

June 2025 | Final Environmental Impact Report
State Clearinghouse No. 2024020999

ARTESIA DOWNTOWN SPECIFIC PLAN

City of Artesia

Prepared for:

City of Artesia

Salvador Lopez, Jr., Interim Community Development Director
18747 Clarkdale Avenue
Artesia, California 90701
562.865.6262

Prepared by:

PlaceWorks

Contact: Addie Farrell, Principal
700 Flower St, Suite 600
Santa Ana, California 90017
213.623.1443
info@placeworks.com
www.placeworks.com



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1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code §§ 21000 et seq.) and CEQA Guidelines (California Code of Regulations §§ 15000 et seq.).

According to the CEQA Guidelines, Section 15132, the FEIR shall consist of:

- (a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- (b) Comments and recommendations received on the DEIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies comments on the DEIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

This document contains responses to comments received on the DEIR for the Artesia Downtown Specific Plan during the public review period, which began February 28, 2025, and closed April 14, 2025. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated DEIR comprise the FEIR, in accordance with CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FEIR

This document is organized as follows:

Section 1, Introduction. This section describes CEQA requirements and content of this FEIR.

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the DEIR; copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A-1 and A-2 are letters received from agencies and organizations). Individual comments have been numbered for each letter and the letter is followed by responses with reference to the corresponding comment number.

1. Introduction

Section 3. Revisions to the Draft EIR. This section contains revisions to the DEIR text and figures as a result of the comments received by agencies and interested persons, as described in Section 2, and/or errors and omissions discovered subsequent to release of the DEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the FEIR. The City of Artesia staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204(a) outlines parameters for submitting comments and reminds persons and public agencies that the focus of review and comment of DEIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. ...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DEIRs.

2. Response to Comments

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Artesia) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and prepare written responses.

This section provides all written responses received on the DEIR and the City of Artesia's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Changes to the DEIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted comments on the DEIR during the public review period.

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
Agencies & Organizations			
A1	Strong Towns Artesia	3/14/25	2-3
A2	City of Cerritos	4/14/25	2-9

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LETTER A1 – Strong Towns Artesia (1 page)

Comment Letter A-1

Good evening, Commissioners. My name is Lorelei Bailey, resident of Artesia, and I'm speaking on behalf of Strong Towns Artesia.

We support the proposed project over the alternatives because it best aligns with the needs of our community. The alternatives would limit density, reduce economic activity, and fail to create a walkable, transit-supportive downtown. If we're serious about building a thriving, financially strong Artesia, we cannot afford to weaken this plan.

First, our active transportation network is not just insufficient—it's unsafe. The plan sadly does not go far enough to correct this. Painted bike lanes and flex posts will not provide the protection needed to make cycling a real transportation option for women, seniors, and children, population groups far more likely to be hesitant to ride in unsafe conditions. We need a far more aggressive approach, including fully protected bike lanes, raised crosswalks, and continuous, safe routes that prioritize people over cars.

Second, Artesia already faces a deficit of 33 acres of parkland under the Quimby Act. Additionally our urban tree canopy is well under half of the average of the region which has significant negative impacts on our health, property values, and walkability. As density increases, we must ensure that public space is prioritized, not just private development. A serious focus on place making and people centered design will set Artesia apart from our peers in the region.

Third, Metro's planned parking structure must not disrupt our urban fabric. We insist that the city ensures Metro makes sure its street-facing frontage is active and engaging—with retail, public space, or other uses—to prevent dead zones in the heart of downtown.

Fourth, we must plan for the rise of e-bikes. As they become more common, safe, well-connected infrastructure will be even more essential. This isn't just about cyclists—it's about giving more people real, practical alternatives to driving.

We also urge the City to embrace granular urbanism. Our small businesses generate the majority of Artesia's sales tax revenue, yet the DEIR projects a decline in jobs in the study area. That's unacceptable. We need policies that support small-scale, incremental development, allowing businesses to adapt and grow.

Finally, land use decisions must reflect how people actually use transit. Most Metro riders travel no more than three miles unless heading to a major destination. If Artesia wants to fully benefit from the light rail, we must create unique draws that make downtown a destination—not just a stop along the way.

The proposed project is the only option that can deliver a truly vibrant, financially sustainable downtown. Let's make sure we build a place where people want to stay, invest, and thrive.

Thank you.

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A1. Response to Comments from Strong Towns Artesia, dated March 14, 2025.

- A1-1 This comment introduces the comment letter and expresses support for the proposed project over the alternatives discussed in the DEIR. This comment does not raise any environmental concerns.. No changes to the DEIR are required.
- A1-2 This comment raises concerns for the safety of the active transportation network, specifically bike lanes, and requests that bike lanes be separated from vehicle traffic. Section 5.13, *Transportation*, page 5.13-11, of the DEIR defines the bikeway facilities being proposed under the Specific Plan. The type of bike lanes proposed are dependent on their location, path of travel, and anticipated level of use. Class IV bike lanes, which are physically separated from vehicle traffic, are planned along South Street and Pioneer Boulevard, which are Primary Arterial Highways, through the entirety of Downtown Artesia, except on the segment that would have a Class III route. Class II bike lanes are proposed along 183rd Street, a Secondary Arterial Highway, and Class III Bike Route along 187th Street, a designated Collector roadway. These segments carry much lower volumes of vehicle traffic compared to Primary Arterial Highways and do not warrant full physical separation from the road. The Specific Plan also proposes to coordinate with neighboring jurisdictions to create an integrated system of bike routes to ensure safety. Additionally, development facilitated by the Specific Plan, including improvements to the circulation network, would be evaluated on a project-by-project basis and would undergo the appropriate level of analysis required under CEQA. This comment does not identify a deficiency in the DEIR or a new or exacerbated significant environmental impact. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. No changes to the DEIR are required.
- A1-3 This comment raises concerns about the lack of open space and accurately states a deficiency of 33 acres of parkland within the City. As discussed in the DEIR in Section 5.12, *Recreation*, page 5.12-4, surrounding parks in Cerritos, Buena Park, and Long Beach and a joint-use agreement with the ABC Unified School District provide additional open space and recreational opportunities and amenities for Artesia residents and visitors. As discussed in Section 5.12, *Recreation*, page 5.12-6, Impact 5.12-1, the Specific Plan would also implement open space requirements for future development uses that would connect surrounding areas to provide access to diverse recreational amenities. As discussed below in Section 3, Revisions to the DEIR, residential development shall provide a minimum of 150 square feet of open space per unit, and non-residential development over 20,000 square feet shall provide open space equal to 5 percent of the overall development parcel(s). Additionally, the proposed project would be subject to compliance with City Resolution No. 19-2742, which requires payment of development impact fees 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 Development Impact Fees would minimize the proposed project's impacts concerning demand for parkland. Additionally, development facilitated by the Specific Plan would be evaluated on a project-by-project

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basis and would undergo the appropriate level of analysis required under CEQA. The DEIR adequately evaluates potential environmental impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. No changes to the DEIR are required.

- A1-4 This comment raises concerns regarding the Metro planned parking structure, and the commenter would like to ensure that the structure remains active and engaging with retail and open space and does not disrupt the character of the downtown area. The Metro parking structure is a part of the Southeast Gateway Line project and is analyzed in Metro's West Santa Ana Branch Transit Corridor Project EIR; it is not a part of the proposed project. Additionally, cumulative impacts, including the planned Metro parking structure, were evaluated in Section 5.1, *Aesthetics*, page 5.1-12. Cumulative development projects would result in development similar to what currently exists in the surrounding vicinity. Additionally, the City would review site-specific development proposals against the Artesia Municipal Code (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. This comment does not identify a deficiency in the DEIR or a new or exacerbated potential significant environmental impact. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. No changes to the DEIR are required.
- A1-5 The comment suggests that the increase in the use of electric bikes and the infrastructure needed to accommodate this increase be addressed in the DEIR. As discussed in Section 5.2, *Air Quality*, page 5.2-30, Impact 5.2-3, the Specific Plan takes into account future mobility hubs for bikeshares, electric scooters (which can include e-bikes), and carshares. Additionally, one of the main objectives of the Specific Plan would be to create an equitable transit experience through quality sidewalk, roadway, and multimodal design. The Specific Plan would accommodate improvements to bicycle (which can include e-bikes), pedestrian, and transit infrastructure. This comment does not identify a deficiency in the DEIR nor a new or exacerbated potential significant environmental impact. Therefore, no changes to the DEIR are required.
- A1-6 This comment raises concerns for small businesses and the availability of jobs. As discussed in Section 5.10, *Population and Housing*, page 5.10-9, Impact 5.10-1, Specific Plan Goal 1 would ensure the maintenance of existing local business, restaurants, and retail shops, and Goal 2 would create a connected business district to facilitate new economic opportunities and would aim to expand the job market and job opportunities in the City. Additionally, the non-residential element of the Specific Plan would allow for future development of job-generating land uses, such as commercial, office, industrial, and institutional uses. This comment does not identify a deficiency in the DEIR nor a new or exacerbated potential significant environmental impact. The DEIR adequately evaluates

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potential environmental impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. Therefore, no changes to the DEIR are required.

- A1-7 This comment requests that the land uses reflect how individuals use transit and the importance of the downtown area as a destination for the Metro Light Rail. The Specific Plan includes mobility policies and standards that reflect a long-term vision to maximize accessibility of the Downtown Artesia area. Additionally, 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 facilitate a mixed-use transit-oriented community and enhance its qualities as a destination. This comment does not identify a deficiency in the DEIR nor a new or exacerbated potential significant environmental impact. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. Therefore, no changes to the DEIR are required.

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LETTER A2 – City of Cerritos (3 pages)



Comment Letter A2




CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 860-0311 • CERRITOS.GOV

April 14, 2025

City of Artesia
Department of Community Development
Attn: Salvador Lopez, Jr., Interim Director
18747 Clarkdale Avenue
Artesia, CA 90701

Subject: **CITY OF CERRITOS COMMENT LETTER – DRAFT ENVIRONMENTAL
IMPACT REPORT FOR THE ARTESIA DOWNTOWN SPECIFIC PLAN**

Dear Mr. Lopez,

Thank you for notifying the City of Cerritos about the availability of a Draft Environmental Impact Report ("Draft EIR") for the City of Artesia's Downtown Specific Plan. The City of Cerritos is pleased to support the revitalization of the downtown area in the City of Artesia, in furtherance of economic development and the development of affordable housing, while ensuring any potential impacts to adjacent sensitive land uses are effectively mitigated. I appreciate the opportunity to review the Draft EIR, and hereby submit public comments on behalf of the Cerritos community, to ensure that any resulting development in close proximity to Cerritos remains compatible with surrounding land uses. Specifically, the following comments pertaining to land use and planning, public services, and traffic are being provided for consideration in establishing the Artesia Downtown Specific Plan.

Land Use & Planning

As you are aware, located directly adjacent to the proposed Downtown South District, are existing low-density, single-family homes in the City of Cerritos. While the City acknowledges potential applicability of Senate Bill 743 for transit-oriented infill projects, as well as the proximity of development in this District to the future Southeast Gateway Line, the City of Cerritos respectfully requests careful consideration of any proposed development for appropriate massing, scale, and architectural style of buildings, in order to ensure continued high-quality physical development in this area, and the preservation of compatibility of adjacent land uses. As proposed under the Downtown Specific Plan, the Downtown South District at its greatest proposed height and density, allows for up to seventy-five (75) dwelling units per acre and a maximum building height of up to six (6) stories or eighty feet (80') in height, which is of concern for the compatibility to adjacent single-family homes in the City of Cerritos. To ensure that development in this District is in harmony with existing uses, it is recommended that building heights in close proximity to existing single-family homes not exceed 4-5 stories, with adequate screening from adjacent residential uses. Additionally, the City of Cerritos would like to ensure that measures are included in the Final EIR, as well as any future development project(s) in this District, specifically related to privacy, lighting, and aesthetics when located in close proximity to existing residential uses.

FRANK AURELIO YOKOYAMA
MAYOR

LYNDA F. JOHNSON
MAYOR PRO TEM

JENNIFER HONG
COUNCILMEMBER

MARK E. PULIDO
COUNCILMEMBER

SOPHIA M. TSE
COUNCILMEMBER

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Public Services

In accordance with Appendix G of California Environmental Quality Act (CEQA) Guidelines, a project would normally have a significant effect on the environment if a project results in impacts to acceptable service ratios, response times, or other performance objectives for public services including, but not limited to, police and fire protection services. Pursuant to the Draft EIR and the Artesia Downtown Specific Plan, new development would be permitted at the southwest corner of South Street and Pioneer Boulevard, directly across from the Los Angeles County Fire Department Station 30, located at 19030 Pioneer Boulevard, Cerritos, California, 90703. Fire Station 30 currently serves the cities of Artesia and Cerritos; however, the Draft EIR does not address potential impacts of proposed new development within the Downtown Specific Plan area, including potential impacts to emergency response times or accessibility to and from the existing fire station. While the Draft EIR acknowledges that proposed new residential and commercial development, permitted under the Specific Plan, would increase demand for fire protection services, the analysis indicates that any such development would occur in an urbanized area where fire protection services are already provided, and therefore it is not anticipated that new fire facilities would be required. With the Downtown Specific Plan allowing for the potential of 1,981 new housing units and approximately 503,000 square feet of nonresidential uses, potentially resulting in an increase of 7,000 new residents and 350 new jobs, such an increase in population, density, and associated traffic may impact travel routes and times, and fire station accessibility for fire services provided by Fire Station 30. As such, the City of Cerritos respectfully requests that the Final EIR, and well as any future proposed development projects, include measures to effectively mitigate all anticipated impacts to public safety services, including fire service response times.

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Traffic

In accordance with the Draft EIR Appendices, the trip generation forecast methodology applies a 25% mixed-use transit oriented development adjustment and a 10% transit adjustment to all land uses with the Downtown Specific Plan area. While TOD adjustments are generally acceptable, additional analysis should be conducted, as the Downtown Specific Plan area serves as the terminus location for the future Southeast Gateway Line, which is anticipated to generate more vehicle trips than other, non-terminus stations. It is therefore recommended that any such traffic analysis utilize ridership and trip generation data from other rail terminus stations in Los Angeles County, in order to more appropriately assess potential traffic impacts in the Downtown Specific Plan area. While the Draft EIR includes two (2) mitigation measures related to the separation of residential parking costs from property cost and the implementation of market price on-street public parking, the City of Cerritos requests that additional analysis and mitigation measures be incorporated to capture the traffic impacts associated with the Southeast Gateway Line terminus location.

A2-7

Additional analysis should also be conducted to appropriately assess potential traffic and parking impacts to properties located within the City of Cerritos, including (i) the Plaza Walk residential community located at the intersection of Pioneer Boulevard and Solana Place, and (ii) existing commercial and office uses located on the northeast corner of Pioneer Boulevard and South Street. Specifically, the Draft EIR should include sufficient parking mitigation measures to ensure that any development as a result of the creation of the Downtown Specific Plan includes requirements for parking to be wholly contained within the City of Artesia to ensure that there are no parking impacts to adjacent arterial and secondary

A2-8

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residential streets or commercial centers located in the City of Cerritos. The City of Cerritos works very carefully with commercial developers in order to ensure that sufficient on-site parking is provided at all commercial developments in Cerritos so as to prevent adverse parking impacts to adjacent uses, including those located in the City of Artesia. The City of Cerritos is requesting that the same careful consideration for development projects be taken related to parking needs, in an effort to ensure that any parking overflow is wholly contained within the City of Artesia.

A2-8 Cont'

Given the proximity of the proposed project area to the City of Cerritos, the City of Cerritos requests that, in preparing the Final EIR for the Artesia Downtown Specific Plan, the City of Artesia include additional analysis discussed herein, with careful consideration of any potential impacts to Cerritos properties resulting from the established development standards under the Downtown Specific Plan. Additionally, the City of Cerritos requests a copy of any future notices, including any future entitlement review projects for physical development within the Artesia Downtown Specific Plan. The City of Cerritos is eager to work collaboratively to ensure that appropriate mitigation measures are put in place to maintain a high standard of living for residents and businesses of both cities. Please continue to notify the City of Cerritos of any public hearings held for proposed development projects in the City of Artesia within a five-hundred (500)-foot radius of the Cerritos/Artesia border. Notifications of public hearings may be emailed to kaguila@cerritos.us or mailed to: City of Cerritos, Department of Community Development, Attn: Kristin Aguila, 18125 Bloomfield Avenue, Cerritos, CA 90703.

A2-9

The City of Cerritos looks forward to continuing to work with the City of Artesia to ensure these important concerns are addressed in a manner that promotes the safety, well-being, and quality of life of both communities.

Sincerely,



Kristin Aguila
Director of Community Development

cc Robert A. Lopez, City Manager, City of Cerritos
Abel Avalos, City Manager, City of Artesia
Sabrina Chan, Advance Planning Manager, City of Cerritos

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A2. Response to Comments City of Cerritos, dated April 14, 2025.

A2-1 This comment introduces the letter submitted by the City of Cerritos and expresses appreciation for the opportunity to review the DEIR and submit comments. This comment summarizes the topics discussed in the letter, including land use and planning, public services, and traffic. This comment does not identify a deficiency in the DEIR nor a new or exacerbated potential significant environmental impact. Therefore, no changes to the DEIR are required.

A2-2 This comment raises concerns regarding the distance between potential future development facilitated by the Specific Plan to the single-family homes in the City of Cerritos that border the Specific Plan area, as it relates to building height and the applicability of Senate Bill (SB) 743 for transit oriented community. With respect to SB 743, as discussed in Section 5.1. *Aesthetics*, page 5.1-1, under 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; an infill site; and residential, mixed-use residential, or an employment center. 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 an existing rail transit station, 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 20 minutes or less during the AM and PM peak commute periods; this also includes a planned transit stop where construction is programmed to be completed before housing development completion and occupancy.

As discussed in Section 5.1.1, *Aesthetics*, page 5.1-1, threshold AE-3, 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. Notwithstanding SB 743, the City of Artesia would have the discretion to consider aesthetics thresholds on future projects facilitated by the Specific Plan, pursuant to CEQA, and disclose potential impacts for informational purposes. Additionally, the proposed project includes a number of design guidelines and development standards that would guide future development of the Specific Plan area. 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,

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architectural integrity, landscape and open space, signage, and sustainability. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. Therefore, no changes to the DEIR are required.

- A2-3 This comment requests that any development facilitated by the Specific Plan consider the adjacent low-density single-family homes in the City of Cerritos and, specifically, that building heights not exceed 4 to 5 stories. The single-family homes in the City of Cerritos that border the Specific Plan are to the west and south border of the Chateau Estates Zoning District of the Specific Plan area (see Figure 3-6, *Proposed Zoning District*, page 3-15, of the DEIR). The maximum height proposed for the Chateau Estates would be two stories. However, no changes to residential character are proposed to the Chateau Estates (see Table 3-2, *District Development Standards*, page 3-17 of the DEIR). Nonetheless, and in response to this comment, as discussed in Section 6.3.3, Setbacks, of the Specific Plan, setbacks development standards have been updated to include Special Setbacks as identified in Figure 6.1, Downtown Districts, and discussed in Section 6.3.3.4, of the Specific Plan. Special Setback A would be required for properties fronting Pioneer Boulevard and Special Setback B would be required for properties adjacent to low density residential. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. Therefore, no changes to the DEIR are required.
- A2-4 This comment requests that measures be included to preserve compatibility of adjacent land uses in the City of Cerritos, including aesthetics and lighting. As discussed in Section 5.1, *Aesthetics*, page 5.1-11, Impact 5.1-2, all proposed lighting would be required to comply with the exterior lighting requirements 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. Additionally, development facilitated by the Specific Plan would be evaluated on a case-by-case basis and would comply with policies regarding development standards related to the physical form and design of both new and renovated buildings and properties. Development standards would include requirements for site planning; open space and landscaping standards; building mass, scale, and maximum heights; materials and finishes; parking and loading; and frontage design standards. All future development would adhere to all required City standards to ensure compatibility with surrounding uses. Additionally, the Specific Plan includes objectives that would balance increased density and commercial activity with design standards that respect and enhance the character of existing neighborhoods, ensuring compatibility with the surrounding community. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. Therefore, no changes to the DEIR are required.
- A2-5 This comment raises concerns regarding proximity to Los Angeles Fire Station 30, which serves both the City of Artesia and the City of Cerritos, and states that potential impacts

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to emergency response times or accessibility were not adequately addressed in the DEIR. A revision has been made as part of the Final EIR to correctly state that Fire Station 30 also serves the City of Cerritos. Revisions are included in Chapter 3, *Revisions to the DEIR*, below. This revision does not change the conclusion reached by the DEIR.

Section 5.11, *Public Services*, page 5.11-4, Impact 5.11-1, evaluates the potential impacts of the proposed project to public services, specifically the proposed project's potential impacts from new or expanded facilities associated with fire protection and emergency services. 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 a substantial adverse physical impact associated with the 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. 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 such, no physical development or specific development projects are proposed as part of the proposed project. At the planning level of analysis, it is speculative to evaluate project-specific environmental impacts on fire response times since specific sites and time frames for development are unknown. Future development projects would undergo the necessary environmental and development review process to evaluate the potential impacts to response times and the need for additional fire protection services and would be evaluated on a project-specific basis. Future projects facilitated by the Specific Plan would be subject to compliance with development standards that require the fire and police department to review development proposals for potential impacts to fire station facilities and emergency access. Site plan reviews conducted by the City and fire and police departments for all projects would ensure adequate services. If future facilities are necessary to meet project demand as a result of the Specific Plan, the Los Angeles County Fire Department will evaluate projects at the appropriate level of analysis required under CEQA. Additionally, the Los Angeles County Fire District Facilities Master Plan evaluates the current capacity, condition, and functionality of Fire District facilities by projecting future capacity deficits utilizing Southern California Association of Governments (SCAG) population growth projections. Facility capacity is analyzed in relation to current levels of service demand, then combined with data on facility condition and functionality to develop a comprehensive list of current need for capital improvements. As discussed in Section 5.10, *Population and Housing*, of the DEIR, pg. 5.10-9, the proposed project's potential increases in density and development intensity would not be unplanned and would be consistent with SCAG's assumptions regarding population growth. Since the 2020 Los Angeles County Fire District Facilities Master Plan did not identify a need for improvements for Fire Station 30 and the proposed project is consistent with regional population growth forecasts utilized in the Los Angeles County Fire District Facilities Master Plan, the DEIR adequately evaluates potential environmental impacts pursuant to CEQA Guidelines. The

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comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

A2-6 This comment raises concerns regarding the increase in residents and new jobs facilitated by the Specific Plan and the potential effects to fire services. As discussed in Section 5.10, *Population and Housing*, page 5.10-9, 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 forecast numbers of jobs under SCAG projections for the City. Population growth would not be unplanned and would be consistent with existing regional planning assumptions regarding population growth. As discussed under response to comment A2-5, if future facilities are necessary to meet project demand as a result of growth facilitated by the Specific Plan, the Los Angeles County Fire Department will evaluate projects at the appropriate level of analysis as part of the development review process. Improvements to facilities would also be evaluated on an ongoing basis through updates to the Los Angeles County Fire District Facilities Master Plan. Since the 2020 Los Angeles County Fire District Facilities Master Plan did not identify a need for improvements for Fire Station 30 and the proposed project is consistent with regional population growth forecasts utilized in the Los Angeles County Fire District Facilities Master Plan, the DEIR adequately evaluates potential environmental impacts with respect to new or expanded facilities associated with fire protection and emergency services.

A2-7 This comment raises concerns regarding the trip generation forecast used in the DEIR and requests that further analysis and mitigation measures be incorporated to fully analyze the traffic impacts associated with Metro's Southeast Gateway Line terminus location. The Pioneer Boulevard Light Rail Station would be developed as the southern terminus of the Metro light rail line extension, which is analyzed in Metro's West Santa Ana Branch Transit Corridor Project EIR and is not a part of the proposed project. The Final EIR for the Metro light rail line extension was certified April 2024. However, the methodology to determine trip generation is provided in Section H, Project Trip Generation, of the Transportation Impact Study (see Appendix H of the DEIR).

Trip generation estimates the total arriving and departing traffic volumes on a peak hour and daily basis. Trip generation informs trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes, and traffic assignment, which involves the allocation of project traffic to study area streets and intersections.

Trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual were utilized to forecast vehicular traffic generation for existing conditions, in order to identify the net change resulting from the proposed project. Specifically, land use trip rates were utilized to forecast the traffic volumes generated by the existing land uses present on each of the parcels identified for potential redevelopment, which are provided on page 4 of the Transportation Impact Study.

3. Revisions to the Draft EIR

As the commenter notes, a 25 percent trip reduction adjustment was applied to the proposed project trip generation forecast for all proposed land uses to reflect the mixed-use nature of the proposed zoning and land use assumptions. The adjustment accounts for the synergy among the specific plan land uses that is expected to result in increased activation and walkability in the Downtown Artesia area due to the location of the new Metro Station. The mixed-use nature of the proposed Specific Plan will allow for shorter trips between various land use components to be completed on foot or by bicycle, resulting in fewer vehicular trips than would be forecast for each land use component on a stand-alone basis. In addition, a 10 percent adjustment was applied to the proposed non-residential land uses to reflect the anticipated use of light-rail transit in the specific plan area upon completion of the Metro Southwest Gateway Line. The Specific Plan area falls within 0.5 miles of the planned Southeast Gateway Line Pioneer Station.

The commenter states that although trip generation adjustments are generally acceptable, additional analysis should be conducted because the Downtown Specific Plan area will serve as the terminus location for the future Southeast Gateway Line, which is anticipated to generate more vehicle trips than other, non-terminus stations. However, the Transportation Impact Study notes that the 10 percent transit reduction is consistent with typical practice in the Southern California region. Many agencies, including the City of Los Angeles, allow between 10 and 25 percent transit reductions for projects within 0.5 mile of major transit facilities such as light rail stations. Therefore, the 10 percent trip reduction was applied to provide a conservative trip forecast and thus adequately assess potential traffic impacts associated with the Southeast Gateway Line terminus location. Furthermore, and as discussed above, the Pioneer Boulevard Light Rail Station would be developed as the southern terminus of the Metro light rail line extension, which is analyzed in Metro's West Santa Ana Branch Transit Corridor Project EIR and is not a part of the proposed project. The Final EIR for the Metro light rail line extension was certified April 2024.

It should be noted that pursuant to Public Resources Code Section 21099, "automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment." As a result of SB 743 and the revisions to the CEQA Guidelines, level of service may no longer be used to identify transportation impacts in CEQA. However, the implementation of VMT does not prevent agencies from continuing to analyze delay or LOS outside of CEQA review for other transportation planning or analysis purposes. As part of a project's discretionary review and approval process, the City has the authority to require additional local transportation network analyses and site access studies. Specifically, the County Guidelines require an operational analysis of intersections in the vicinity of a proposed project to evaluate site access and circulation constraints that may be caused or worsened by project-generated traffic. Therefore, future projects facilitated by the Specific Plan will be reviewed on a project-by-project basis to ensure compliance

3. Revisions to the Draft EIR

with CEQA and non-CEQA transportation and traffic impacts. Therefore, the DEIR adequately evaluates potential environmental impacts pursuant to CEQA, with respect to trip generation as it relates to VMT, and no additional analysis with respect to trip generation or traffic is warranted.

- A2-8 This comment raises concerns regarding traffic and parking impacts to properties in Cerritos. See comment A2-7 regarding traffic concerns and LOS. Chapter 6.7 of the Specific Plan outlines the parking requirements for residential and non-residential uses. Parking Standards are provided in Table 6.9, Parking Requirement By Use Type. Additional parking standards apply to off-street loading space, surface parking, residential garages, and parking garages. Parking is not an environmental topic addressed under Appendix G of the CEQA Guidelines. With regard to future development facilitated by the Specific Plan, as specified in 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; an infill site; and residential, mixed-use residential, or an employment center. Additionally, development facilitated by the Specific Plan would be evaluated by the City of Artesia and in collaboration with the City of Cerritos as applicable, on a project-by-project basis and would comply with City of Artesia development standards regarding parking. This comment does not identify a deficiency in the DEIR nor a new or exacerbated potential significant environmental impact. Therefore, no changes to the DEIR are required.
- A2-9 This comment concludes the letter submitted by the City of Cerritos and requests a copy of any further notices regarding the proposed project. In accordance with CEQA Guidelines, the City of Cerritos will be notified of future actions or projects in compliance with CEQA. This comment does not identify a deficiency in the DEIR nor a new or exacerbated significant environmental impact. This comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

3. Revisions to the DEIR

3.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the DEIR.

Page 5.11-3, Section 5.11, Public Services. The following text has been revised to reflect changes based on comments received for public services.

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. Fire Station 30 serves both the City of Artesia and the City of the Cerritos.

Page 5.12-6, Section 5.12, Public Services. The following text has been revised to reflect changes based on comments received for public services.

A minimum of ~~two hundred (200)~~ one hundred fifty (150) 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.

Page 3-15, Section 3.3.1 Description of the Project. Figure 3-6 Proposed Zoning Districts has been updated to reflect the addition of development standards for setbacks. Refer to Section 6.2.3.4 of the Specific Plan.

3. Revisions to the Draft EIR

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Appendix A. Mitigation Monitoring and Reporting Program

Appendix

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June 2025 | Mitigation Monitoring and Reporting Program
State Clearinghouse No. 2024020999

ARTESIA DOWNTOWN SPECIFIC PLAN

City of Artesia

Prepared for:

City of Artesia

Salvador Lopez, Jr., Interim Community Development Director
18747 Clarkdale Avenue
Artesia, California 90701
562.865.6262

Prepared by:

PlaceWorks

Contact: Addie Farrell, Principal
700 Flower St, Suite 600
Los Angeles, California 90017
213.623.1443
info@placeworks.com
www.placeworks.com



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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The City of Artesia (City) is the lead agency for the proposed Artesia Downtown Specific Plan (proposed project) and has developed this Mitigation Monitoring and Reporting Program (MMRP) as a vehicle for monitoring and ensuring the successful implementation of mitigation measures outlined in the City of Artesia proposed Artesia Downtown Specific Plan Environmental Impact Report (EIR), State Clearinghouse No. 2024020999. As the lead agency, the City is responsible for implementing the MMRP, which has been prepared in conformance with Section 21081.6 of the California Public Resources Code, as follows:

- (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
 - (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
 - (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

The MMRP consists of mitigation measures that avoid, reduce, and/or fully mitigate potential environmental impacts. The mitigation measures have been identified and recommended through preparation of the EIR and drafted to meet the requirements of Public Resources Code, Section 21081.6.

1. Introduction

1.2 PROJECT CHARACTERISTICS

1.2.1 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.

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.

1.2.2 Project Description

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 2035.¹ The Final EIR for the Metro light rail line extension was certified April 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. The following sections discuss components of the proposed project.

1.2.2.1 LAND USE PLAN

As shown on Figure 3-6, *Proposed Zoning Districts*, of the Draft EIR, 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

¹ The Pioneer Boulevard Light Rail Station would be developed as the southern terminus of a 14.5-mile segment that connects southeast Los Angeles to downtown Los Angeles. The forecast completion date is 2035 Los Angeles County Metropolitan Transit Authority (Metro). 2024. Southeast Gateway Line (previously West Santa Ana Branch Transit Corridor). <https://www.metro.net/projects/southeastgateway/>. (Metro 2024).

1. Introduction

zones would also implement the City's urban design objectives for each part of the project site to establish and maintain attractive distinctions between each zone. The six zoning districts are:

- **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.²
- **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.

² 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 2024).

1. Introduction

1.2.2.2 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.

1.2.2.3 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/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 Artesia Downtown Specific Plan with respect to water supply, sewage, and storm drainage.

1.2.2.4 IMPLEMENTATION ACTIONS

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

1.2.2.5 INCENTIVES AND BONUSES

Community benefits have been included as part of the proposed project, including a new 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.

1.2.2.6 OPPORTUNITY SITES

The proposed project includes buildout projections associated with the likely redevelopment of Opportunity Sites 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 sites are described in detail in the Specific Plan. For purposes of analysis, the Draft EIR conservatively assumed redevelopment of the 53 redevelopment opportunity sites using the by-right development standards.

1. Introduction

1.3 ENVIRONMENTAL IMPACTS

The level of significance is identified for each impact in the Draft Environmental Impact Report (DEIR). Although the criteria for determining significance are different for each topic area, the environmental analysis applied a uniform classification of the impacts based on definitions consistent with 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.

1.3.1 Impacts Found Not to Be Significant

- Aesthetics
- Energy
- Hydrology and Water Quality
- Land Use and Planning
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

1.3.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

- Air Quality
- Cultural Historic Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Noise
- Transportation
- Tribal Cultural Resources

1. Introduction

1.3.3 Significant and Unavoidable Impacts

- Air Quality
- Greenhouse Gas Emissions
- Noise

2. Mitigation Monitoring Process

2.1 MITIGATION MONITORING PROGRAM ORGANIZATION

Overall MMRP management is the responsibility of the City of Artesia. The City's technical consultants (CEQA consultant, etc.) may perform related monitoring tasks under the direction of the environmental monitor (i.e., the qualified/professional expert in charge of monitoring and/or implementing mitigation) if they are contracted by the City.

2.1.1 City of Artesia

As the lead agency, the City is responsible for the review of all monitoring reports, enforcement actions, and document disposition. The City will rely on information provided by individual monitors (CEQA consultant, etc.) as accurate and up to date, and will field check mitigation measure status, as required.

2.1.2 Mitigation Monitoring Team

The mitigation monitoring team, consisting of the designated Project Manager (e.g., Community Development Director) and Technical Consultants (CEQA consultant, etc.) are responsible for monitoring implementation and compliance with all adopted mitigation measures and conditions of approval. A major portion of the team's work will entail in-field monitoring and compliance report preparation. Implementation disputes are brought to the Project Manager, and any appeals would go to the City Manager and ultimately the City Council.

2.1.3 Monitoring Team

The following summarizes key positions in the MMRP and their respective functions:

- **Project Manager.** Responsible for coordination of mitigation monitoring team, technical consultants, report preparation, and overall program administration and document/report clearinghouse.
- **Construction Contractor.** Responsible for coordination of mitigation monitoring team; technical consultants; report preparation; and implementation the monitoring program, including overall program administration, document/report clearinghouse, and first phase of dispute resolution.
- **Technical Consultants.** Responsible for monitoring in respective areas of expertise (CEQA consultant, project engineer, noise analyst/specialist). Report directly to the Project Manager.

2. Mitigation Monitoring Process

2.1.4 Recognized Experts

The use of recognized experts on the monitoring team is required to ensure compliance with scientific and engineering mitigation measures. The mitigation monitoring team's recognized experts assess compliance with required mitigation measures, and recognized experts from responsible agencies consult with the Project Manager regarding disputes.

2.2 DISPUTE RESOLUTION

If the monitoring team determines that a mitigation measure, in the opinion of the monitor, has not been implemented or has not been implemented correctly, the problem will be brought before the Project Manager for resolution. The decision of the Project Manager is final unless appealed to the City Manager. The Project Manager will have the authority to issue stop-work order until the dispute is resolved.

2.3 ENFORCEMENT

Public agencies may enforce conditions of approval through their existing police powers using stop-work orders, fines, infraction citations, revocation of approval/permits, or in some cases, notice of violation for tax purposes.

3. Mitigation Monitoring Requirements

3.1 PREMONITORING MEETING

A premonitoring meeting will be scheduled to review mitigation measures, implementation requirements, schedule conformance, and mitigation monitoring team responsibilities. At such meetings, the monitoring team rules are established, the entire mitigation monitoring program is presented, and any misunderstandings are resolved.

3.2 CATEGORIZED MITIGATION MEASURES/MATRIX

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 1, *Mitigation Monitoring Requirements*. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of and compliance with all mitigation measures.

3.3 IN-FIELD MONITORING

Project monitors and technical subconsultants shall exercise caution and professional practices at all times when monitoring implementation of mitigation measures. Protective wear (*e.g.*, hard hat, glasses) shall be worn at all times in construction areas. Injuries shall be immediately reported to the mitigation monitoring team.

3.4 DATABASE MANAGEMENT

All mitigation monitoring reports, letters, and memos shall be prepared utilizing electronic software, such as Microsoft Word, Adobe, etc.

3.5 COORDINATION WITH CONTRACTORS

The construction manager is responsible for coordination of contractors and for contractor completion of required mitigation measures.

3.6 LONG-TERM MONITORING

Long-term monitoring related to several mitigation measures will be required, including review of project plans to ensure compliance with the most recent versions of the California Building Code and California Fire Code. Post-construction fire inspections are conducted on a routine basis by the City of Artesia Fire Department.

3. Mitigation Monitoring Requirements

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3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
AIR QUALITY					
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 Division 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 & Safety Division 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: - 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. - Tarpping 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 manufactures 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.	Future Project Applicants	Prior to Discretionary Approval	City of Artesia Planning Department	

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
CULTURAL RESOURCES					
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; 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.	Future Project Applicants and Qualified Cultural Resources Specialist	Prior to Discretionary Approval	City of Artesia Community Development Department	
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-	Future Project Applicants and Professional Archaeologist	Prior to Discretionary Approval	City of Artesia Community Development Department	

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	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.				
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 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.	Future Project Applicants and Professional Archaeologist	During Ground-Disturbing Activities	City of Artesia Community Development Department	
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.	Future Project Applicants and Professional Archaeologist	During Ground-Disturbing Activities	City of Artesia Community Development Department	
GEOLOGY AND SOILS					

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
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.	Future Project Applicants and Licensed Professional Engineer	Prior to Issuance of a Grading Permit and during Ground-Disturbing Activities	City of Artesia Building and Safety Department and Community Development Department	
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.	Future Project Applicants and Certified Paleontologist	Prior to Issuance of a Grading Permit and during Ground-Disturbing Activities	City of Artesia Community Development Department	

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
GREENHOUSE GAS EMISSIONS					
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. - 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	Future Project Applicants and City of Artesia Public Works and Engineering Department and Community Development Department	Prior to Discretionary Approval	City of Artesia Community Development Department	

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	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 NOX 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 NOX 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.	Future Project Applicants and City of Artesia Public Works and Engineering Department and Community Development Department	Prior to Discretionary Approval	City of Artesia Community Development Department	
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.	Future Project Applicants and City of Artesia Public Works and Engineering Department and Community Development Department	Prior to issuance of the Certificate of Occupancy	City of Artesia Community Development Department	

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
NOISE					
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 Leq at the property line of the nearest sensitive receptor: - 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. - 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. - 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. - Stationary equipment such as generators, 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	Future Project Applicants and Construction Contractor	Prior to Issuance of Demolition, Grading, and/or Building Permits and During Construction Activities	City of Artesia Community Development Department and Building and Safety Department	

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 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 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).				
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.	Future Project Applicants and Qualified Acoustical Consultant	Prior to Issuance of a Building Permit	City of Artesia Community and Development Department and Building and Safety Department	

3. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
TRANSPORTATION					
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 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.	Future Project Applicant	At the time of project entitlement	City of Artesia Community and Development Department	
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 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.	Future Project Applicant	During project operation	City of Artesia Community and Development Department	

3. Mitigation Monitoring Requirements

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4. Mitigation Monitoring Reports

Mitigation monitoring reports are required to document compliance with the Mitigation Monitoring Program and to resolve disputes. Specific reports include:

- Field Check Report
- Implementation Compliance Report
- Dispute/Enforcement Report

4.1 FIELD CHECK REPORT

Field check reports are required to record in-field compliance and conditions.

4.2 IMPLEMENTATION COMPLIANCE REPORT

The Implementation Compliance Report (ICR) is prepared to document the implementation of mitigation measures on a phased basis, based on the information in Table 3-1. The report summarizes implementation compliance, including mitigation measures, date completed, and monitor's signature.

4.3 DISPUTE/ENFORCEMENT REPORT

The Dispute/Enforcement Report (DER) is prepared to document the outcome of the Project Manager or City Manager and becomes a portion of the ICR.

4. Mitigation Monitoring Reports

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5. Community Involvement

Monitoring reports are public documents and are available for review by the general public. Discrepancies in monitoring reports can be taken to the Project Manager or Community Development Director by the general public.

5. Community Involvement

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6. Report Preparation

6.1 LIST OF PREPARERS

6.1.1 City of Artesia, Planning Department

Salvador Lopez, Jr., Interim Community Development Director

Art Bashmakian, Senior Project Manager

Karen Lee, Special Projects Manager

6.1.2 PlaceWorks

Addie Farrell, Managing Principal

Jennifer Kelley, Senior Associate

Itzeel Padilla, Project Planner

6. Report Preparation

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