approval process shall determine the on-site and off-site improvements required for individual projects to ensure proper water delivery and fire flow to the project site while maintaining services to existing clients.

Additionally, prior to the issuance of building permits for future development, the Los Angeles County Fire Department (LACFD) would be required to grant approval of the final building design, including all fire prevention and suppression systems, which would ensure the proposed project is developed pursuant to Fire Code requirements. On-site water connections would be constructed, as necessary, to comply with the fire flow set for the proposed project by the LACFD during the plan check process. All water connections would also meet the requirements of Title 6, Chapter 5, Water Service Requirements, of the Artesia Municipal Code.

Furthermore, design of the proposed project would meet requirements set forth in CALGreen regarding water efficiency and conservation. CALGreen, also known as Part 11, Title 24 of the California Code of Regulations, established green building standards for nonresidential structures that include new buildings, additions, or alterations. Project design would include low-flow fixtures (not to exceed 1.5 gallons per minute), native landscaping, rainwater catchment system, and dedicated separate landscaping water meters. New construction for both residential and commercial land uses typically achieves a reduction in water usage rates of 20 percent through compliance with these regulations. Residential and commercial water usage can be expected to decrease in the future as a result of the implementation of AB 1668 and SB 606, which set new standards for indoor and outdoor residential water use, commercial water use for landscape irrigation with dedicated meters, and water loss standards. Therefore, impacts with the expansion of water infrastructure to serve the proposed project would be less than significant.

***Level of Significance Before Mitigation:*** Less than significant.



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**Impact 5.15-4: Available water supplies are sufficient to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. [Threshold U-2]**

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As shown in Table 5.15-5, GSWC Artesia estimates that from 2020 to 2045 water supply increase from 5,109 afy to 5,284 afy during a normal year. GSWC Artesia also anticipates that it would be able to meet project water demands, in addition to its current and projected demands for the service area, with projected supplies from 2020 to 2045 during normal years, single dry years, and multiple dry years (GSWC 2021). Projected population in the UWMP is based on the current estimated population in the Artesia service area and the projected growth from the Southern California Association of Governments (SCAG).

As discussed in the 2020 UWMP, GSWC supplies are available to serve several neighboring GSWC service areas, including the Artesia service area, and GSWC manages and moves its water supplies depending upon the needs in a particular GSWC service area. GSWC has a total supply pool of 23,639 AFY available for use by GSWC Artesia and the neighboring GSWC service areas, and GSWC Artesia has the capability of obtaining additional water supplies from GSWC's pool if the need arises (Norwalk 2022). While the proposed project would exceed SCAG's current population projections for the City, the GSWC Artesia's 2025 UWMP would be required to incorporate the proposed land use changes under the Specific Plan into its water demand and supply projections out to 2050.

New construction is also subject to a number of regulations and policies that would further reduce water use. For example, development comply with the water efficient requirements of CALGreen, California Plumbing Code, and the City's MWEL. Future projects within the Specific Plan area that meet the criteria under California Water Code Section 10912 would be required to prepare a WSA that demonstrates that project water demands would not exceed water supplies. As documented in Tables 5.15-5, GSWC Artesia can meet all customers' demands during normal year, single dry year, and multiple dry year conditions with excess water available. In addition, GSWC will continue to implement and expand its water conservation program, which includes water efficiency rebates to residential and commercial customers, water waste prevention ordinances, conservation pricing, and public education and outreach. Water supplies would be available to meet the demand of the proposed project and therefore impacts would be less than significant.

***Level of Significance Before Mitigation:*** Less than significant.

#### 5.15.2.4 CUMULATIVE IMPACTS

The area considered for cumulative impacts to water supply services is the GSWC Artesia service area. Existing and future development within the service area would require additional quantities of water. GSWC Artesia's 2020 UWMP projects population within the service area will increase to 54,263 persons by the year 2045, and the total water demand is expected to increase from 5,109 afy in the year 2020 to 5,284 afy in the year 2045. GSWC Artesia states that it will have water supplies available for all years up to 2045 during normal years, single-dry years, and multiple-dry years, as shown in Table 5.15-5.

Other future projects within these service areas would result in increases in water demand. However, cumulative water demands are addressed through the GSWC Artesia's UWMP, and expansion and upgrades to water infrastructure are addressed through the Cities and GSWC capital improvement projects. All new development

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projects would be required to apply for service from GSWC. Projects that meet the SB 610 criteria, such as residential projects with more than 500 dwelling units, would be required to prepare WSAs. The City and GSWC would review such projects for adequacy of water supply, and the GSWC Artesia is required to update the UWMP every five years to ensure that there are adequate water supplies and contingency plans for future residents and customers. All future development under the proposed project would require the implementation of water efficiency and water conservation measures, as per the CALGreen Code and the MWELI irrigation requirements.

All cumulative projects would require compliance with City or County ordinances, as well as local, State, and federal regulatory requirements. New construction projects and continuing conservation efforts would result in a reduction in per capita water use over time, which would ensure that cumulative impacts with respect to water supply would be less than significant.

#### 5.15.2.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impacts 5.17-3 and 5.17-4 would be less than significant.

#### 5.15.2.6 MITIGATION MEASURES

No mitigation measures are required.

#### 5.15.2.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

All impacts would be less than significant.

### 5.15.3 Storm Drainage

#### 5.15.3.1 ENVIRONMENTAL SETTING

##### Regulatory Background

###### *Federal*

###### ***National Pollutant Discharge Elimination System Program***

Under the NPDES program, all facilities that discharge pollutants into waters of the United States are required to obtain an NPDES permit. Requirements for stormwater discharges are also regulated under this program.

###### *State*

###### ***State Water Resources Control Board General Construction Permit***

The SWRCB has adopted a statewide Construction General Permit (Order No. 2022-0057-DWQ) for stormwater discharges associated with construction activity. These regulations prohibit the discharge of stormwater from construction projects that include one acre or more of soil disturbance. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground, such as

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stockpiling or excavation, that results in soil disturbance of at least one acre of total land area. Individual developers are required to submit a Notice of Intent to the SWRCB for coverage under the NPDES permit and would be obligated to comply with its requirements.

The NPDES Construction General Permit requires all dischargers to (1) develop and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies best management practices (BMP) to be used during construction of the project, (2) eliminate or reduce non-storm water discharge to stormwater conveyance systems, and (3) develop and implement a monitoring program of all BMPs specified. The two major objectives of the SWPPP are to (1) help identify the sources of sediment and other pollutants that affect the water quality of stormwater discharges and (2) describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-storm water discharges.

#### *Regional*

##### ***Los Angeles RWQCB (MS4) Permit for the Coastal Watershed of Los Angeles and Ventura Counties***

On July 23, 2021, the Los Angeles RWQCB adopted a Regional Phase I Municipal Separate Stormwater Sewer System (MS4) Permit for discharges within the coastal watersheds of Los Angeles and Ventura counties (Order No. R4-2021-0105, NPDES No. CAS004004). The municipal discharges of stormwater and non-storm water by the City are subject to waste discharge requirements as set forth by this MS4 permit.

##### ***Los Angeles County Department of Public Works Hydrology Manual***

The LACDPW hydrology manual establishes hydrologic design procedures and contains charts, graphs, and tables necessary to conduct a hydrologic study within the County of Los Angeles. The manual contains procedures and standards developed and revised by the Water Resources Division based on historic rainfall and runoff data collected within the county. The hydrologic techniques in the manual apply to the design of local storm drains, retention and detention basins, pump stations, and major channel projects. Standards set in the manual govern all hydrology calculations under LACDPW's jurisdiction.

##### ***Los Angeles County Department of Public Works Low Impact Development Standards Manual***

LACDPW prepared the 2013 Low Impact Development (LID) Standards Manual to comply with the requirements of the NPDES MS4 Permit. The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-storm water discharges (LACDPW 2006).

##### ***Standard Urban Stormwater Mitigation Plan***

The NPDES MS4 Permit defines the minimum required BMPs that must be adopted by the permittee municipalities and included by developers within plans for facility operations. To obtain coverage under this permit, a developer must obtain approval of a project-specific standard urban stormwater mitigation plan (SUSMP) from the appropriate permittee municipality. Projects defined as “priority development projects” are required to prepare and submit a SUSMP. The following categories of projects are defined as priority development projects:

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- New development projects that are:
  - Equal to 1 acre or greater of disturbed area and adding more than 10,000 square feet or more of impervious surface area (collectively over the entire project site).
  - Industrial parks of 10,000 square feet or more of surface area.
  - Commercial malls of 10,000 square feet or more of surface area.
- Redevelopment projects that create and/or replace 5,000 square feet or more of impervious surface (collectively over the entire project site) on any of the following:
  - Existing sites of 10,000 square feet or more of impervious surface area.
  - Industrial parks 10,000 square feet or more of surface area.
  - Commercial malls 10,000 square feet or more of surface area.
- New development and redevelopment projects that create and/or replace 5,000 square feet or more of impervious surface (collectively over the entire project site) and support one or more of the following uses:
  - Restaurants
  - Parking lots
  - Automotive service facilities
- New development and redevelopment projects that create and/or replace 2,500 square feet or more of impervious area; discharge stormwater that is likely to impact a sensitive biological species or habitat; and are located in or directly adjacent to or are discharging directly to an ASBS, “Sensitive Ecological Area” in Los Angeles County, or “Environmentally Sensitive Area” in Ventura County.
- Street and road construction of 10,000 square feet or more of impervious surface area shall follow EPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets to the maximum extent practicable. Street and road construction applies to standalone streets, roads, highways, and freeway projects. Projects under this category are exempt from the Priority Development Structural BMP Performance Requirements (RWQCB 2021).

A SUSMP addresses the discharge of pollutants in stormwater generated by new construction or redevelopment. Under recent regulations adopted by the LA RWQCB, projects are required to implement a SUSMP during the operational life of a project to ensure that stormwater quantity and quality is addressed by incorporating BMPs into project design. This plan defines water quality design standards to ensure that stormwater runoff is managed for water quality concerns and to ensure that pollutants carried by stormwater are confined and not delivered to receiving waters. Applicants are required to abide by source control and treatment control BMPs from the list approved by the LA RWQCB and included in the SUSMP. These measures include infiltration of stormwater as well as filtering runoff before it leaves a site. This can be accomplished through various means, including the use of infiltration pits, flow-through planter boxes, hydrodynamic separators, and catch basin filters.

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#### *Los Angeles County Flood Control District Permits*

Los Angeles County Flood Control District (LACFCD) administers permits for any work, encroachment, or activity within or affecting the LACFCD right-of-way, facilities, interests, or jurisdiction. These include access permits for temporary uses of the LACFCD rights-of-way, construction permits for encroachment onto/or alteration of LACFCD right-of-way for new construction, connection permits for proposed connections to an existing LACFCD facility, and temporary discharge permits for the discharge of non-storm water into LACFCD facilities (LACFCD 2024).

#### *Local*

##### *City of Artesia General Plan*

###### *Community Facilities and Infrastructure Element*

- **Policy CFI 1.1.** Maintain facilities and infrastructure to serve diverse community needs.
- **Policy CFI 1.2.** Promote equitable distribution of community facilities and infrastructure.
- **Policy CFI 1.3.** Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.
- **Policy CFI 2.1.** Employ ongoing maintenance and upgrades to protect the City's long-term investment in community facilities.
- **Policy 3.1.** Promote green and sustainable practices and approaches in planning, design, construction, renovation and maintenance of public facilities.

#### *Sustainability Element*

- **Policy SUS 4.1.** Increase tree canopy and provide natural landscape elements throughout the City.
- **Policy SUS 8.3.** Protect the watershed by achieving mandates imposed by regulations.

#### *Artesia Municipal Code*

**Title 6, Sanitation and Health, Chapter 7, Storm Water Management and Discharge Control**, sets forth standards that intend to reduce pollutants in storm water discharges to the maximum extent possible, regulate illicit connections and illicit discharges, and regulate non-storm water discharges into the municipal water system. This chapter also implements the SUSMP and Low Impact Development Requirements required under the Los Angeles County NPDES MS4 Permit.

### Existing Conditions

The project site is in the Lower San Gabriel River watershed. The watershed encompasses approximately 78.5 square miles (50,240 acres) in Los Angeles County and has approximately 150 stream miles. The main reach through the watershed is the San Gabriel River, with Coyote Creek and San Jose Creek as major tributaries. The San Gabriel River in the watershed consists of a concrete-lined channel 140 to 200 feet in width. Coyote Creek

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### UTILITIES AND SERVICE SYSTEMS

and San Jose Creek also have concrete channels at their confluence with the San Gabriel River. The Coyote Creek subwatershed drains approximately 185 square miles to its confluence with the San Gabriel River. The subwatershed is almost entirely developed. The San Jose Creek subwatershed drains approximately 7.29 square miles to its confluence with the San Gabriel River.

Storm drains within the City are owned and maintained by LACFCD. The system is designed to control the movement of rainwater to a safe location where it can recharge the natural and man-made water supplies. The Specific Plan area in an urbanized area with an existing storm drainage system in place, as shown in Figure 8.2, *Existing Storm Drainage Systems*, in the proposed Specific Plan.

#### 5.15.3.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- U-1            Require or result in the relocation or construction of new or expanded storm water drainage, the construction or relocation of which could cause significant environmental effects.

#### 5.15.3.1 ENVIRONMENTAL IMPACTS

##### Methodology

The following analysis considers the impacts of the proposed project on the City's existing storm drainage system by discussing applicable regulatory requirements for new development that could occur in the Specific Plan area.

#### 5.15.3.2 PROPOSED SPECIFIC PLAN GOALS AND POLICIES

The goals and objectives of the proposed Specific Plan do not specifically address utility infrastructure, however, Chapter 8, *Infrastructure*, of the proposed Specific Plan discusses the Specific Plan Area's existing utilities, utilities providers, and utility capacity.

##### Impact Analysis

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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#### Impact 5.15-5: Existing and/or proposed facilities would be able to accommodate development pursuant to the proposed project. [Threshold U-1]

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The Specific Plan area is currently built out with buildings, roadways, pavement, and other impervious surfaces; therefore, no new sources of stormwater or flood flows are anticipated. Current runoff is captured and conveyed by existing storm drain infrastructure owned by the City and maintained by LACFCD. New land development consistent with the proposed project would connect to the existing drainage facilities within the public right-of-way. New developments are required to coordinate with LACFCD to ensure development-specific and citywide drainage systems have adequate capacity to accommodate new development.

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Future development projects facilitated by the proposed project could require the construction or reconstruction of storm drainage systems to accommodate increased demand associated with the proposed project. At most, construction impacts associated with the installation or reconstruction of the storm drainage facilities would primarily involve trenching to place new or expanded storm mains, inlets, and/or laterals within the Specific Plan area. The construction-related environmental impacts associated with these improvements are analyzed throughout this DEIR since it is a component of the proposed project. These improvements would also be subject to federal, state, and local regulations and applicable mitigation measures as detailed in each topical section of this DEIR. This analysis primarily focuses on whether the City of Artesia or LACSD would need to expand its storm drainage system in order to handle the anticipated demand generated by the proposed project.

Projects under the Specific Plan would be subject to county and city regulatory requirements to ensure that new development would not exceed the capacity of existing or planned stormwater drainage systems. For example, per the requirements of the LACDPW, as detailed in the Los Angeles County Hydrology Manual and the Los Angeles County Hydraulic Design Manual, development under the proposed project would be required to have site-specific hydrology and hydraulic studies to determine the capacity of the existing storm drain systems and project impacts on such systems prior to approval by the LACDPW. All future development under the proposed project would be required to comply with site-specific “allowable discharge rates” that limit post-project peak-flow discharges compared to existing conditions, thus minimizing the potential for flooding on- or off-site and exceedance of the capacity of existing or planned stormwater drainage systems. The hydrology and hydraulic studies must be submitted to the County for review and approval prior to the issuance of grading permits.

Priority development projects<sup>2</sup> would also be required to prepare and submit a SUSMP per the Los Angeles County NPDES MS4 permit and Title 6, Chapter 7 of the Artesia Municipal Code, which would include applicable low impact development requirements in the MS4 permit and Low Impact Development Standards Manual. Projects would be designed to control pollutants, pollutant loads, and runoff volume to as reasonably feasible by controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention, and/or rainfall harvest and use. The final BMPs to be implemented for the proposed project would be determined through the City’s review of the SUSMP, which would occur during the City’s building plan check process. Additionally, the proposed project would incorporate into the project plans a stormwater mitigation plan, including the BMPs necessary to control stormwater pollution from project operations as set forth in the SUSMP. Structural or treatment control BMPs in project plans would meet the design standards in the SUSMP and MS4 permit. The project developers would also provide verification of maintenance provisions for treatment and structural control BMPs. Compliance with these provisions and regulations would ensure that impacts to storm drainage systems are less than significant.

***Level of Significance Before Mitigation:*** Less than significant.

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<sup>2</sup> Priority development projects are generally defined as projects that involve the addition of 10,000 square feet or more of impervious surface area. See the full list of projects that are defined as priority development projects in Section 5.15.3.1. above.

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#### 5.15.3.3 CUMULATIVE IMPACTS

Cumulative impacts are considered for the watersheds of the Lower San Gabriel River watershed. Cumulative projects could result in an incremental increase in impervious surfaces that could increase stormwater runoff and impact existing storm drain facilities. However, cumulative projects would be required to comply with the applicable city or county ordinances that designate requirements for connection to the storm drainage systems. Priority development projects subject to the countywide MS4 permit, would also be required to prepare a SUSMP, which would further minimize stormwater runoff.

Development within the watershed areas would require conformance with State and City regulations that would reduce hydrology and infrastructure construction impacts to less than significant levels. Any new development in the City would be subject to the provisions in the municipal code, and other applicable City requirements that reduce impacts related to hydrology and stormwater drainage facilities. More specifically, potential changes related to stormwater flows, drainage, impervious surfaces, and flooding would be minimized by the implementation of stormwater control measures, retention, infiltration, and low-impact-development measures and review by the City's Public Works Department to integrate measures to reduce potential stormwater drainage and flooding impacts.

All cumulative projects in Los Angeles County would be subject to the same requirements of the MS4 permit and would be required to comply with various municipal codes and policies and County ordinances, as well as numerous water quality regulations that control construction-related and operational discharge of pollutants in stormwater. Any activity affecting LACFCD's right-of-way, facilities, interests, or within its jurisdiction would be required to seek a permit from LACFCD. This includes connection permits for proposed connections to an existing LACFCD facility. For these reasons, impacts from future development within the watershed areas related to stormwater infrastructure construction are not cumulatively considerable.

In combination with past, present, and reasonably foreseeable projects, proposed implementation of the proposed Specific Plan would not result in a cumulatively considerable impact to stormwater infrastructure, and cumulative impacts would be less than significant.

#### 5.15.3.4 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, this impact would be less than significant.

#### 5.15.3.5 MITIGATION MEASURES

No mitigation measures are required.

#### 5.15.3.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.



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#### 5.15.4 Solid Waste

##### 5.15.4.1 ENVIRONMENTAL SETTING

##### Regulatory Background

###### *Federal*

###### ***Resource Conservation and Recovery Act***

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

###### *State*

###### ***California Solid Waste Reuse and Recycling Access Act of 1991***

The California Solid Waste Reuse and Recycling Access Act (Public Resources Code (PRC) Division 30, Part 3, Chapter 18) requires development projects to set aside areas for collecting and loading recyclable materials. The Act required CalRecycle to develop a model ordinance for adoption by any local agency relating to adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model, or an ordinance of their own, governing adequate areas in development projects for collection and loading of recyclable materials.

###### ***AB 1327, Model Ordinance for Recycling in Development Projects***

AB 1327 (PRC Sections 42900–42911) required all local agencies to adopt an ordinance relating to adequate areas for collecting and loading recyclable materials in development projects. This bill required local agencies to adopt a local ordinance by 9/1/93 or allow the model ordinance to take effect.

###### ***Assembly Bills 939, 341, and 1826***

Assembly Bill 939 (Integrated Solid Waste Management Act of 1989; PRC 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates. Actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions in the county or show a plan to transform or divert its waste.

Assembly Bill 341 (Chapter 476, Statutes of 2011) increased the statewide solid waste diversion goal to 75 percent by 2020. The law also mandates recycling for commercial and multifamily residential land uses as well as schools and school districts.

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AB 1826, which was enacted in 2014, mandated organic waste recycling for businesses and multifamily dwellings with five or more units. The commercial organics recycling law took effect on April 1, 2016. As of September 2020, businesses and multifamily residences with five or more units that generate two or more cubic yards per week of solid waste (including recycling and organic waste) must arrange for organic waste recycling services. The bill requires each jurisdiction to report to CalRecycle on its progress implementing the organic waste recycling program, and CalRecycle reviews whether a jurisdiction is in compliance with the act.

#### ***California Short-Lived Climate Pollutants Act (Senate Bill 1383)***

SB 1383 (California Code of Regulations Title 14, Section 18993.1) focused on the elimination of methane gas created by organic materials in landfills and set targets to achieve a 50 percent reduction in the statewide disposal of organic waste by 2020 and a 75 percent reduction by 2025. Organic waste makes up half of what Californians send to landfills. SB 1383 requires all businesses and residents to divert organic materials (including food waste, yard waste, and soiled paper products) from the landfill. The regulation took effect on January 1, 2022, and will require that organics collection service be provided to all residents and businesses. Also, an edible food recovery program must be established by 2025 with the goal of recovering edible food for human consumption (CalRecycle 2024a).

#### ***California Single Use Foodware Act (AB 1276)***

AB 1276 (PRC Sections 42270 through 42273) was enacted in 2021 and requires all retail food facilities and food delivery services to provide single-use foodware items on request only. This law was established to reduce the amount of waste generated by single-use items and to encourage consumers to choose reusables. Single-use items include utensils, condiment cups and packages, straws, and stirrers, including those made from bioplastics, compostable plastic, bamboo, and paper. As of June 1, 2022, all cities and counties must authorize an enforcement agency to issue violations for infractions.

#### ***CALGreen Building Code***

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of CALGreen requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. CALGreen is updated on a three-year cycle; the 2022 CALGreen took effect on January 1, 2023.

### *Regional*

#### ***Los Angeles Regional Agency***

The Los Angeles Area Integrated Waste Management Authority is referred to as the Los Angeles Regional Agency (LARA). It was approved by the California Integrated Waste Management Board in 2004 to assist its 18 member cities to achieve AB 939 recycling goals through a Joint Powers Agreement on a regional basis. The City of Artesia is a member of LARA, which assists member cities in complying with recycling requirements.

#### ***County of Los Angeles Countywide Integrated Waste Management Plan***

The County Integrated Waste Management Plan comprises the solid waste reduction planning documents produced by the County and its cities. To assess compliance with AB 939, a Disposal Reporting System was

## 5. Environmental Analysis

### UTILITIES AND SERVICE SYSTEM

established to measure the amount of disposal from each jurisdiction. Comparing current disposal rates to base year solid waste generation determines whether each jurisdiction complies with the diversion mandate. Additionally, the Siting Element is a long-term planning document that describes how the County and the cities in the county plan to manage the disposal of their solid waste for a 15-year planning period. The Siting Element contains goals and policies on a variety of solid waste management issues.

#### *Local*

##### ***City of Artesia General Plan***

###### *Community Facilities and Infrastructure Element*

- **Policy CFI 1.1.** Maintain facilities and infrastructure to serve diverse community needs.
- **Policy CFI 1.2.** Promote equitable distribution of community facilities and infrastructure.
- **Policy CFI 1.3.** Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.
- **Policy CFI 2.1.** Employ ongoing maintenance and upgrades to protect the City's long-term investment in community facilities.
- **Policy 3.1.** Promote green and sustainable practices and approaches in planning, design, construction, renovation and maintenance of public facilities.

###### *Sustainability Element*

- **Policy SUS 2.1.** Reduce municipal waste output.
- **Policy SUS 2.2.** Strive toward an efficient, integrated waste management system that protects the community's health, ensures that the City is aesthetically pleasing, and reduces the City's waste stream.
- **Policy SUS 2.3.** Achieve and exceed diversion requirement per State regulations (AB 939).
- **Policy SUS 2.4.** Promote and advocate ideas and practices that support a resource-efficient and sustainable society.

##### ***Artesia Municipal Code***

**Title 6, Chapter 2, Solid Waste and Recycling**, provides an overview of the City's solid waste and recyclable collection and disposal requirements. Article 1, Garbage, Rubbish, and Waste Materials, outlines the requirements for waste disposal and diversion for single-family, multi-family, and commercial uses. Article 2, Recycling Requirements for Construction and Demolition Sites, outlines the Construction and Demolition Waste Recycling Program to meet diversion rates required under the California Integrated Waste Management Act and the Green Building Standards Code of the City of Artesia.

## 5. Environmental Analysis

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#### Existing Conditions

##### *Solid Waste Collection*

The City has a franchise agreement with CR&R Environmental Services for collection and disposal of the City's solid waste. Waste that is collected within the City is first brought to CR&R Intermediate Processing Center for source separated recyclables and Stanton Material Recovery Facility for mixed solid waste processing, food waste transfer, and green waste processing (Artesia 2015). The remaining waste is disposed of at Frank R. Bowerman Sanitary Landfill, Olinda Alpha Landfill, and/or Prima Deshecha Landfill, which are operated by County of Orange Waste and Recycling, or at Savage Canyon Landfill, which is operated by the City of Whittier. Table 5.15-7, *Landfill Summary*, provides additional data for each landfill.

**Table 5.15-7 Landfill Summary**

Landfill Name	Remaining Capacity (million tons) <sup>1</sup>	Maximum Permitted Capacity (million tons) <sup>1</sup>	Maximum Permitted Throughput (tons per day)	Average Daily Disposal (2020) <sup>2</sup> (tons)	Estimated Closing Date
Frank R. Bowerman Landfill	205.0	266.0	11,500	7,344	12/31/2053
Olinda Alpha Landfill	34.2	148.8	8,000	7,133	12/31/2036
Prima Deshecha Landfill	134.3	172.1	4,000	1,817	12/31/2102
Savage Canyon Landfill	9.5	19.3	3,350	291	12/31/2055
<b>Total</b>	<b>383</b>	<b>606</b>	<b>26,850</b>	<b>16,585</b>	

Sources: CalRecycle 2019a, 2019b, 2019c, 2019d.

<sup>1</sup> A Volume-to-Weight conversion rate of 2,000 lbs/cubic yard (1 ton/cubic yard) for "Compacted - MSW Large Landfill with Best Management Practices" is used as per CalRecycle's 2016 Volume-to-Weight Conversion Factors.

<sup>2</sup> Average daily disposal is estimated based on 300 operating days per year. Each facility is open six days per week, Monday through Saturday, except certain holidays.

According to CalRecycle's report for Overall Jurisdiction Tons for Disposal and Disposal Related Uses, the total waste generated for the jurisdictions in the LARA was 5,374,645 tons across quarters 1 and 2 of 2023 and quarters 3 and 4 of 2022 (CalRecycle 2024a). The City of Artesia represents 0.34 percent of the total population of all jurisdictions in the LARA and is therefore assumed to have an equivalent proportion of the total waste disposal from the LARA jurisdictions. The total disposal for the City is assumed to be 18,014 tons in 2022-2023.

##### *Solid Waste Diversion*

As discussed previously, the Integrated Waste Management Act (2000) requires all local jurisdictions to divert 50 percent of total annual solid waste tonnage to be recycled. Additionally, as discussed above, in 2008, the requirements were modified to reflect a per capita requirement, rather than tonnage. Each jurisdiction has both a per capita and per employee target diversion rate, which are calculated from the average of 50 percent of generation between base years 2003 through 2006, expressed in terms of per capita disposal. Disposal rates compared to disposal targets are one of several factors in determining a jurisdiction's compliance with AB 939; therefore, actual disposal rates at or below target disposal rates do not necessarily indicate compliance with AB 939.

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Artesia's disposals are aggregated with the 18 other jurisdictions under LARA. For the aggregated jurisdictions, the per capita residential target is 7.1 pounds per person per day of landfilled solid waste. In 2022, the aggregated jurisdictions achieved an actual disposal rate of 6.1 pounds per person per day and 13.2 pounds per employee per day (CalRecycle 2024b).

The City's annual recovered organic waste product procurement target is 1,319 tons per year, as designated by CalRecycle under SB 1383 (CalRecycle 2024c). Beginning January 1, 2022, each jurisdiction is required to procure a specific tonnage of recovered organic waste products to meet its designated annual procurement target which is based on its population. However, SB 1383 also stipulates that jurisdictions whose procurement targets exceed their procurement of transportation fuel, electricity, and gas derived from organic waste products used for heating applications in the previous year, are able to adjust their target to an amount equal to their total procurement of those products as converted to their recovered organic waste product equivalent from the previous year. The City's adjusted procurement target is 0 tons (CalRecycle 2024d; LARA 2022). According to the Los Angeles Area Integrated Waste Management Authority Electronic Annual Report for 2022, the most recent year for which data are available, the City procured 8,935.49 tons of organic waste product, which far exceeded its designated annual procurement target (LARA 2022).

#### 5.15.4.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- U-4 Generates 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.
- U-5 Does not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

#### 5.15.4.3 ENVIRONMENTAL IMPACTS

##### Methodology

The waste generation for the proposed project and the existing development that would be redeveloped under the proposed project was estimated using CalRecycle's waste disposal rate of 6.1 pounds per person per day and 13.2 pounds per employee per day for the aggregated LARA jurisdictions. The net increase in annual waste generation between the existing uses that could be redeveloped under the proposed project are compared to the residual waste capacity of the landfills that serve the City. In determining the level of significance, the analysis assumes that future projects facilitated by the proposed project would comply with federal, state, and local laws, ordinances, and regulations.

##### Proposed Specific Plan Goals and Policies

The goals and objectives of the proposed Specific Plan do not address solid waste utilities.

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### UTILITIES AND SERVICE SYSTEMS

#### Impact Analysis

The following impact analysis addresses thresholds of significance. The applicable thresholds are identified in brackets after the impact statement.

**Impact 5.15-6: Existing and/or proposed facilities would be able to accommodate project-generated solid waste and the proposed project would comply with related solid waste regulations. [Thresholds U-4 and U-5]**

#### *Operational*

Operation of the proposed project at buildout is estimated to generate 46,997 pounds per day (ppd) of solid waste, as shown in Table 5.15-8, *Estimated Solid Waste Generation*. This represents a net increase of 42,628 ppd of solid waste when compared to the existing development that could be replaced by new development under the proposed project.

**Table 5.15-8 Estimated Solid Waste Generation**

Land Use	Residents/Employees <sup>2</sup>	Waste Generation Rate (pounds/person/day)	Solid Waste Generation (ppd)
<b>Existing to be Redeveloped<sup>1</sup></b>			
Residents	67	6.1	409
Employees	300	13.2	3,960
<b>Total</b>			<b>4,369</b>
<b>Proposed Project Conditions (2045)</b>			
Residents	6,934	6.1	42,297
Employees	356	13.2	4,699
<b>Subtotal</b>			<b>46,997</b>
<b>Existing</b>			<b>4,369</b>
<b>Net Increase</b>			<b>42,628</b>

Source: CalRecycle 2024b.

<sup>1</sup> This is existing development that would be demolished and redeveloped with the proposed project's uses under proposed project conditions (see Table 3-4).

<sup>2</sup> See Table 3-4 for a description of the resident and employee estimates.

As detailed in Table 5.15-7, the four landfills serving the City have a residual daily capacity of 16,585 tons per day (or 33.2 million ppd). The proposed project's estimated net increase of 42,628 ppd (or 21.3 tons per day) equates to a fraction of one percent of available capacity of the four landfills serving the project site; therefore, the proposed project would be adequately served by these landfills.

Furthermore, all development pursuant to the Specific Plan area would comply with Section 4.408 of the 2022 California Green Building Code Standards, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. The California Building Code and Artesia Municipal Code also require a construction and demolition materials management plan prior to issuance of building permits for large projects. Furthermore, project-

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related construction and operation phases would comply with the following federal, state, and local laws and regulations that govern solid waste disposal:

- The Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal.
- AB 939 (Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.), which required diversion of 50 percent of waste from landfills and required each county to provide landfill capacity for a 15-year period.
- AB 1327 (California Solid Waste Reuse and Recycling Access Act of 1991) which requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.
- AB 1826, which mandates that businesses that generate two or more cubic yards of solid waste, recycling, and organic waste combined per week to start recycling organic waste.
- AB 341, which mandates recycling for commercial and multifamily residential land uses as well as schools and school districts. Businesses and housing that include five or more units must also arrange for organic waste recycling services if they generate two or more cubic yards per week of solid waste (including recycling and organic waste), in accordance with AB 1826. Organic waste generation would be reduced in line with the targets set by SB 1383.

The proposed project would not 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. As such, proposed project impacts would be less than significant.

***Level of Significance Before Mitigation:*** Less than significant.

#### 5.15.4.4 CUMULATIVE IMPACTS

Cumulative impacts are considered for the service areas of the four landfills that serve the City, shown in Table 5.15-7. Cumulative projects would result in increased generation of solid waste that would need to be processed at these landfills. These landfills have a daily maximum throughput of 26,850 tons per day, a remaining capacity of approximately 383 million tons, and estimated closure dates ranging from 2036 to 2102. Other projects would recycle and compost parts of their solid waste in accordance with the California Integrated Waste Management Act (AB 939), AB 341, AB 1826, and CALGreen Section 5.408. AB 939 requires Los Angeles County to maintain 15 years of available countywide solid waste disposal capacity. As detailed in the 2023 Countywide Integrated Waste Management Plan, the County's landfill system has sufficient capacity to accommodate the project and future development within the County. Cumulative impacts would be less than significant after compliance with existing regulations, and project impacts would not be cumulatively considerable.

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### UTILITIES AND SERVICE SYSTEMS

#### 5.15.4.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

#### 5.15.4.6 MITIGATION MEASURES

No mitigation measures are required.

#### 5.15.4.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

### 5.15.5 Other Utilities

#### 5.15.5.1 ENVIRONMENTAL SETTING

##### Regulatory Background

###### *Federal*

###### ***Natural Gas Pipeline Safety Act of 1968***

The Natural Gas Pipeline Safety Act of 1968 authorizes the US Department of Transportation (USDOT) to regulate pipeline transportation of flammable, toxic, or corrosive natural gas and other gases as well as the transportation and storage of liquefied natural gas. USDOT's Pipeline and Hazardous Materials Safety Administration (PHMSA) develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6 million miles of pipelines. USDOT and PHMSA regulations governing natural gas transmission pipelines, facility operations, employee activities, and safety are in the Code of Federal Regulations (CFR)—49 CFR Parts 190 through 192, 49 CFR Part 195, and 49 CFR Part 199.

###### ***Pipeline Safety Improvement Act of 2002***

The Pipeline Safety Improvement Act mandates that the USDOT, the Department of Energy, and the National Institute of Standards and Technology in the Department of Commerce carry out a program of research, development, demonstration, and standardization to ensure the integrity of pipeline facilities. The purpose of the program is to identify safety and integrity issues and develop methodologies and technologies to characterize, detect, and manage risks associated with natural gas and hazardous liquid pipelines (PHMSA 2017).

###### ***Pipeline Inspection, Enforcement, and Protection Act of 2006***

The Pipeline Inspection, Enforcement, and Protection Act confirms the commitment to the Integrity Management Program and other programs enacted in the Pipeline Safety Improvement Act of 2002. The 2006 legislation includes provisions on:



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- Preventing excavation damage to pipelines through the enhanced use and improved enforcement of state “One-Call” laws that preclude excavators from digging until they contact the state One-Call system to locate the underground pipelines.
- Minimum standards for integrity management programs for distribution pipelines (including installation of excess flow valves on single-family residential service lines based on feasibility and risk).
- Standards for managing gas and hazardous liquid pipelines to reduce risks associated with human factors (e.g., fatigue).
- Authority to waive safety standards in emergencies.
- Authority to assist in restoration of disrupted pipeline operations.
- Review and update incident reporting requirements.
- Requirements for senior executive officers to certify operator integrity management performance reports.
- Clarification of jurisdiction between states and PHMSA for short laterals that feed industrial and electric generator consumers from interstate natural gas pipelines. (INGAA 2019)

#### ***Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011***

The Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 was designed to examine and improve the state of pipeline safety regulation. The act:

- Reauthorizes PHMSA’s federal pipeline safety programs through fiscal year 2015.
- Provides the regulatory certainty necessary for pipeline owners and operators to plan infrastructure investments and create jobs.
- Improves pipeline transportation by strengthening enforcement of current laws and improving existing laws where necessary.
- Ensures a balanced regulatory approach to improving safety that applies cost-benefit principles.
- Protects and preserves Congressional authority by ensuring certain key rulemakings are not finalized until Congress has an opportunity to act.

#### ***National Energy Policy***

Established in 2001 by the National Energy Policy Development Group, this policy is designed to help the private sector and state and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair, and expansion of energy infrastructure and ways of increasing energy supplies while protecting the environment.

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#### ***Federal Communication Commission Regulations***

The Federal Communications Commission regulates interstate and international communications by radio, television, wire, satellite and cable in all 50 states, the District of Columbia and US territories. The commission's regulatory powers include setting manufacturing standards for communications equipment, decency standards in radio and television broadcasts, and ensuring competition.

#### ***State***

#### ***California Public Utility Commission***

The California Public Utilities Commission regulates privately owned telecommunications, electric, natural gas, water, railroad, rail transit, and passenger transportation companies in addition to authorizing video franchises. Among the commission's goals for energy regulation are: establish service standards and safety rules, authorize utility rate changes, oversee markets to inhibit anti-competitive activity, prosecute unlawful utility marketing and billing activities, govern business relationships between utilities and their affiliates, resolve complaints by customers against utilities, implement energy efficiency and conservation programs and programs for low-income and disabled people, oversee the merger and restructure of utility corporations, and enforce the California Environmental Quality Act (CEQA) for utility construction.

#### ***California Energy Commission***

The California Energy Commission (CEC) was created in 1974 as the state's principal energy planning organization in order to meet the energy challenges facing the state in response to the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing state energy policy:

- Forecast statewide electricity needs.
- License power plants to meet those needs.
- Promote energy conservation and efficiency measures.
- Develop renewable energy resources and alternative energy technologies.
- Promote research, development and demonstration.
- Plan for and direct the state's response to energy emergencies.

#### ***AB 802: California Energy Benchmarking and Disclosure***

On October 8, 2015, AB 802 directed the CEC to establish a statewide energy benchmarking and disclosure program and enhanced the CEC's existing authority to collect data from utilities and other entities for the purposes of energy forecasting, planning, and program design. Among its specific provisions, AB 802 requires utilities to maintain records of the energy usage data of all buildings to which they provide service for at least the most recent 12 complete months. AB 802 requires each utility, upon the request and authorization of the owner, owner's agent, or operator of a covered building, to deliver or provide aggregated energy usage data for a covered building to the owner, owner's agent, operator, or to the owner's account in the Energy Star Portfolio Manager, subject to specified requirements. AB 802 also authorized the CEC to specify additional information to be delivered by utilities for certain purposes.

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#### ***California Building Code: Building Energy Efficiency Standards***

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (Title 24, Part 6, of the California Code of Regulations). Title 24 Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

The CEC adopted the 2022 Building Energy Efficiency Standards on August 11, 2021, and they went into effect on January 1, 2023. The 2022 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, among other approaches. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards include prescriptive photovoltaic system and battery requirements for high-rise, multi-family buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers.

#### ***California Green Building Code: CALGreen***

CALGreen was adopted as part of the California Building Standards Code and established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), as well as water conservation and material conservation, both of which contribute to energy conservation. The 2022 CALGreen standards became effective January 1, 2023.

#### ***2016 Appliance Efficiency Regulations***

The 2016 Appliance Efficiency Regulations (Title 20, California Code of Regulations, Sections 1601 through 1608), combined with federal standards, set minimum efficiency levels for energy and water consumption in products, such as consumer electronics, household appliances, and plumbing equipment. Twenty-three categories of appliances are included in the scope of these regulations. The standards apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state, and those designed and sold exclusively for use in recreational vehicles or other mobile equipment. These regulations exceed the standards imposed by all other states and they reduce GHG emissions and energy demand.

#### ***State Greenhouse Gas Regulations***

Current State of California guidance and goals for reductions in GHG emissions from stationary sources are generally embodied in Executive Orders S-03-05 and B-30-15, AB 32 and AB 197, and SB 32. While these regulations are aimed at reducing GHG emissions, they have a direct relationship to energy conservation. A detailed discussion of these regulations is provided in Section 5.6, *Greenhouse Gas Emission*, of the EIR.

#### ***Local***

##### ***City of Artesia General Plan***

##### ***Community Facilities and Infrastructure Element***

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- **Policy CFI 1.1.** Maintain facilities and infrastructure to serve diverse community needs.
- **Policy CFI 1.2.** Promote equitable distribution of community facilities and infrastructure.
- **Policy CFI 1.3.** Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.
- **Policy CFI 2.1.** Employ ongoing maintenance and upgrades to protect the City's long-term investment in community facilities.
- **Policy 3.1.** Promote green and sustainable practices and approaches in planning, design, construction, renovation and maintenance of public facilities.

### Existing Conditions

The Specific Plan area is within the service area of Southern California Edison (SCE) and would be served by the existing electrical transmission lines. Gas would be provided by Southern California Gas Company (SoCalGas).

#### *Electricity*

The Specific Plan area is within the service area of SCE, which provides electrical services to much of southern California—from Orange and Riverside counties in the south to Santa Barbara County in the west to Mono County in the north (SCE 2024a). Sources of electricity sold by SCE in 2022, the latest year for which data are available, were:

- 33.2 percent renewable, consisting mostly of solar and wind
- 3.4 percent large hydroelectric
- 24.7 percent natural gas
- 8.3 percent nuclear
- 0.1 percent other
- 30.3 percent unspecified sources—that is, not traceable to specific sources (SCE 2024b)<sup>3</sup>

#### *Natural Gas*

SoCalGas provides gas service to the City. The service area of SoCalGas spans much of the southern half of California, from Imperial County in the southeast to San Luis Obispo County in the northwest to part of Fresno County in the north to Riverside County and most of San Bernardino County in the east (CEC 2024a). Total natural gas consumption in SoCalGas's service area was 6,566 million therms for 2022 (CEC 2024b). As stated, the existing land uses within the proposed project consist primarily of residential uses and involve a mix

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<sup>3</sup> The electricity sources listed reflect changes after the 2013 closure of the San Onofre Nuclear Generating Station, which is owned by SCE. Numbers are rounded up and may cause the total to not add up to exactly 100 percent.

## 5. Environmental Analysis

### UTILITIES AND SERVICE SYSTEM

of commercial uses, educational uses, office and industrial spaces, and open space, which currently generate natural gas demand.

#### *Telecommunications*

Communication services are offered regionally by various franchised telecommunications providers, including Frontier, Spectrum, Verizon, AT&T, and Comcast.

#### 5.15.5.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- U-1            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.

#### 5.15.5.1 ENVIRONMENTAL IMPACTS

##### **Methodology**

The following analysis is based on the calculations of electricity and natural gas use under the proposed project presented in Section 5.4, *Energy*. Section 5.4 analyzes impacts with respect to wasteful consumption of energy resources while the following analysis analyzes potential impacts related to the supply of electricity and natural gas from the City's energy providers in addition to the ability of the City's energy and telecommunications infrastructure to meet the needs of the proposed project. The projected energy use under the proposed project is compared to the forecast energy use in the SCE and SoCalGas service areas presented in the California Energy Commission's 2023 Integrated Energy Policy Report and California Gas and Electric Utilities 2018 California Gas Report, respectively.

##### **Proposed Specific Plan Goals and Policies**

The goals and objectives of the proposed Specific Plan do not address electric, natural gas, or telecommunications utilities.

##### **Impact Analysis**

The following impact analysis addresses thresholds of significance. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.15-7: Development pursuant to the proposed project would not require or result in the relocation or construction of new or expanded electric power and natural gas. [Threshold U-1]**

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#### *Electricity*

Electrical service to the City is provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Section 5.4, Table 5.4-4, *Operation-Related Electricity and Natural Gas Consumption*, by horizon year 2045, electricity use in the Specific Plan area would increase by 13,059,835 kilowatt-hours/year (13.06 gigawatt-hours/year). The total electricity consumption in SCE's service area is forecast to increase to 136,658 gigawatt-hours by 2040 (CEC 2023). The proposed project's increase would represent 0.0096 percent of this demand. Therefore, the forecast increase in electricity demand for the Specific Plan area is well within the forecast demand in SCE's service area. Buildout of the Specific Plan would not require SCE to obtain additional electricity supplies, and impacts would be less than significant.

In addition, any development pursuant to the proposed project would be required to comply with energy efficiency standards set forth by Title 24 of the California Administrative Code, appliance efficiency regulations set forth by Title 20 of the California Administrative Code, and CALGreen. Therefore, project development would not require SCE to obtain new or expanded electricity supplies, and impacts would be less than significant.

#### *Natural Gas*

As shown in Table 5.4-4, natural gas use in the Specific Plan area would increase by 51,751,687 therms annually. This increase is less than 0.8 percent of the total natural gas consumed in the SoCalGas service area in 2022 of 6,565 million therms. SoCalGas forecasts that it will have sufficient supplies to meet demands in its service area (CGEU 2024). Therefore, the net increase in natural gas demand due to the buildout of the proposed project is within the amount that SoCalGas forecasts that it will supply to its customers, and buildout would not require SoCalGas to obtain increased natural gas supplies over its currently forecast supplies. Therefore, development pursuant to the proposed project would not require SoCalGas to obtain new or expanded natural gas supplies, and impacts would be less than significant.

#### *Telecommunications*

Infrastructure supporting telecommunications services associated with the proposed project would be provided and installed in compliance with all State and local regulations. Furthermore, a number of franchised telecommunications providers are available in the region, and no significant expansion or construction of the telecommunications network is anticipated as a result of implementation of the proposed project. Development under the proposed Specific Plan would not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects, and impacts would be less than significant.

***Level of Significance Before Mitigation:*** Less than significant.

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#### 5.15.5.2 CUMULATIVE IMPACTS

The area considered for cumulative impacts are the service areas of SCE for electricity, SoCalGas for natural gas, and the service boundaries of the various telecommunications providers. Other projects within these service areas would increase electricity, natural gas, and telecommunications demands.

The Public Utilities Commission has identified the Integrated Energy Policy Report as “the appropriate venue for considering issues of load forecasting, resource assessment, and scenario analyses, to determine the appropriate level and ranges of resource needs for load serving entities in California” (CEC 2020). The report shows that California’s electricity sector is leading efforts to reduce GHG emissions, and was an increase in electricity consumption of only 10 percent while California’s economy grew by 54 percent between 2000 and 2018 (CEC 2020). Natural gas consumption is expected to level out between 2020 and 2030 with no significant increase due to energy savings from new building standards and the implementation of city and county ordinances that require new construction to have all-electric appliances and heating (CEC 2020).

In addition, all future projects developed within the SCE service areas would implement the requirements of the California Energy Code and CALGreen Code. New buildings would also use new energy-efficient appliances and equipment, pursuant to the Appliance Efficiency Regulations. Counties and cities review project design plans against these codes and ensure compliance before issuing construction permits. These measures would reduce the overall consumption of electricity and natural gas.

The energy providers and telecommunications providers that serve the City indicate that they have the capability to serve future increases in population within their service areas without significant changes to the existing infrastructure. Therefore, the proposed project would not result in a cumulatively considerable impact to electric power, natural gas, or telecommunication facilities, and cumulative impacts would be less than significant.

#### 5.15.5.3 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, this impact would be less than significant.

#### 5.15.5.4 MITIGATION MEASURES

No mitigation measures are required.

#### 5.15.5.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

### 5.15.6 References

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## 6. Significant Unavoidable Adverse Impacts

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At the end of Chapter 1, *Executive Summary*, is Table 1-1 that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. If the City, as the lead agency, determines that unavoidable significant adverse impacts will result from the proposed project, the City must prepare a “Statement of Overriding Considerations” before it can approve the proposed project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental impacts and has determined that the benefits of the proposed project outweigh the adverse effects. Therefore, the adverse effects are considered to be acceptable. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

### Air Quality

- **Impact 5.2-1:** Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?
- **Impact 5.2-2:** Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- **Impact 5.2-3:** Would the proposed project expose sensitive receptors to substantial pollutant concentrations?
- **Impact 5.2-4:** Would the proposed project result in emissions (such as those leading to odors) adversely affecting a substantial number of people?

### Greenhouse Gas Emissions

- **Impact 5.6-1:** Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

### Noise

- **Impact 5.9-1:** Would the proposed project result in the 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 during construction?

## 6. Significant Unavoidable Adverse Impacts

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## 7. Alternatives to the Proposed Project

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### 7.1 INTRODUCTION

#### 7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines § 15126.6[a]). As required by CEQA, this chapter identifies and evaluates potential alternatives to the proposed project.

Section 15126.6 of the CEQA Guidelines explains the foundation and legal requirements for the alternatives analysis in an EIR. Key provisions are:

- “[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” (15126.6[b])
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact.” (15126.6[e][1])
- “The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” (15126.6[e][2])
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.” (15126.6[f])
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries..., and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (15126.6[f][1]).

## 7. Alternatives to the Proposed Project

- “Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.” (15126.6[f][2][A])
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.” (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alternative.
- Analyzes the impact of the alternative as compared to the proposed project.
- Identifies the impacts of the project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.

According to Section 15126.6(d) of the CEQA Guidelines, “[i]f an alternative would cause...significant effects in addition those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.”

### 7.1.2 Project Objectives

As described in Section 3.2, *Project Description*, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts.

1. Provide strategic land use designations to connect the community to housing, jobs, and recreation.
2. Provide a connected business district to facilitate new economic opportunities.
3. Create a vibrant and scenic downtown reflective of a diverse community.
4. Beautification through building design, landscape, and art.
5. Enhance connectivity and streetscapes to increase multimodal accessibility and safety.
6. Plan for and build a transit ready Downtown Artesia.
7. Facilitate the City in reaching its Regional Housing Needs Assessment Allocation of 1,069 units.
8. Promote higher-density, mixed use development in proximity to the Southeast Gateway Line station to encourage transit ridership.
9. Balance increased density and commercial activity with design standards that respect and enhance the character of existing neighborhoods, ensuring compatibility with the surrounding community.

## 7. Alternatives to the Proposed Project

### 7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR.

#### 7.2.1 Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]). In general, any development of the size and type proposed by the project would have substantially the same impacts on air quality, land use/planning, noise, population/ housing, public services, recreation, transportation/traffic and utilities/service systems. Without a site-specific analysis, impacts on aesthetics, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality and mineral resources cannot be evaluated.

The project site is the only site within the City of this size in proximity to the future train station to allow for a transit-oriented development. Further, the proposed project's significant and unavoidable air quality, greenhouse gas, and noise impacts would not be reduced or eliminated by moving the proposed project to an alternative site. Overall, due to the lack of a viable and comparable site in the City that would allow for development of the proposed project in a manner that would avoid or substantially lessen the proposed project's potentially significant impacts while achieving the majority of the proposed project's objectives, development of the proposed project on an alternative site has been eliminated from consideration.

#### 7.2.2 No Development Alternative

The No Development Alternative assumes the Artesia Downtown Specific Plan, which would facilitate mixed-use transit-oriented development, is not adopted. Instead, this alternative assumes the project site remains as is (commercial, residential apartment properties, light industrial, and single-family uses) under existing conditions. Based on the General Plan Land Use Map and Zoning Map, the project site is designated City Center Mixed-Use between the future Pioneer Boulevard Light Rail Station and 180th Street and is designated South Street Gateway Commercial between the future Pioneer Boulevard Light Rail Station and La Belle Chateau Estates Mobile Home Park. The primary zoning designation in the project site is Commercial General 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, south of South Street, includes Commercial Planned Development and the South Street Specific Plan.

## 7. Alternatives to the Proposed Project

The project site is fully developed and consist 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 mobile home park and the northern portion is anchored by a shopping center. 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. This alternative would not achieve any of the project objectives identified in Section 7.1, *Project Objectives* nor would this alternative provide any housing opportunities that would assist the City of Artesia in meeting its Regional Housing Needs Assessment (RHNA) obligation. This alternative would not result in the creation of a Transit-Oriented community with pedestrian and bicycle connections to the future Southeast Gateway Line. Moreover, this alternative is not feasible because maintaining the project site in its current condition could result in the continued underutilization of parcels and would fail to comply with regional or state planning goals such as housing requirements under the Regional Housing Needs Assessment (RHNA). Thus, the No Development Alternative was considered but rejected from further analysis.

### 7.2.3 Redevelopment at Lowest Density with No Commercial Incentives

Redevelopment at Lowest Density with No Commercial Incentive assumes the proposed Artesia Downtown Specific Plan is adopted and includes full redevelopment of the 53 selected sites identified by the proposed project at the lowest possible densities permitted within the proposed zone with no commercial incentives. As identified in Table 3-2, *District Development Standards*, in Chapter 3.0, *Project Description*, of this DEIR, the commercial incentives would allow increases in maximum building height, residential density, and intensity in the Pioneer Boulevard, Downtown South, and Downtown North Districts. The proposed densities under this alternative for each proposed zoning district are:

- 188th/Corby Avenue: 40 dwelling units per acre (du/ac)
- Downtown South: 40 du/ac
- Pioneer Boulevard: 40 du/ac
- Downtown North: 40 du/ac
- Downtown Neighborhood (housing only): 40 du/ac
- Chateau Estates: Not included

This scenario assumes that in the proposed Downtown South, Pioneer Boulevard, and Downtown North Mixed Use Districts, the development of commercial uses (at 20 percent of the land maximum) would not utilize the Downtown Density Bonus Program and therefore would not receive a density bonus to increase residential density. Table 7-1, *Redevelopment at Lowest Density with No Commercial Incentives Alternative Buildout Conditions*, provides a breakdown of the development proposed under this scenario.



## 7. Alternatives to the Proposed Project

**Table 7-1**      **Redevelopment at Lowest Density with No Commercial Incentives Scenario Buildout Conditions (2045)**

Proposed Zone	Buildout of Units <sup>1</sup>
188th Street/Corby Avenue	92 du
Downtown South	510 du
Pioneer Boulevard	58 du
Downtown North	337 du
Downtown Neighborhood (housing only)	13 du
Chateau Estates	0
Commercial as Mixed Use <sup>2</sup>	251,468 sf
<b>Total Residential</b>	<b>1,010</b>
<b>Total Commercial</b>	<b>251,468</b>

<sup>1</sup>. On sites where commercial uses are identified for 20% of the site, the residential units total the density x remaining acreage at 80%.

<sup>2</sup>. Commercial buildout assumes a maximum of 20% of land on selected sites in the Downtown South, Downtown North, and Pioneer Boulevard Mixed Use zones.

As shown in Table 7-2, *Existing Project Site Conditions (2024) and Redevelopment at Lowest Density with No Commercial Incentives Scenario Buildout Projections (2045)*, buildout would result in a net increase in housing units by 991 units, a net increase in population by 3,469 residents, and a decrease in employees by 122 employees as compared to existing conditions.

**Table 7-2**      **Existing Project Site Conditions (2024) and Redevelopment at Lowest Density with No Commercial Buildout Projections (2045)**

	Existing Project Site Conditions	Existing Project Site Development to Remain (2045)	Redevelopment at Lowest Density with No Commercial Buildout Conditions (2045) <sup>1</sup>	Total (Existing Development to Remain + Alternative)	Change (Less Existing Conditions)
Housing Units	314	295	1,010	1,305	991
Population	1,099	1,033	3,535	4,568	3,469
Jobs	689	389	178	567	(122)

<sup>1</sup> (PlaceWorks 2025)

As shown in Table 7-3, development under this scenario would result in 3,535 residents and 178 employees. This alternative would result in a 49 percent reduction (971 units) in housing units, a 49 percent reduction (3,399 residents) in population, and a 50 percent reduction (178 employees) in jobs when compared to the proposed project.

## 7. Alternatives to the Proposed Project

**Table 7-3      Redevelopment at Lowest Density with No Commercial Buildout and Proposed Project Buildout Conditions Comparison (2045)**

	Redevelopment at Lowest Density with No Commercial Buildout Conditions	Proposed Project Conditions	Change (Less Proposed Project Conditions)
Housing Units	1,010	1,981	971
Population	3,535	6,934	3,399
Jobs	178	356	(178)

It should be noted that local governments do not have the authority to alter or limit the provisions of State density bonus laws; these laws are governed at the State level to promote housing development and are intended to supersede conflicting local zoning regulations. Therefore, the City would not govern the applicability of density bonuses. Additionally, because this alternative would provide 49 percent less housing units and 49 percent less residents and 50 percent less employment opportunities, as compared to the proposed project, this scenario would not fully achieve several of the project objectives identified in Section 7.1, *Project Objectives*, and would not implement strategic land uses to support the Southeast Gateway Line. Specifically, this alternative would not meet the proposed project's objectives of implementing strategic land use designations to connect the community to housing, jobs, and recreation or a vibrant downtown reflective of a diverse community. Additionally, because of the reduced commercial component, this alternative would not create a connected business district to facilitate new economic opportunities. This alternative would not provide the housing opportunities necessary to assist the City of Artesia in meeting its RHNA obligation. Thus, Redevelopment at Lowest Density with No Commercial Incentive was considered but rejected from further analysis.

### 7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/Existing General Plan Alternative (Alternative 1)
- Redevelopment at Reduced Commercial Incentive Alternative (Alternative 2)
- Redevelopment with No Commercial Incentive Alternative (Alternative 3)

An EIR must identify an “environmentally superior” alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. Section 7.7 identifies the environmentally superior alternative. The preferred land use alternative (proposed project) is analyzed in detail in Chapter 5 of this DEIR.

## 7. Alternatives to the Proposed Project

### 7.3.1 Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the four land use alternatives, including the proposed project. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but provide a buildout scenario that would only occur if all the areas of the City were to develop to the probable capacities yielded by the land use alternatives. The following statistics were developed as a tool to understand better the difference between the alternatives analyzed in the DEIR. Table 7-4, *Buildout Statistical Summary (2045)*, identifies City-wide information regarding dwelling unit, population, and employment projections.

**Table 7-4 Buildout Statistical Summary (2045)**

	Existing Conditions	Proposed Project	Alternative 1	Alternative 2	Alternative 3
Dwelling Units	314	1,981	1,783	1,754	1,498
Population	1,099	6,934	6,241	6,139	5,243
Employment	689	356	326	178	178

## 7.4 NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

Section 15126.6(e) of the State CEQA Guidelines requires that an EIR evaluate the specific alternative of “no project” along with its impact. As stated in this section of the State CEQA Guidelines, the purpose of describing and analyzing a No Project/Existing General Plan Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving a proposed project. As specified in Section 15126.6(e)(3)(A), when a project is the revision of an existing land use or regulatory plan or policy or an ongoing operation, the No Project/Existing General Plan Alternative (Alternative 1) will be the continuation of the plan, policy, or operation into the future. Therefore, Alternative 1, as required by the State CEQA Guidelines, would analyze the effects of not adopting and implementing the Artesia Downtown Specific Plan.

Under Alternative 1, the proposed Artesia Downtown Specific Plan would not be adopted, and the transit-oriented development would not occur around the future approved Southeast Gateway Line. Instead, this alternative assumes the project site is redeveloped in accordance with the site’s existing land use designations and zoning. As shown in Table 7-2, *Existing Project Site Conditions (2024) and Alternative 1 Buildout Projections (2045)*, the project site is currently developed with 314 residential units, 1,099 residents, and 689 jobs. No land use or zoning amendments would be processed under this alternative. As shown in Table 7-5, *Existing Project Site Conditions (2024) and Alternative 1 Buildout Projections (2045)*, buildout under Alternative 1 to achieve the maximum allowable density under existing designations would result in a net increase of 1,764 housing units, 6,175 residents, and 26 employees.

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**Table 7-5 Existing Project Site Conditions (2024) and Alternative 1 Buildout Projections (2045)**

	Existing Project Site Conditions	Existing Project Site Development to Remain (2045)	Alternative 1 Buildout Conditions (2045)	Total (Existing Development to Remain + Alternative 1)	Change (Less Existing Conditions)
Housing Units	314	295	1,783	2,078	1,764
Population	1,099	1,033	6,241	7,274	6,175
Jobs	689	389	326	715	26

PlaceWorks 2025.

As shown in Table 7-6, *Alternative 1 Buildout and Proposed Project Buildout Conditions Comparison (2045)*, Alternative 1 would result in 198 fewer housing units (10 percent<sup>1</sup>), 693 fewer residents (10 percent<sup>2</sup>), and 30 fewer jobs (54 percent<sup>3</sup>) when compared to the proposed project's net increases.

**Table 7-6 Alternative 1 Buildout and Proposed Project Buildout Conditions Comparison (2045)**

	Proposed Project Conditions	Alternative 1 Buildout Conditions	Change (Less Proposed Project Conditions)
Housing Units	1,962	1,764	198
Population	6,868	6,175	693
Jobs	56	26	30

### 7.4.1 Aesthetics

As discussed in Section 5.1, *Aesthetics*, implementation of the proposed project would result in less than significant impacts related to aesthetics.

Future development under Alternative 1 would continue to be guided by the General Plan land use plan and zoning designations, where any future development would be consistent with current City plans, policies, and regulations regarding aesthetics. If future development under this alternative proposes increased building heights or a variance in building form or visual character, the City would require such projects to demonstrate their consistency with existing plans, policies, and regulations related to aesthetics on a project-by-project basis and would require each project to obtain all applicable permits to ensure visual and aesthetic impacts are reduced to a less than significant level during the project entitlement process. However, it should be noted that density bonus residential development project would not be required to comply with the City's development standards. Therefore, Alternative 1 would not result in significant impacts related to aesthetics as there would be no change to scenic resources or the visual landscape in the project site other than what is currently allowed under existing land use and zoning designations. For these reasons, Alternative 1 would result in less than significant impacts related to aesthetics, similar to the proposed project.

<sup>1</sup> (198 units/1,962 units) x 100 = 10%

<sup>2</sup> (693 residents/6,868 residents) x 100 = 10%

<sup>3</sup> (30 employees/56 employees) x 100 = 54%

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While Alternative 1 would reduce proposed project impacts to aesthetics due to a reduction in housing units, this alternative would not implement the goals and policies relevant to aesthetics and visual quality, which would guide the scale of future development in the project area. Since development under Alternative 1 would not be subject to these goals and policies of the Artesia Downtown Specific Plan, this alternative would not provide the same benefits as the proposed project nor achieve the project objectives.

### 7.4.2 Air Quality

As discussed in Section 5.2, *Air Quality*, the proposed project would result in significant and unavoidable impacts.

Under Alternative 1, development and growth would continue to occur in accordance with existing land use designations and zoning. Since the proposed Artesia Downtown Specific Plan would not be adopted as the guiding land use and zoning document for the project site, future development would be proposed and evaluated for environmental impacts on a project-by-project basis during the project entitlement process. During this individual approval/environmental review process, potential air quality impacts would be identified and compared against relevant thresholds to determine significance. It is reasonable to assume that since future development under Alternative 1 would be consistent with the City's General Plan land use designations and zoning, future projects would also be required to demonstrate consistency with applicable air quality plans, policies, and regulations because those projects would result in growth already counted in SCAG's regional growth projections for the City. However, like the proposed project, operational emissions under Alternative 1 would result in emissions in the City that have the potential to exceed the South Coast AQMD's significance thresholds. Therefore, it is reasonable to assume that impacts would be significant and unavoidable, similar to the proposed project.

With regard to the proposed project's other significant and unavoidable impacts, development facilitated under Alternative 1 would also have the potential to result in similar impacts. Under Alternative 1, development would occur in accordance with existing zoning and land use designations as the Artesia Downtown Specific Plan would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential impacts to air quality would be determined on a site-by-site basis and would be evaluated during their individual approval and/or environmental review process in accordance with CEQA, as appropriate. Future development would be subject to any applicable discretionary permits made on a case-by-case basis, and all would be required to comply with all applicable federal, State, and local requirements relevant to air quality. Since development under Alternative 1 would be governed by the General Plan, future projects would be subject to all applicable General Plan mitigation measures identified for air quality as well as project-specific mitigation measures to reduce potential impacts. Even with incorporation of all applicable mitigation measures, obtaining all discretionary permits, and compliance with federal, State, and local requirements, it is speculative at this time to assume that all future projects would be able to reduce their impacts to air quality to a less than significant level under Alternative 1. Therefore, impacts to air quality under Alternative 1 would remain significant and unavoidable, similar to those identified for the proposed project.

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### 7.4.3 Cultural Resources

As discussed in Section 5.3, *Cultural Resources*, the proposed project, as a result of development facilitated by the Artesia Downtown Specific Plan, would result in less than significant impacts to cultural resources, including historical and archaeological resources and human remains after incorporation and implementation of mitigation measures CUL-1 through CUL-4.

Under Alternative 1, development would occur in the same areas as the proposed project but would be in accordance with existing zoning and land use designations as the Artesia Downtown Specific Plan would not be adopted. Although future development would be consistent with the existing land use and zoning designations, future projects' potential to impact cultural resources would be determined on a site-by-site basis and would be evaluated during their individual approval and environmental review processes in accordance with CEQA, as appropriate. Since a project's potential to impact cultural resources is site dependent, future development under this alternative would have the same potential to impact cultural resources as the proposed project. Future development under this alternative would also be required to comply with all federal, State, and local requirements for protecting cultural resources. Similar to the proposed project, individual projects under Alternative 1 would also be required to incorporate and implement all feasible mitigation measures to reduce impacts to cultural resources, which could include but would not be limited to the same mitigation measures identified for the proposed project. Therefore, with mitigation measures incorporated, Alternative 1 would result in less than significant impacts to cultural resources. Impacts under this alternative would be similar to those identified for the proposed project.

### 7.4.4 Energy

As discussed in Section 5.4, *Energy*, future development under the proposed project would result in less than significant impacts with respect to energy. Under Alternative 1, future development would be in accordance with existing zoning and land use designations as the Artesia Downtown Specific Plan would not be adopted. While future development projects would be constructed and operated in accordance with existing land use and zoning designations, these activities would still be regulated by the same laws, regulations, plans, and policies related to energy use and savings as the proposed project. Compliance with the existing energy laws, regulations, plans, and policies would mandate that future projects incorporate similar energy efficiency and saving designs and strategies for both the construction and operation phases. Therefore, future projects developed under Alternative 1 would result in less than significant impacts related to energy. Impacts under this alternative would be similar to those identified for the proposed project.

### 7.4.5 Geology and Soils

As discussed in Section 5.5, *Geology and Soils*, impacts related to paleontological resources would be reduced to a less than significant level with the implementation of mitigation measures GEO-1 and GEO-2.

Under Alternative 1, development would occur in the same areas as the proposed project but would be in accordance with existing land use designations and zoning as the proposed Artesia Downtown Specific Plan would not be adopted. Although future development would be consistent with the exiting land use designation

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and zoning, future projects' potential to impact paleontological resources would be determined on a site-by-site basis and would be evaluated during their individual approval and/or environmental review process in accordance with CEQA, as applicable. Similar to the proposed project, individual projects under Alternative 1 would be required to incorporate and implement all feasible mitigation measure to reduce impacts to paleontological resources, which could but not be limited to the same mitigation measures identified for the proposed project. Therefore, with compliance with existing regulatory requirements and implementation of mitigation measures, Alternative 1 would result in less than significant impacts related to geology and soils. Impacts under Alternative 1 would be similar to those identified for the proposed project.

### 7.4.6 Greenhouse Gas Emissions

As discussed in Section 5.6, *Greenhouse Gas Emissions*, the proposed project would result in significant and unavoidable impacts related to greenhouse gas (GHG) emissions.

Under Alternative 1, development would occur in the same areas as the proposed project but would be in accordance with existing land use designations and zoning as the proposed Artesia Downtown Specific Plan would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential to generate GHG emissions would be dependent on the construction and operation characteristics of individual projects, where impacts would be determined on a project-by-project basis and would be evaluated during their individual approval and/or environmental review process in accordance with CEQA, as applicable. Alternative 1 would result in less development in the Specific Plan area but would not include the framework for development defined in the Artesia Downtown Specific Plan that would facilitate mixed-use development in proximity to the planned Southeast Gateway Line station. Implementation of projects under Alternative 1 would contribute to global climate change through direct emissions of GHG from on-site area sources and vehicle trips. This would result in the potential for higher GHG emissions. Impacts under this Alternative would be significant and unavoidable, similar to those identified for the proposed project.

### 7.4.7 Hydrology and Water Quality

As discussed in Section 5.7, *Hydrology and Water Quality*, the proposed project would result in less than significant impacts related to hydrology and water quality.

Under Alternative 1, development would be in accordance with existing land use designations and zoning as the proposed Artesia Downtown Specific Plan would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential to impact water quality, groundwater supplies or recharge, and conflict with applicable surface- and groundwater plans would be dependent on the construction and operation characteristics of individual projects and individual project sites. Future projects' impacts would be determined on a project-by-project basis and would be evaluated during their individual approval and/or environmental review process in accordance with CEQA, as applicable.

While future development under Alternative 1 could occur anywhere within the General Plan jurisdiction, including undeveloped or nonurban areas, compliance with all applicable regulations, plans, and policies, including the California Building Code (CBC) and City Municipal Code, would reduce impacts to hydrology

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and water quality to the greatest extent feasible. In addition to regulatory compliance, standard mitigation measures in combination with best management practices (BMPs) would be adequate to further reduce future projects' impacts to a less than significant level, similar to the proposed project. As with the proposed project, future projects facilitated under Alternative 1 would be required to comply with applicable CBC requirements to account for potential groundwater use and implement appropriate water conservation measures. Therefore, impacts to water quality, groundwater supplies or recharge, and conflict with applicable surface- and groundwater plans would be less than significant, similar to the proposed project.

### 7.4.8 Land Use and Planning

As discussed in Section 5.8, *Land Use and Planning*, adoption of the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation as the Artesia Downtown Specific Plan land use goals and policies are consistent with the General Plan and other regional land use plans adopted to avoid or mitigate impacts on the natural or built environment. No inconsistent policies were identified, nor were any proposed Artesia Downtown Specific Plan policies found to potentially conflict with the intent of regional plans or preclude the attainment of regional plans' primary goals. Therefore, implementation of the Artesia Downtown Specific Plan would result in a less than significant impact.

Under Alternative 1, development would be in accordance with existing land use designations and zoning as the Artesia Downtown Specific Plan would not be adopted. Since development would occur in accordance to the current land use and zoning designation, future development projects under Alternative 1 would not conflict with the General Plan or other regional land use plans adopted to avoid or mitigate impacts on the natural or built environment. All future development under this alternative would occur with existing land use and zoning designations and would be developed as currently planned in the General Plan. Therefore, impacts related to conflicts with the intent of regional plans or preclude the attainment of regional plans' primary goals would be less than significant under Alternative 1, similar to the proposed project.

However, while Alternative 1 would result in similar impacts as the proposed project, development under Alternative 1 would not meet any of the Artesia Downtown Specific Plan objectives. The project site is fully built, and redevelopment of the project site would not result in strategic placement of high density housing in proximity to jobs or planned transit facilities (Objective 1). While Alternative 1 would create economic opportunities, Alternative 1 would result in a disjointed business district (Objective 2). Because Alternative 1 would not be guided by the proposed Artesia Downtown Specific Plan, development and/or redevelopment of the project site would not feature a cohesive theme or design that would reflect a scenic downtown or enhance safe connectivity within the area (Objective 3, 4, and 5). Additionally, because Alternative 1 would not be guided by the Artesia Downtown Specific Plan, Alternative 1 would result in the development and/or redevelopment in accordance with the existing General Plan and would not result in the strategic development and/or redevelopment of the project site to support a transit ready Downtown Artesia (Objective 6). Moreover, while Alternative 1 would be consistent with SCAG's RTP/SCS, this alternative would meet the policies at a lesser extent as compared to the proposed project because Alternative 1 would result in a less dense and intense development. Thus, while the severity of impacts would be similar between Alternative 1 and the proposed project, Alternative 1 would not create any of the benefits of the proposed project.



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### 7.4.9 Noise

As discussed in Section 5.9, *Noise*, development facilitated by the Artesia Downtown Specific Plan would have the potential to result in significant noise and vibration levels during construction and operation. Mitigation measures N-1 and N-2 would be incorporated to reduce impacts; however, impacts would remain significant and unavoidable.

Under Alternative 1, development would occur in the same areas as the proposed project but would be in accordance with existing land use designations and zoning as the proposed Artesia Downtown Specific Plan would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential to generate excessive noise and vibration levels during construction and operation would be dependent on the construction and operation characteristics of individual projects and individual project sites. Noise and vibration impacts would be determined on a project-by-project basis and would be evaluated during their individual approval and/or environmental review process in accordance with CEQA, as applicable. If development projects can demonstrate compliance with the City's established noise and vibration thresholds, with or without mitigation measures incorporated, then impacts related to noise and vibration would be considered less than significant. However, since the timing, intensity, surrounding uses, and design of future development permitted under Alternative 1 is unknown at this time, it would be speculative at this time to assume that all future projects under Alternative 1 would be able to reduce their noise and vibration levels below established thresholds during construction and operation, even with mitigation measures incorporated. Therefore, noise and vibration impacts would be significant and unavoidable under Alternative 1, similar to the proposed project.

### 7.4.10 Population and Housing

As discussed in Section 5.10, *Population and Housing*, while implementation of the Artesia Downtown Specific Plan would result in an increase in the City's housing stock, population, and jobs (net increase of 1,962 units, 6,868 people, and 56 jobs) as compared to existing conditions, the population growth would not be substantial or unplanned and impacts would be less than significant.

Under Alternative 1, the project site would be developed in accordance with the existing General Plan land use designations and zoning. Alternative 1 would result in a net increase of 1,764 housing units, a net increase of 6,175 residents, and a net increase of 26 jobs when compared to existing conditions. As compared to the proposed project, Alternative 1 would result in 10 percent decrease in housing units and population and a 54 percent decrease in jobs. The growth associated with Alternative 1 would not be unplanned and would be less as compared to the proposed project.

While growth would occur slower under Alternative 1, this alternative would not foster smart-transit oriented growth within the project site and would not provide the benefits of the proposed project. Because Alternative 1 would not include implementation of the policies and goals of the proposed Artesia Downtown Specific Plan, it is uncertain at this time if residential development would be provided in pace with the growing population under Alternative 1. If residential development is not provided in pace with population growth under Alternative 1, housing shortages would occur, which intern could dissuade new residents from moving

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to the City or could cause some existing residents to move away. Therefore, while this alternative would not result in the same rate of growth as the proposed project, it would also not develop new residential units at the same rate as the proposed project. Thus, the proposed project's benefits to the housing market would not be achieved under Alternative 1. However, overall impacts related to population and housing would be reduced under this alternative due to the reduction in housing units.

### 7.4.11 Public Services

As discussed in Section 5.11, *Public Services*, adoption of the proposed Artesia Downtown Specific Plan would not result in significant impacts related to an increase demand on the existing police and fire protection services, schools, or libraries because the Artesia Downtown Specific Plan is a policy document and would not build new housing that results in direct population increases. However, the proposed project would indirectly increase demand on these public services as the project proposes changes to land use and zoning designation that would create higher density residential areas, which would allow for construction of additional units and therefore result in indirect population growth. Construction-related activities associated with the proposed project could temporarily increase the demand for fire and police protection services at and near the project site due to the potential increased hazards associated with construction and demolition activities and use of materials. The proposed project would result in a net increase in housing units by 1,962 units (1,981 units), a net increase in population by 6,686 people (6,934 people) and a net increase in jobs by 56 jobs (356 jobs), with a proportionate increase in population and demand for fire protection, police protection, schools, and libraries as compared to existing conditions. Payment of development fees would provide funds to these public services to provide additional personnel and/or equipment. Therefore, impacts associated with public services would be less than significant.

Under Alternative 1, development would occur in the same areas as the proposed project but would be in accordance with existing land use designations and zoning as the proposed Arteria Downtown Specific Plan would not be adopted. Higher density residential densities would not occur under Alternative 1 and all residential and commercial development would continue to occur as currently planned where population growth in the City would continue as projected by the General Plan, which would occur at a slower rate than under the proposed project. Alternative 1 would result in a 10 percent reduction in population and 54 percent reduction in jobs as compared to the proposed project; thus, Alternative 1 would result in a proportionate decrease in population and demand for public services as compared to the proposed project. As with the proposed project, Alternative 1 would result in less than significant impacts related to public services. However, overall impacts related to public services would be reduced under this alternative.

### 7.4.12 Recreation

As discussed in Section 5.12, *Recreation*, implementation of the proposed project would not 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; result in the construction or expansion of recreational facilities which might have an adverse effect on the environment; or interfere with regional trail connectivity. Development facilitated by the proposed project would be required to adhere to all applicable regulations, including the Quimby Act, and Artesia Downtown Specific Plan policies to ensure local parkland

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would be provided through funding or dedication proportional to future growth and development associated with the proposed land uses and zoning changes of the proposed project. For these reasons, impacts related to recreation would be less than significant.

Under Alternative 1, development would occur in the same area as the proposed project but would be in accordance with existing zoning and land use designations as the Artesia Downtown Specific Plan would not be adopted. Higher residential densities would not occur under Alternative 1, and development would continue as currently planned, and population growth within the project site would continue as projected by the City's General Plan. Under this alternative, future development projects would be required to undergo project-specific analysis under CEQA, as applicable, and would be required to either provide a dedication of adequate parkland or pay an in-lieu park and recreation facilities impact fee as a condition of approval for compliance with the Quimby Act. At the project-level, dedication of adequate parkland or paying an in-lieu park and recreation facilities impact fee would be sufficient to reduce project impacts to recreation to a less than significant level. Impacts under this alternative would be similar to the proposed project; however, overall impacts would be reduced due to the reduction in housing and population.

### 7.4.13 Transportation

As discussed in Section 5.13, *Transportation*, of the DEIR, the proposed project would generate 1,941 net new trips. The proposed project did not meet any of the four screening criteria for VMT under the County's Guidelines. However, with the implementation of mitigation measures (MM T-1 and T-2), the proposed project would result in less than significant impacts related to VMT. The proposed project would result in less than significant cumulative VMT impacts with the implementation of mitigation.

Under Alternative 1, development would be in accordance with existing zoning and land use designations as the proposed Artesia Downtown Specific Plan would not be adopted. Higher residential densities would not occur under Alternative 1 and all the residential and commercial development would continue to occur as currently planned where population growth within the project site would continue as projected by the General Plan. Although future development facilitated under this alternative would be consistent with the existing land use designations and zoning, future project's potential to impact transportation would be dependent on the construction and operation characteristics of individual project. Transportation impacts, specifically VMT, would be determined on a project-by-project basis and would be evaluated during their individual approval and/or environmental review process in accordance with CEQA, as applicable. Future development would be required to comply with all federal, State, and local requirements related to transportation.

Since development under Alternative 1 would be governed by the General Plan, future project would be subject to all applicable City requirements and General Plan mitigation measures identified for transportation, as well as project-specific mitigation measures to reduce potential impacts, as appropriate. Even with incorporation of all applicable mitigation measures and compliance with federal, State, and local requirements, it is speculative at this time to assume that all future projects would be able to reduce their impacts to transportation to a less than significant level under Alternative 1. Therefore, it is reasonable to assume that impacts related to transportation under Alternative 1 would be greater than the proposed project. Furthermore, Alternative 1 would not provide additional policies and standards to help develop the project site as a whole as a way to

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reduce conflicting transportation decisions and VMT while also increasing walkability and usage of alternative transportation.

Project construction would result in less than significant impacts concerning emergency access. Alternative 1 would result in similar impacts construction activities; thus, it would also result in less than significant impacts concerning emergency access.

While this alternative would not change land use designation and zoning to accommodate higher residential densities, the difference in population growth between Alternative 1 and the proposed project does not directly outweigh the benefits of the proposed project under Alternative 1. Therefore, without the policies and standards of the proposed Artesia Downtown Specific Plan guiding transportation decisions across the project site, it is reasonable to assume that impacts related to transportation would be more severe under Alternative 1 than those identified for the proposed project.

### 7.4.14 Tribal Cultural Resources

As discussed in Section 5.14, *Tribal Cultural Resources*, implementation of the proposed project would result in less than significant impacts to tribal cultural resources, given compliance with Assembly Bill 52 (AB 52), which requires lead agencies to consult with California Native American tribes to identify tribal cultural resources that could be impacted by a project facilitated by the proposed project for those projects requiring discretionary review under CEQA, where applicable. If a tribal cultural resource is identified as a result of consultation, the measure requires that the County implement project-specific mitigation measures or consider alternatives capable of avoiding or minimizing significant impacts to the tribal cultural resource. Additionally, mitigation measures CUL-1 through CUL-4 require, among other things, archaeological monitoring and preparation of a plan for the treatment of archaeological resources, including those that may also qualify as tribal cultural resources, which would further reduce the impact (see Section 5.3, *Cultural Resources*). The proposed project would result in less than significant impacts to undiscovered tribal cultural resources, with mitigation incorporated.

Under Alternative 1, development would be in accordance with existing land use designations and zoning because the proposed Artesia Downtown Specific Plan would not be adopted. Although future development would be consistent with the existing land use designations and zoning, future projects' potential to impact tribal cultural resources would be determined on a site-by-site basis and would be evaluated during the individual approval and/or environmental review process in accordance with CEQA, as applicable. Since a project's potential to impact tribal cultural resources is site dependent, future development under Alternative 1 would have the same potential to impact tribal cultural resources as the proposed project. Future development under Alternative 1 would be required to comply with all federal, State, and local requirements for protecting cultural resources, including conducting tribal consultation in accordance with AB 52, as necessary, prior to approving a project. Similar to the proposed project, individual project under Alternative 1 would be required to incorporate and implement all feasible mitigation measures to reduce impacts to tribal cultural resources, which could include but would not be limited to the same mitigation measures identified for the proposed project. Therefore, with mitigation measures incorporated, Alternative 1 would result in less than significant impacts to

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tribal cultural resources. Impacts under Alternative 1 would be similar to those identified for the proposed project.

### 7.4.15 Utilities and Service Systems

As discussed in Section 5.15, *Utilities and Service Systems*, the proposed project would require relocation/construction of new water, wastewater, stormwater, electricity, natural gas, and telecommunication facilities but these improvements would be limited to connections to existing facilities near the project site, resulting in less than significant impacts.

Under Alternative 1, development would be in accordance with existing land use designations and zoning as the proposed Artesia Downtown Specific Plan would not be adopted. Similar to the proposed project, development under Alternative 1 would not induce population growth beyond SCAG's projection of 17,800 by 2050 because development would be guided by the existing City General Plan. Alternative 1 would result in a net population increase of 6,175 compared to existing conditions, and demand on utilities would increase in proportion to the population increase. Because the population increase would be within the scope projected for the City by SCAG, it is reasonable to assume that utility providers would be able to continue to serve the project site. Additionally, compared to the proposed project, Alternative 1 would develop the project site with 10 percent less housing units, which would result in a 10 percent reduction in population, and would also result in a 54 percent reduction in jobs. Therefore, Alternative 1 would result in a proportionate reduction in demand for water and wastewater services and solid waste generation. Additionally, similar to the proposed project, utility improvements required under this alternative are anticipated to be limited to connections to existing nearby facilities. Therefore, as with the proposed project, utility relocation/construction under this alternative is not anticipated to result in significant environmental effects.

While growth under Alternative 1 would occur at a lower rate than projected for the proposed project, which would in turn reduce future demands on existing utility and service systems, the reduction in development would also reduce the amount of development fees the utility providers could use to provide additional services. For this reason, the severity of impacts associated with Alternative 1 would be similar to the proposed project because the slower growth balances out the reduction in available development fees for additional services.

### 7.4.16 Conclusion

Implementation of Alternative 1 would result in similar impacts for the majority of the issue areas as identified for the proposed project, with the exception of transportation. Transportation impacts, specifically VMT, would be determined on a project-by-project basis and would be evaluated during their individual approval and/or environmental review process in accordance with CEQA, as applicable. Even with incorporation of all applicable mitigation measures and compliance with federal, State, and local requirements, it is speculative at this time to assume that all future projects would be able to reduce their impacts to transportation to a less than significant level under Alternative 1. Moreover, VMT reduction strategies would not be provided to the same extent as the proposed project. Alternative 1 would not reduce any of the proposed project's significant and unavoidable impacts associated with air quality, GHG, and noise, but would reduce the severity of these impacts due to the reduction in residential and commercial development. Finally, while the significance conclusion for

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population and housing would be similar to the proposed project, Alternative 1 would result in less severe impacts, as growth would occur at a slower rate as projected in the General Plan.

### 7.5 REDEVELOPMENT AT REDUCED COMMERCIAL INCENTIVES ALTERNATIVE

The Redevelopment at Reduced Commercial Incentives Alternative (Alternative 2) assumes the adoption of the proposed Artesia Downtown Specific Plan and includes estimates for full redevelopment of the 53 selected sites identified by the proposed project. As identified in Table 3-2, *District Development Standards*, in Chapter 3.0, *Project Description*, of this DEIR, the commercial incentives would allow increases in maximum building height, residential density, and intensity in the Pioneer Boulevard, Downtown South, and Downtown North Districts. The proposed densities under this alternative for each proposed zoning district are:

- 188th/Corby Avenue: 65 du/ac
- Downtown South: 75 du/ac
- Pioneer Boulevard: 50 du/ac
- Downtown North: 65 du/ac
- Downtown Neighborhood (housing only): 40 du/ac
- Chateau Estates: Not included

This alternative assumes that in the proposed Downtown South, Pioneer Boulevard, and Downtown North Mixed Use Districts, the development of commercial uses (at 20 percent of the land maximum) would not utilize the Downtown Density Bonus Program and therefore would not receive a density bonus to increase residential density. Table 7-7, *Alternative 2 Buildout Conditions*, provides a breakdown of the development proposed under this alternative.

**Table 7-7 Alternative 2 Buildout Conditions (2045)**

Proposed Zone	Buildout of Units <sup>1</sup>
188th Street/Corby Avenue	150 du
Downtown South	967 du
Pioneer Boulevard	74 du
Downtown North	550 du
Downtown Neighborhood (housing only)	13 du
Chateau Estates	0
Commercial as Mixed Use <sup>2</sup>	251,468 sf
<b>Total Residential</b>	<b>1,754</b>
<b>Total Commercial</b>	<b>251,468</b>

<sup>1</sup> On sites where commercial uses are identified for 20% of the site, the residential units total the density x remaining acreage at 80%.

<sup>2</sup> Commercial buildout assumes as maximum of 20% of land on selected sites in the Downtown South, Downtown North, and Pioneer Boulevard Mixed Use zones.

As shown in Table 7-8, *Existing Project Site Conditions (2024) and Alternative 2 Buildout Projections (2045)*, buildout of this alternative would result in a net increase in housing units by 1,735 units, a net increase in population by 6,073 residents, and a decrease in employees by 122 employees as compared to existing conditions.

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**Table 7-8 Existing Project Site Conditions (2024) and Alternative 2 Buildout Projections (2045)**

	Existing Project Site Conditions	Existing Project Site Development to Remain (2045)	Alternative 2 Buildout Conditions (2045) <sup>1</sup>	Total (Existing Development to Remain + Alternative 2)	Change (Less Existing Conditions)
Housing Units	314	295	1,754	2,049	1,735
Population	1,099	1,033	6,139	7,172	6,073
Jobs	689	389	178	567	(122)

<sup>1</sup> Source: PlaceWorks 2025.

As shown in Table 7-9, *Alternative 2 Buildout and Proposed Project Buildout Conditions Comparison (2045)*, development under this alternative would result in 1,754 housing units, 6,139 residents, and 178 employees. Alternative 2 would result in an 11.5 percent reduction in housing units (227 units), an 11.5 percent reduction in population (795 residents), a 50 percent reduction in commercial square footage (251,451 sf), and a 50 percent reduction in jobs (178 employees) when compared to the proposed project.

**Table 7-9 Alternative 2 Buildout and Proposed Project Buildout Conditions Comparison (2045)**

	Alternative 2 Buildout Conditions	Proposed Project Conditions	Change (Less Proposed Project Conditions)
Housing Units	1,754	1,981	227
Population	6,139	6,934	795
Jobs	178	356	(178)

### 7.5.1 Aesthetics

As discussed in Section 5.1, *Aesthetics*, of this DEIR, implementation of the proposed project would result in less than significant impacts related to aesthetics.

Alternative 2 would develop a transit-oriented community in accordance with the Artesia Downtown Specific Plan, similar to the proposed project, with multi-modal transportation, community connectivity, and sustainable landscaping. However, the residential component of the proposed project would be reduced by 11.5 percent and the commercial component of the proposed project would be reduced by 50 percent. Similar to the proposed project, this alternative would not conflict with applicable zoning or other regulations governing scenic quality. This alternative would implement the development standards set forth in Chapter 6.0, *Development Standards*, of the proposed Artesia Downtown Specific Plan. As with the proposed project, this alternative would change the existing visual elements of the project site; it would create an attractive, well-designed, mixed-use community with a high-quality pedestrian environment and high-quality architectural design. Alternative 2 would have a reduced potential for future development compared to the proposed project. Therefore, impacts related aesthetics under Alternative 2 would be less than significant like the proposed project.

While Alternative 2 would reduce proposed project impacts to aesthetics due to a reduction in housing units and commercial square footage, this alternative would not fully implement the goals and policies relevant to

## 7. Alternatives to the Proposed Project

aesthetics and visual quality due to the reduced scale of the alternative. This alternative would not provide the same benefits as the proposed project nor fully achieve the project objectives.

### 7.5.2 Air Quality

Under Alternative 2, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Future development would be proposed and evaluated for environmental impacts on a project-by-project basis during the project entitlement process. During its individual environmental review process in accordance with CEQA, as appropriate, potential air quality impacts would be identified and compared against relevant thresholds to determine significance. As with the proposed project, future projects would also demonstrate consistency with the applicable air quality plans, policies, and regulations as those projects would result in growth already accounted in SCAG's regional growth projections for within the City. Therefore, impacts related to conflicts with applicable air quality plans, policies, and regulations would be similar to the proposed project.

Regarding the proposed project's significant and unavoidable impacts, even with the implementation of applicable DEIR mitigation measures (MM AQ-1, GHG-1 through GHG-3, T-1 and T-2), development facilitated under Alternative 2 would also have the potential to result in similar impacts. Under Alternative 2, development would occur in the same areas as the proposed project but at a reduced residential and commercial development component. Alternative 2 would result in an 11.5 percent reduction in residential units and a 50 percent reduction in commercial development. As with the proposed project, future development would be subject to any applicable discretionary permits made on a case-by-case basis and all would be required to comply with all federal, State and local requirements relevant to air quality. Because Alternative 2 would result in a 11.5 percent reduction in residential units and a 50 percent reduction in commercial development, it is anticipated that a result in a proportionate reduction in emissions would occur. Therefore, impacts to air quality would be less than the proposed project; however, impacts would remain significant and unavoidable.

### 7.5.3 Cultural Resources

As discussed in Section 5.3, *Cultural Resources*, of this DEIR, the proposed project would have less than significant impacts related to cultural resources with mitigation incorporated.

Under Alternative 2, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Because development would occur in areas associated with commercial and/or residential development (or redevelopment), the reduction of residential units and commercial square footage would not substantially change the impact determinations related to cultural resources. The reduction in development would slightly reduce earth-disturbing activities related to construction. Future projects' potential to impact cultural resources would be determined on a site-by-site basis and would be evaluated during their individual environmental review process in accordance with CEQA, as applicable. As with the proposed project, Alternative 2 would implement applicable DEIR mitigation measures (MM CUL-1 through CUL-4) that would reduce impacts on cultural resources. Therefore, impacts related to cultural resources would be less than the proposed project.



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### 7.5.4 Energy

Similar to the proposed project, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Additionally, similar to the proposed project, implementation of Alternative 2 would increase the demand for electricity, natural gas, gasoline, and diesel consumption in the City during construction and operation of future development. However, similar to the proposed project, Alternative 2 would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during project implementation. Neither the proposed project nor Alternative 2 would conflict or obstruct a State or local plan for renewable energy or energy efficiency. Additionally, all the rules and regulations presented in Section 5.4, *Energy*, of this DEIR would continue to be applicable to future residential development under both proposed project and Alternative 2 conditions, which would help reduce energy demand and increase energy efficiency under both scenarios. The scope of the residential component of Alternative 2 would be 11.5 percent less than the proposed project, and the commercial development would be reduced by 50 percent. Thus, it is reasonable to assume that impacts related to energy consumption generated by the reduced residential and commercial component would be proportionate under Alternative 2. Therefore, impacts related to energy consumption would be less than significant and less than the proposed project.

### 7.5.5 Geology and Soils

As discussed in Section 5.5, *Geology and Soils*, the proposed project would result in less than significant impacts related to geology and soils after implementation of mitigation measures GEO-1 and GEO-2 (paleontological resources).

This alternative would result in similar future development/redevelopment activity related to housing and commercial uses, just at reduced densities (residential units reduced by 11.5 percent and commercial uses reduced by 50 percent). Additionally, development would occur in the same area as the proposed project and in accordance with the Artesia Downtown Specific Plan. Development under this alternative would result in similar less than significant geology and soil impacts regardless of overall proposed density. There is a similar potential for unknown paleontological resources to be located within the project site. Implementation of applicable DEIR mitigation measures (MM GEO-1 and GEO-2) would ensure that impacts related to paleontological resources would be reduced to less than significant levels, similar to the proposed project. Therefore, impacts would be less than significant.

### 7.5.6 Greenhouse Gas Emissions

As discussed in Section 5.6, *Greenhouse Gas Emissions*, the proposed project would have the potential to result in significant GHG emissions. Mitigation measures GHG-1 and GHG-2 would be incorporated to reduce impacts; however, impacts would remain significant and unavoidable.

Under Alternative 2, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Alternative 2 would generate GHG emissions similar to the proposed project, but the reduction in residential

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units and commercial development would result in a reduction of emission under this alternative due to a reduction in activities related to construction and operation. Under both the proposed project and Alternative 2, significant and unavoidable impacts would occur related to the generation of GHG emissions. As with the proposed project, Alternative 2 would implement applicable DEIR mitigation measures (MMs GHG-1 through GHG-3) to reduce impacts; however, impacts would not be reduced to less than significant levels. The proposed project and Alternative 2 would be consistent with all applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be less than significant, similar to the proposed project. Future projects' potential impacts related to GHG emissions would be determined on a site-by-site basis and would be evaluated during their individual environmental review process in accordance with CEQA. Under Alternative 2 and the proposed project, no change to existing regulations would occur and that would result in a conflict with existing regulations. The scope of the residential component of Alternative 2 would be reduced by 11.5 percent as compared to the proposed project and commercial development would be reduced by 50 percent. Thus, it is reasonable to assume that impacts related to GHG emissions generated by the residential and commercial components would result in a proportionate reduction in GHG emissions. Therefore, impacts related to GHG emission would be less than the proposed project; however, impacts would remain significant and unavoidable.

### 7.5.7 Hydrology and Water Quality

As discussed in Section 5.7, *Hydrology and Water Quality*, impacts related to hydrology and water quality would be less than significant.

Alternative 2 would be guided by the proposed Artesia Downtown Specific Plan and would result in less development potential than what is proposed under the proposed project due to the reduction in residential units and commercial development. As with the proposed project, compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to hydrology and water quality. However, the scope of development/redevelopment activity anticipated to occur would be reduced due to the reduction in residential units and commercial development as compared to the proposed project. Therefore, impacts related to hydrology and water quality would be less than the proposed project.

### 7.5.8 Land Use and Planning

As discussed in Section 5.8, *Land Use and Planning*, of the DEIR, impacts related land use and planning would be less than significant.

Alternative 2 would occur in the same areas as the proposed project and would require the same discretionary approvals, including a General Plan Amendment, Zone Change, and Specific Plan. This alternative would achieve similar General Plan policies compared to the proposed project. Impacts related to consistency with applicable land use plans, policies, and regulations would be similar to the proposed project. Therefore, this alternative would result in similar impacts related to land use and planning compared to the proposed project.

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### 7.5.9 Noise

As discussed in Section 5.9, *Noise*, development facilitated by the Artesia Downtown Specific Plan would have the potential to result in significant noise and vibration levels during construction and operation. Mitigation measures N-1 and N-2 would be incorporated to reduce impacts; however, impacts would remain significant and unavoidable.

Under Alternative 2, development would occur within the same areas as the proposed project and would be in accordance with the Artesia Downtown Specific Plan. Due to the reduced development intensity and density of Alternative 2, construction-related noise impacts would proportionally decrease as compared to the proposed project. Additionally, operational noise impacts from fewer stationary and mobile noise sources under this alternative would be reduced compared to the proposed project. However, future projects' potential impacts related to noise would be determined on a site-by-site basis and would be evaluated during their individual environmental review process in accordance with CEQA. Alternative 2 would require the same compliance requirements and mitigation measures (MM N-1 and N-2) as the proposed project. Therefore, noise impacts under Alternative 2 would be less than the proposed project but would remain significant and unavoidable.

### 7.5.10 Population and Housing

As discussed in Section 5.10, *Population and Housing*, the proposed project would result in less than significant impacts.

Alternative 2 would result in 1,754 units and could introduce up to 6,139 residents in the same area of the proposed project. Therefore, this alternative would result in an 11.5 percent reduction in housing and population compared to the proposed project. Additionally, this alternative would result in a 50 percent reduction in commercial square footage and employment. Alternative 2 would result in reduced impacts related to population growth. Thus, similar to the proposed project, this alternative would result in less than significant impacts related to population and housing.

However, it is acknowledged that this alternative would provide proportionately fewer housing units and thus, contribute less towards meeting the Statewide housing demand and City's RHNA allocation compared to the proposed project.

### 7.5.11 Public Services

As discussed in Section 5.11, *Public Services*, the proposed project would result in less than significant impacts.

Under Alternative 2, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Alternative 2 would result in an 11.5 percent reduction in housing and population and an approximately 50 percent reduction in commercial development. As with the proposed project, future development under Alternative 2 would be required to pay development impact fees and taxes, which would fund public services to provide additional personnel and/or equipment and/or expand existing facilities to support population

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growth indirectly caused by the proposed project. Therefore, this alternative would result in a proportional reduction in demand for fire, police, school, and library services. Thus, similar to the proposed project, this alternative would result in less than significant impacts.

### 7.5.12 Recreation

As discussed in Section 5.15, *Recreation*, the proposed project would result in less than significant impacts.

Under Alternative 2, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Alternative 2 would result in a 11.5 percent reduction in housing and population. Alternative 2 would not exceed the planned buildout projections in the City. Therefore, this alternative would result in a proportional reduction in recreational facility use and demand. Thus, similar to the proposed project, this alternative would result in less than significant impacts.

### 7.5.13 Transportation

As discussed in Section 5.13, *Transportation*, the proposed project would not result in inconsistencies with applicable plans addressing the circulation system, increase in hazards, or result in inadequate emergency. The proposed project would result in less than significant impacts with mitigation incorporated with respect to VMT impacts.

Under Alternative 2, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity compared to the proposed project. Alternative 2 would not result in conflicts with an applicable plan, ordinance, or policy addressing the circulation system, similar to the proposed project. Similar to the proposed project, the proposed increase in transit-oriented residential and commercial development in the downtown area under Alternative 2 would reduce automobile-based transportation, thereby reducing VMT with alternative modes. However, because Alternative 2 would result in less density and intensity of transit-oriented development compared to the proposed project, Alternative 2 may unintentionally result in development elsewhere in the City or County, thereby potentially increasing regional VMT. Given the speculative nature of addressing VMT without specific project level information, it is reasonable to assume that daily VMT per service population would decrease under Alternative 2 compared to existing conditions by providing more transit-oriented development in the downtown area. Overall, impacts related to consistency with CEQA Guidelines Section 15064.3 subdivision (b) would be less than the proposed project. As with the proposed project, Alternative 2 would incorporate applicable DEIR mitigation measures to reduce impacts related to VMT impacts (MM T-1 and T-2). Furthermore, this alternative would not result in significant impacts related to the increase of transportation hazards due to a design feature or incompatible use, nor would a significant impact occur because of inadequate emergency access, similar to the proposed project. Therefore, impacts related to transportation would be similar to the proposed project.

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### 7.5.14 Tribal Cultural Resources

As discussed in Section 5.14, *Tribal Cultural Resources*, the proposed project would result in less than significant impacts with the implementation of mitigation measures (MM CUL-1 through CUL-3).

Under Alternative 2, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Ground-disturbing activities associated with the construction on non-residential development would be reduced under Alternative 2. As with the proposed project, future projects' potential to impact tribal cultural resources would be determined on a site-by-site basis and would be evaluated during their environmental review process in accordance with CEQA, as applicable. Since a project's potential impact to tribal cultural resources is site-dependent, future development under this alternative would have a similar potential to impact tribal cultural resources as the proposed project with the implementation of applicable DEIR mitigation measures (MM CUL-1 through CUL-3). Therefore, impacts related to tribal cultural resources would be similar to the proposed project.

### 7.5.15 Utilities and Service Systems

As discussed in Section 5.15, *Utilities and Service Systems*, the proposed project would result in less than significant impacts.

Under Alternative 2, development would occur in the same areas as the proposed project and would be guided by the Artesia Downtown Specific Plan but at a reduced intensity and density. Alternative 2 would result in a reduction in housing and population by 11.5 percent and 50 percent reduction in commercial square footage. Similar to the proposed project, development under Alternative 2 would not induce population growth beyond SCAG's projection of 17,800 because development would result in a net increase in population of 6,073. The net increase in population would result in a proportionate demand for utilities. Because the net increase in population is within the scope projected by SCAG, it is reasonable to assume that utility providers would be able to continue to serve the area. All other impacts related to utilities and service systems, including the availability of sufficient water supplies at the project-level, the adequate capacity of wastewater treatment services, the generation of solid waste, and the compliance with management and reduction regulations of solid waste would be less than significant under the proposed project; therefore, impacts would be less than the proposed project.

### 7.5.16 Conclusion

Implementation of Alternative 2 would result in similar impacts for all the issues as identified for the proposed project. Alternative 2 would not reduce any of the proposed project's significant and unavoidable impacts associated with air quality, GHG, and noise, but would reduce the severity of these impacts due to the reduction in residential and commercial development. Additionally, while the significance conclusions would be the same as the proposed project, Alternative 2 would reduce the impacts associated with aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. The proposed

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Artesia Downtown Specific Plan would be adopted under Alternative 2; the goals, policies, and development features of the Artesia Downtown Specific Plan would be widely applied throughout the project site. However, this alternative would not fully meet the proposed project's objectives related to housing and jobs and new economic opportunities.

### 7.6 REDEVELOPMENT WITH NO COMMERCIAL INCENTIVES ALTERNATIVE

The Redevelopment with No Commercial Incentives Alternative (Alternative 3) assumes the adoption of the proposed Artesia Downtown Specific Plan and includes estimates for full redevelopment of the 53 selected sites identified by the proposed project at a reduced intensity and density as compared to the proposed project. As identified Table 3-2, *District Development Standards*, in Chapter 3.0, *Project Description*, of this DEIR, the commercial incentives would allow increases in maximum building height, residential density, and intensity in the Pioneer Boulevard, Downtown South, and Downtown North Districts. The proposed densities under this alternative for each proposed zoning district are listed below.

- 188th/Corby Avenue: 55 du/ac
- Downtown South: 65 du/ac
- Pioneer Boulevard: 40 du/ac
- Downtown North: 55 du/ac
- Downtown Neighborhood (housing only): 40 du/ac
- Chateau Estates: Not included

This alternative assumes that in the proposed Downtown South, Pioneer Boulevard, and Downtown North Mixed Use Districts, the development of commercial uses (at 20 percent of the land maximum) would not utilize the Downtown Density Bonus Program and therefore would not receive a density bonus to increase residential density. . Table 7-10, *Alternative 3 Buildout Conditions*, provides a breakdown of the development proposed under this alternative.

**Table 7-10 Alternative 3 Buildout Conditions (2045)**

Proposed Zone	Buildout of Units <sup>1</sup>
188th Street/Corby Avenue	125 du
Downtown South	837 du
Pioneer Boulevard	58 du
Downtown North	465 du
Downtown Neighborhood (housing only)	13 du
Chateau Estates	0
Commercial as Mixed Use <sup>2</sup>	251,468 sf
<b>Total Residential</b>	<b>1,498</b>
<b>Total Commercial</b>	<b>251,468</b>

<sup>1</sup>. On sites where commercial uses are identified for 20% of the site, the residential units total the density x remaining acreage at 80%.

<sup>2</sup>. Commercial buildout assumes as maximum of 20% of land on selected sites in the Downtown South, Downtown North, and Pioneer Boulevard Mixed Use zones.

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As shown in Table 7-11, *Existing Project Site Conditions (2024) and Alternative 3 Buildout Projections (2045)*, buildout of this alternative would result in a net increase in housing units by 1,479 units, a net increase in population by 5,177 residents, and a decrease in employees by 122 employees.

**Table 7-11 Existing Project Site Conditions (2024) and Alternative 3 Buildout Projections (2045)**

	Existing Project Site Conditions	Existing Project Site Development to Remain (2045)	Alternative 3 Buildout Conditions (2045) <sup>1</sup>	Total (Existing Development to Remain + Alternative 3)	Change (Less Existing Conditions)
Housing Units	314	295	1,498	1,793	1,479
Population	1,099	1,033	5,243	6,276	5,177
Jobs	689	389	178	567	(122)

<sup>1</sup> PlaceWorks 2023.

As shown in Table 7-12, development under this alternative would result in 1,498 housing units, 5,243 residents, and 178 employees. Alternative 3 would result in a 24.4 percent reduction (483 units) in housing units, a 24.4 percent reduction (1,691 residents) in population, a 50 percent reduction (251,451 sf) in commercial square footage, and a 50 percent reduction (178 employees) in jobs when compared to the proposed project.

**Table 7-12 Alternative 3 Buildout and Proposed Project Buildout Conditions Comparison (2045)**

	Alternative 3 Buildout Conditions	Proposed Project Conditions	Change
Housing Units	1,498	1,981	483
Population	5,243	6,934	1,691
Jobs	178	356	178

### 7.6.1 Aesthetics

As discussed in Section 5.1, *Aesthetics*, implementation of the proposed project would result in less than significant impacts related to aesthetics.

Development under Alternative 3 would be guided by the proposed Artesia Downtown Specific Plan, which would feature a reduced residential density and commercial intensity. Alternative 3 would develop a transit-oriented community in accordance with the Artesia Downtown Specific Plan, similar to the proposed project, with multi-modal transportation, community connectivity, and sustainable landscaping. However, the residential component of the proposed project would be reduced by 24.4 percent and the commercial component of the proposed project would be reduced by 50 percent. Similar to the proposed project, this alternative would not conflict with applicable zoning or other regulations governing scenic quality. This alternative would implement the development standards set forth in Chapter 6.0, *Development Standards*, of the proposed Artesia Downtown Specific Plan. As with the proposed project, this alternative would change the existing visual elements of the project site, it would create an attractive, well-designed, mixed-use community with a high-quality pedestrian environment and high-quality architectural design. Alternative 3 would have a reduced potential for future

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development as compared to the proposed project. Therefore, impacts related aesthetics under Alternative 3 would be less than significant like the proposed project.

While Alternative 3 would reduce proposed project impacts to aesthetics due to a reduction in housing units and commercial square footage, this alternative would not fully implement the goals and policies relevant to aesthetics and visual quality due to the reduced scale of the alternative. This alternative would not provide the same benefits as the proposed project nor fully achieve the project objectives.

### 7.6.2 Air Quality

As discussed in Section 5.2, *Air Quality*, the proposed project would result in significant and unavoidable impacts.

Under Alternative 3, development would occur in the same areas as the proposed project but would be in accordance with the proposed Artesia Downtown Specific Plan. Future development would be proposed and evaluated for environmental impacts on a project-by-project basis during the project entitlement process. During its individual environmental review process, potential air quality impacts would be identified and compared against relevant thresholds to determine significance. It is reasonable to assume that since future development under this alternative would be required to demonstrate consistency with the applicable air quality plans, policies and regulations as those project would result in growth already accounted in SCAG's regional growth projections in the City. Therefore, impacts related to conflicts with applicable air quality plans, policies, and regulations would be similar to the proposed project.

Regarding the proposed project's significant and unavoidable impacts, even with the implementation of applicable DEIR mitigation measures (MM AQ-1, GHG-1 through GHG-3, T-1, and T-2) development facilitated under Alternative 3 would also have the potential to result in similar impacts. Under Alternative 3, development would occur in the same areas as the proposed project but would be in accordance with the proposed Artesia Downtown Specific Plan. Although future development would be consistent with the proposed Artesia Downtown Specific Plan, future projects' potential to impact air quality would be determined on a site-by-site basis and would be evaluated during their individual environmental review process in accordance with CEQA, as applicable. Future development would be subject to all applicable discretionary permits and would be subject to applicable DEIR mitigation measures identified for air quality as well as project-specific mitigation measures to reduce potential impacts. Therefore, impacts to air quality would be less than the proposed project due to the reduction in residential units and commercial development.

### 7.6.3 Cultural Resources

As discussed in Section 5.3, *Cultural Resources*, the proposed project would have less than significant impacts related to cultural resources with mitigation incorporated.

Under Alternative 3, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Development under Alternative 3 would occur in the same areas as the proposed project and would be guided by the Artesia Downtown Specific Plan. Because the development/redevelopment would occur in areas



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associated with existing development, this alternative would not substantially change the impact determinations related to cultural resources. The reduction of residential and commercial uses would slightly reduce earth-disturbing activities related to construction. Future projects' potential to impact cultural resources would be determined on a site-by-site basis and would be evaluated during their individual environmental review process in accordance with CEQA. As with the proposed project, this alternative would implement applicable mitigation measures (MM CUL-1 through CUL-4) that would reduce impacts on cultural resources. Therefore, impacts related to cultural resources would be less than the proposed project.

### 7.6.4 Energy

As discussed in Section 5.4, *Energy*, the proposed project would have less than significant impacts related to energy.

Under Alternative 3, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but a reduced residential density and commercial intensity. Additionally, similar to the proposed project, implementation of Alternative 3 would increase the demand for electricity, natural gas, gasoline, and diesel consumption in the project site during construction and operation of future development. However, similar to the proposed project, Alternative 3 would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during project implementation. Neither the proposed project nor Alternative 3 would conflict or obstruct a State or local plan for renewable energy or energy efficiency. Additionally, all the rules and regulations presented in Section 5.4 of this DEIR would continue to be applicable to future residential and commercial development under both the proposed project and Alternative 3 conditions, which would help reduce energy demand and increase energy efficiency under both conditions. The scope of the residential and commercial development would be reduced by 24.4 percent and 50 percent, respectively. It is reasonable to assume that impacts related to energy consumption generated by the residential and commercial development would be reduced proportionally. Therefore, impacts related to energy consumption would be less than the proposed project.

### 7.6.5 Geology and Soils

As discussed in Section 5.5, *Geology and Soils*, the proposed project would result in less than significant impacts related to geology and soils after implementation of mitigation.

Under Alternative 3, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but a reduced residential density and commercial intensity. Development under this alternative would result in similar less than significant geology and soil impacts regardless of overall proposed density. Any new development would be site-specific and would be exposed to existing geologic and soil conditions and hazards that would be unique to that property. There is a similar potential for unknown paleontological resources to be located within the project site. Implementation of mitigation measures (MM GEO-1 and GEO-2) would ensure that impacts related to paleontological resources would be reduced to less than significant levels, similar to the proposed project.

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### 7.6.6 Greenhouse Gas Emissions

As discussed in Section 5.6, *Greenhouse Gas Emissions*, the proposed project would have the potential to result in significant GHG emissions. Mitigation measures GHG-1 and GHG-2 would be incorporated to reduce impacts; however, impacts would remain significant and unavoidable.

Under Alternative 3, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Alternative 3 would generate GHG emissions similar to the proposed project, but the reduction in residential density and commercial intensity would result in reduction of emission under this alternative due to a reduction in activities related to construction and operation. Under both the proposed project and Alternative 3, significant and unavoidable impacts would occur related to the generation of GHG emissions. Mitigation measures GHG-1 and GHG-2 would be incorporated to reduce impacts; however, impacts would remain significant and unavoidable. Additionally, the proposed project and Alternative 3 would be consistent with all applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be less than significant. Future projects' potential impacts related to GHG emissions would be determined on a site-by-site basis and would be evaluated during their individual environmental review process in accordance with CEQA, as applicable. Under Alternative 3 and the proposed project, no change to existing regulations would occur and that would result in a conflict with existing regulations. The scope of the residential component and commercial component would be reduced by 24.4 percent and 50 percent, respectively. Thus, it is reasonable to assume that impacts related to GHG emissions by the residential and commercial component would be reduced proportionally. Therefore, impacts related to GHG emissions would be less than the proposed project; however, impacts would remain significant and unavoidable.

### 7.6.7 Hydrology and Water Quality

As discussed in Section 5.7, *Hydrology and Water Quality*, impacts related to hydrology and water quality would be less than significant.

Alternative 3 would be guided by the proposed Artesia Downtown Specific Plan and would result in less development potential than what is proposed under the proposed project due to the reduction in residential units and commercial development. As with the proposed project, compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to hydrology and water quality. However, the scope of development/redevelopment activity anticipated to occur would be reduced due to the reduction in residential units and commercial development as compared to the proposed project. Therefore, impacts related to hydrology and water quality would be less than the proposed project.

### 7.6.8 Land Use and Planning

As discussed in Section 5.8, *Land Use and Planning*, impacts related to land use and planning would be less than significant.

Under Alternative 3, development would occur in the same area as the proposed project and would be guided by the Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Impacts

## 7. Alternatives to the Proposed Project

related to consistency with applicable land use plans, policies, and regulations would be similar to the proposed project. Therefore, this alternative would result in similar impacts related to land use and planning compared to the proposed project.

### 7.6.9 Noise

As discussed in Section 5.9, *Noise*, development facilitated by the Artesia Downtown Specific Plan would have the potential to result in significant noise and vibration levels during construction and operation. Mitigation measures N-1 and N-2 would be incorporated to reduce impacts; however, impacts would remain significant and unavoidable.

Under Alternative 3, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Alternative 3 would result in reduced impacts related to the construction and operation of the residential and commercial development. Moreover, Alternative 3 would require the same compliance requirement and mitigation measures (MM N-1 and N-2) as the proposed project. Noise and vibration impacts would be determined on a project-by-project basis and would be evaluated during their individual approval and/or environmental review process in accordance with CEQA, as applicable. Therefore, noise impacts under Alternative 3 would be less than the proposed project; however, impacts would remain significant and unavoidable.

### 7.6.10 Population and Housing

As discussed in Section 5.10, *Population and Housing*, of this DEIR, the proposed project would result in less than significant impacts.

Under Alternative 3, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Alternative 3 would result in 1,498 units and could introduce up to 5,243 residents in the same area of the proposed project. Therefore, this alternative would result in a 24.4 percent reduction in housing and population as compared to the proposed project. Additionally, this alternative would result in a 50 percent reduction in commercial square footage and employment. Alternative 3 would result in reduced impacts related to population growth. Thus, similar to the proposed project, this alternative would result in less than significant impacts related to population and housing.

However, it is acknowledged that this alternative would provide proportionately fewer housing units and thus, contribute less toward meeting the Statewide housing demand and City's RHNA allocation compared to the proposed project.

### 7.6.11 Public Services

As discussed in Section 5.11, *Public Services*, of this DEIR, the proposed project would result in less than significant impacts.

## 7. Alternatives to the Proposed Project

Under Alternative 3, development would occur in the same areas as the proposed project and would be guided by the Artesia Downtown Specific Plan but at a reduced intensity and density. As with the proposed project, future development under Alternative would be required to pay development fees and taxes, which would fund public services to provide additional personnel and/or equipment and/or expand existing facilities to support population growth indirectly caused. Therefore, public services impacts under Alternative 3 would be similar to the proposed project.

### 7.6.12 Recreation

As discussed in Section 5.12, *Recreation*, of this DEIR, the proposed project would result in less than significant impacts.

Under Alternative 3, development would occur in the same areas as the proposed project and would be guided by the Arteria Downtown Specific Plan but at a reduced intensity and density. Alternative 3 would include 1,498 units and could introduce up to 5,243 residents, which represents a 24.4 percent reduction in units and residents compared to the proposed project. Thus, impacts under this alternative would be reduced compared to the proposed project.

### 7.6.13 Transportation

As discussed in Section 5.13, *Transportation*, of this DEIR, the proposed project would result in less than significant impacts with mitigation incorporated.

Under Alternative 3, development would occur in the same areas as the proposed project and would be guided by the proposed Artesia Downtown Specific Plan but at a reduced residential density and commercial intensity. Alternative 3 would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, similar to the proposed project. Similar to the proposed project, the proposed increase in transit oriented residential and commercial development in the downtown area under Alternative 3 would reduce automobile based transportation, thereby reducing VMT with alternative modes. However, because Alternative 3 would result in less density and intensity of transit-oriented development compared to the proposed project, Alternative 3 may unintentionally result in development elsewhere in the City or County, thereby potentially increasing regional VMT. Given the speculative nature of addressing VMT without specific project level information, it is reasonable to assume that daily VMT per service population would decrease under Alternative 3 compared to existing conditions by providing more transit-oriented development in the downtown area. Overall, impacts related to the consistency with CEQA Guidelines Section 15064.3 subdivision (b) would be less than the proposed project. As with the proposed project, Alternative 3 would incorporate applicable DEIR mitigation measures to reduce impacts related to VMT impacts (MM T-1 and T-2). Furthermore, this alternative would not result in significant impacts related to the increase in transportation hazards due to a design feature or incompatible use nor would a significant impact occur relative to inadequate emergency access, similar to the proposed project. Therefore, impacts related to transportation would be similar to the proposed project.

## 7. Alternatives to the Proposed Project

### 7.6.14 Tribal Cultural Resources

As discussed in Section 5.14, *Tribal Cultural Resources*, of this DEIR, the proposed project would result in less than significant impacts with the implementation of mitigation.

Under Alternative 3, development would occur in the same areas as the proposed project and would be guided by the Arteria Downtown Specific Plan but at a reduced intensity and density. Ground-disturbing activities associated with the construction of the proposed development under Alternative 3 would be reduced due to the reduction in residential units and commercial square footage. As with the proposed Project, future projects' potential to impact tribal cultural resources would be determined on a site-by-site basis and would be evaluated during their environmental review process in accordance with CEQA, as applicable. Since a project's potential impact to tribal cultural resources is site-dependent, future development under this alternative would have a similar potential to impact tribal cultural resources as the proposed Project with the implementation of applicable mitigation measures (MM CUL-1 through CUL-3). Therefore, impacts related to tribal cultural resources would be similar to the proposed Project.

### 7.6.15 Utilities and Service Systems

As discussed in Section 5.15, *Utilities and Service Systems*, of this DEIR, the proposed project would result in less than significant impacts.

Under Alternative 3, development would occur in the same areas as the proposed project and would be guided by the Artesia Downtown Specific Plan but at a reduced intensity and density. Alternative 3 would result in a reduction in housing and population by 24.4 percent and 50 percent reduction in commercial square footage. Similar to the proposed project, development under Alternative 3 would not induce population growth beyond SCAG's projection of 17,800 because development would result in a net increase in population of 5,177. The net increase in population would result in a proportionate demand for utilities. Because the net increase in population is within the scope projected by SCAG, it is reasonable to assume that utility providers would be able to continue to serve the area. All other impacts related to utilities and service systems, including the availability of sufficient water supplies at the project-level, the adequate capacity of wastewater treatment services, the generation of solid waste, and the compliance with management and reduction regulations of solid waste would be less than significant under the proposed project; therefore, impacts would be less than the proposed project.

### 7.6.16 Conclusion

Implementation of Alternative 3 would result in similar impacts for all issues identified for the proposed project. Alternative 3 would not reduce any of the proposed project's significant and unavoidable impacts associated with air quality, GHG, and noise to a less than significant level, but would reduce the severity of these impacts due to the reduction in residential units and commercial development. Additionally, while the significance conclusions would be the same as the proposed project, Alternative 3 would reduce impacts associated with aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, population and housing, public services, recreation, transportation, tribal cultural resources, and

## 7. Alternatives to the Proposed Project

utilities and service systems. The proposed Artesia Downtown Specific Plan would be adopted under Alternative 3; the goals, policies, and development features of the proposed Artesia Downtown Specific Plan would be widely applied throughout the project site. However, this alternative would not meet the proposed project's objectives related to housing and jobs and new economic development.

### 7.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The proposed project and Project Alternatives are considered and evaluated within this DEIR. As suggested in the State CEQA Guidelines Section 25126.6(d), a matrix summarizing and comparing the impacts of the Project Alternatives with those of the proposed project is included in Table 7-13, *Summary of Alternative Impact Compared to the Proposed Project*. As illustrated in the table below, Alternative 2 and 3 would reduce the proposed project's significant and unavoidable impacts, and Alternative 3 would result in the largest reduction from the proposed project's significant and unavoidable impacts; however, impacts would remain significant and unavoidable.

**Table 7-13 Summary of Alternatives Impacts Compared to the Proposed Project**

Issue Areas	Proposed Project	Alternatives to the Proposed Project		
		Alternative 1	Alternative 2	Alternative 3
5.1 Aesthetics	LTS	=	▼	▼
5.2 Air Quality	SU	=	▼	▼
5.3 Cultural Resources	LTS	=	▼	▼
5.4 Energy	LTS	=	▼	▼
5.5 Geology and Soils	LTS	=	=	=
5.6 Greenhouse Gas Emissions	SU	=	▼	▼
5.7 Hydrology and Water Quality	LTS	=	▼	▼
5.8 Land Use and Planning	LTS	=	=	=
5.9 Noise	SU	=	▼	▼
5.10 Population and Housing	LTS	=	▼	▼
5.11 Public Services	LTS	=	▼	▼
5.12 Recreation	LTS	=	▼	▼
5.13 Transportation	LTS	▲	▼	▼
5.14 Tribal Cultural Resources	LTS	=	=	=
5.15 Utilities and Service Systems	LTS	=	▼	▼

Notes:

- ▲▲ Alternative would result in greater issue area impacts when compared to the proposed Project and the difference would be significant.
- ▲ Alternative would result in greater issue area impacts when compared to the proposed Project; however, this difference would be negligible and would not change the significance conclusion.
- = Alternative would result in similar issue area impacts when compared to the proposed Project.
- ▼ Alternative would result in reduced issue area impacts when compared to the proposed Project; however, this difference would be negligible and would not change the significance conclusion.
- ▼▼ Alternative would result in reduced issue area impacts when compared to the Project and the difference would be significant.
- NI = No Impact
- LTS = Less than Significant Impact
- LSTM = Less than Significant Impact with Mitigation
- SU = Significant and Unavoidable Impact

Additionally, Table 7-14, *Ability of Alternatives to Meeting Project Objectives*, compares the project alternatives in terms of whether they meet the project's objectives. As shown in Table 7-10, none of the project alternatives

## 7. Alternatives to the Proposed Project

would be able to fully achieve the proposed project's objectives. Alternatives 2 and 3 would provide most the proposed project's benefits but would limit the benefits due to a reduced scope of development.

**Table 7-14 Ability of Alternatives to Meet Project Objectives**

Project Objectives	Alternative 1	Alternative 2	Alternative 3
<b>Objective 1:</b> Provide strategic land use designations to connect to the community to housing, jobs, and recreation	No	Partially	Partially
<b>Objective 2:</b> Provide a connected business district to facilitate new economic opportunities.	No	Partially	Partially
<b>Objective 3:</b> Create a vibrant and scenic downtown reflective of a diverse community	No	Yes	Yes
<b>Objective 4:</b> Beautification through building design, landscape, and art.	No	Yes	Yes
<b>Objective 5:</b> Enhance connectivity and streetscapes to increase multimodal accessibility and safety.	No	Partially	Partially
<b>Objective 6:</b> Plan for and build a transit ready Downtown Artesia.	No	Partially	Partially
<b>Objective 7:</b> Facilitate the City in reaching its Regional Housing Needs Assessment Allocation of 1,069 units.	No	No	No
<b>Objective 8:</b> Promote higher-density, mixed use development in proximity to the Southeast Gateway Line station to encourage transit ridership.	No	Partially	Partially
<b>Objective 9:</b> Balance increased density and commercial activity with design standards that respect and enhance the character of existing neighborhoods, ensuring compatibility with the surrounding community.	No	Yes	Yes

CEQA requires a lead agency to identify the “environmentally superior alternative” and, in cases where the “No Project” Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. One alternative has been identified as “environmentally superior” to the proposed project:

- **Redevelopment with No Commercial Incentives Alternative (Alternative 3)**

“Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts” (CEQA Guidelines Section 15126.6[c]).

As shown in the tables above, Alternative 1 would result in similar impacts to the proposed project but result in greater impacts related to transportation. Therefore, this alternative is not the Environmentally Superior Alternative.

Alternative 2 and 3 would result in similar impacts and would partially achieve the proposed project's objectives. However, Alternative 3 would lessen the proposed project's impacts the most due to the 24.4 percent reduction in residential development and 50 percent reduction in commercial development compared to the proposed project.

## 7. Alternatives to the Proposed Project

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## 8. Impacts Found Not to Be Significant

California Public Resources Code Section 21003 (f) states: "...it is the policy of the state that...[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment." The Guidelines allow use of an Initial Study to document project effects that are less than significant (Guidelines Section 15063[a]). Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant, and were therefore not discussed in detail in the Draft EIR.

### 8.1 ASSESSMENT IN THE INITIAL STUDY

The Initial Study prepared for the proposed project in February 2024 determined that impacts listed below would be less than significant. Consequently, they have not been further analyzed in this Draft EIR (DEIR). Please refer to Appendix A for explanation of the basis of these conclusions. Impact categories and questions below are summarized directly from the CEQA Environmental Checklist, as contained in the Initial Study.

**Table 8-1          Impacts Found Not to Be Significant**

Environmental Issues	Initial Study Determination
<b>I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:</b>	
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
<b>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:</b>	
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

## 8. Impacts Found Not to Be Significant

**Table 8-1 Impacts Found Not to Be Significant**

Environmental Issues	Initial Study Determination
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
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
d) Result in the loss of forest land or conversion of forest land to non-forest use?	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?	No Impact
<b>IV. BIOLOGICAL RESOURCES. Would the project:</b>	
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
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
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
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
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
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
<b>VII. GEOLOGY AND SOILS. Would the project:</b>	
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.	Less Than Significant Impact
ii) Strong seismic ground shaking?	Less Than Significant Impact
iii) Seismic-related ground failure, including liquefaction?	Less Than Significant Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
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
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
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

## 8. Impacts Found Not to Be Significant

**Table 8-1 Impacts Found Not to Be Significant**

Environmental Issues	Initial Study Determination
<b>IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>	
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
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
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
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less Than Significant Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact
<b>X. HYDROLOGY AND WATER QUALITY. Would the project:</b>	
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant Impact
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
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
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
iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
<b>XI. LAND USE AND PLANNING. Would the project:</b>	
a) Physically divide an established community?	No Impact
<b>XII. MINERAL RESOURCES. Would the project:</b>	
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
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
<b>XIII. NOISE. Would the project result in:</b>	
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
<b>XIV. POPULATION AND HOUSING. Would the project:</b>	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

## 8. Impacts Found Not to Be Significant

**Table 8-1 Impacts Found Not to Be Significant**

Environmental Issues	Initial Study Determination
<b>XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>	
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
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
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
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

## 9. Significant Irreversible Changes Due to the Proposed Project

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Section 15126.2(c) of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the CEQA Guidelines state:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provides access to previously inaccessible area(s)) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The following are the significant irreversible changes that would be caused by the proposed project, should it be implemented:

- Future development facilitated by the proposed project would include construction that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Operation of development facilitated by the proposed project would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the construction and operation of growth and development facilitated by the proposed project would limit the availability of such resources for future generations or for other uses during the life of the proposed project.
- An increase in vehicle trips would accompany project-related population growth. Over the long-term, emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone (O<sub>3</sub>) and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO<sub>2</sub>) under the California AAQS.

Given the low likelihood that the land in the city would revert to its original form, the proposed project would generally commit future generations to these environmental changes.

## 9. Significant Irreversible Changes Due to the Proposed Project

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## 10. Growth-Inducing Impacts of the Proposed Project

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Pursuant to Sections 15126(d) and 15126.2(d) of the California Environment Quality Act (CEQA) Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities that could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this Draft Environmental Impact Report (DEIR).

**Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?**

Future growth facilitated by the proposed project would allow for infill development and intensification in Downtown Artesia. This would indirectly induce construction of site-specific infrastructure upgrades, extensions and improvements, such as roadways, storm drains, sewer lines, water pipes, solid waste collection systems, and energy/communications extensions. Additionally, the proposed project would induce growth through the removal of obstacles to development by simplifying and streamlining land use and zoning

## 10. Growth-Inducing Impacts of the Proposed Project

regulations for the project area. Therefore, the proposed project removes regulatory obstacles to growth and is considered growth inducing.

### **Would this project result in the need to expand one or more public services to maintain desired levels of service?**

The proposed project is a regulatory document that sets the framework for future growth and development in Downtown Artesia and does not directly result in development. Direct growth-inducing impacts are commonly associated with the extension of new public services, utilities, and roads into areas that have previously been undeveloped. Growth facilitated by the proposed project would allow for infill development and intensification in the city, which is already served by public services. As discussed in Section 5.11, *Public Services*, there are several mechanisms in place to ensure there is adequate funding for expansion of services as buildout facilitated by the proposed project continues, such as budgets, development impact fees, and coordination with local and regional agencies. Future projects facilitated by the proposed project would be evaluated on an individual basis for conformance with funding mechanisms as applicable.

### **Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?**

Implementation of the proposed project would encourage or facilitate economic effects. Temporary jobs would be created during development of future projects (e.g., design, planning, engineering, construction, etc.), facilitated by the proposed project, which would result in direct economic effects. As the population grows and occupies new dwellings units in accordance with the proposed project, new residents would seek shopping, entertainment, employment, home improvement, and other economic opportunities in the surrounding area. This would facilitate economic transactions of goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses to address these economic needs. Furthermore, the proposed increases in development capacity for office, commercial, and retail uses would serve the shopping and services needs of the future residents and would generate additional employment opportunities. The physical impacts of job growth are reflected in the analysis in this DEIR and are expected to be localized in the city. As the proposed project is a regulatory document and does not directly result in development, before any development or redevelopment activities would occur in the city, such activities would be analyzed for conformance with applicable local, State, and federal requirements to ensure that future projects would not adversely affect the environment. There is nothing unusual about the anticipated growth facilitated by the proposed project that would significantly affect the environment.

### **Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?**

As the proposed project is a regulatory document and does not directly result in development, future development, facilitated by the proposed project, would be reviewed on a project-by-project basis for conformance with the General Plan, zoning requirements, and other applicable local, State, and federal requirements to ensure that future projects would not adversely affect the environment. Although the proposed project would include actions that facilitate future growth, these precedents are not anticipated to encourage and/or facilitate other activities that could significantly affect the environment.



# 11. Organizations and Persons Consulted

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## **City of Artesia, Planning Department**

Art Bashmakian, Senior Project Manager  
Karen Lee, Special Projects Manager  
Peter Kann, Former Planning Manager

## **City of Artesia, Public Works Department**

Ernesto Sanchez, Public Works Manager

## **Fusco Engineering**

Ian Adam, Vice President, Specialty Practices  
Cameron Castillo, Municipal Stormwater Specialist  
Susan Williams, Technical Manager

## **LLG Engineers**

Francesca Bravo, Senior Transportation Engineer  
Grace Turney, Transportation Engineer III

## **Natural History Museum of Los Angeles County**

Alyssa Bell, PhD

## **South Coast Coastal Information Center**

Isabela Kott, Assistant Coordinator, GIS Program Specialist

## 11. Organizations and Persons Consulted

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## 12. Qualifications of Persons Preparing EIR

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### PLACEWORKS

**Addie Farrell**  
Principal

- BA, Natural Resources and Environmental Geography, San Diego State University

**Jennifer Kelley**  
Senior Associate II

- Master, City Planning, Boston University
- BA, Landscape Architecture, California Polytechnic State University, San Luis Obispo

**Nicole Vermilion**  
Principal

- BA Environmental Studies and BS Ecology and Evolutionary Biology, University of California, Santa Cruz, 2002
- BS, Ecology & Evolutionary Biology, University of California, Santa Cruz
- MURP, University of California, Irvine, 2005.

**Chris Shields**  
Senior Associate II

- BA, Environmental Studies, Minor in Geology, California State University, Sacramento

**John Vang**  
Senior Associate

- Master of Urban Planning, Design, & Development, Cleveland State University
- Juris Doctor, Cleveland-Marshall College of Law, Cleveland State University
- BA, Anthropology, University of California, Los Angeles

**Dina El Chammas Gass**  
Senior Engineer

- MA, East Asian Studies, Maharishi University of Management, Fairfield, Iowa
- Master of Engineering, Environmental and Water, Resources Engineer, American University of Beirut, Lebanon
- Bachelor of Engineering, Civil Engineering, American University of Beirut, Lebanon

## 12. Qualifications of Persons Preparing EIR

**Christhi Mrosla**  
Associate II

- BA, Environmental Studies, University of California Irvine

**Lexie Zimny**  
Associate I

- Certificate in CEQA Practice, University of California, San Diego
- BS, Environmental Policy Analysis and Planning, Sustainable Environmental Design, University of California, Davis

**Itzeel Padilla**  
Project Planner

- BS, Ecology, Behavior and Evolution, Minor in Conservation Biology, University of California, Los Angeles

**Olivia Morris**  
Planner

- BS, Environmental Studies, Minor in Spanish, Santa Clara University