PIONEER PLACE MIXED USE PROJECT
Initial Study and Mitigated Negative Declaration (IS/MND)

CEQA Analysis Prepared for:

Salvador Lopez
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City of Artesia
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Artesia, CA 90701

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March 2025

Project No. 7277

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PROJECT INFORMATION SHEET

1. Project Title	Pioneer Place Mixed Use Project
2. CEQA Lead Agency	**City of Artesia** 18747 Clarkdale Avenue Artesia, CA 90701
3. Contact and Phone Number	Salvador Lopez Interim Community Development Director City of Artesia (562) 865-6262 InterimCDDirector@cityofartesia.us
4. Project Applicant	Raymond Zhang **Atlas Development** 1221 South Hacienda Boulevard Hacienda Heights, CA, 91745 T: (626) 429-3218 E: Raymond@atlas-development.us
5. Project Location	17610-17618 Pioneer Boulevard Artesia, CA 90701
6. Assessor's Parcel Number	7033-007-016, -017, and -018
7. Project Site General Plan Designation(s)	City Center Mixed Use
8. Project Site Zoning Designation(s)	Artesia Live Specific Plan
9. Surrounding Land Uses and Setting	The project site is surrounded by a commercial center and hotel to the north, a school district transportation yard and church to the east, vacant land to the south and commercial uses to the west.
10. Description of Project	The project proposes development of a six-story mixed-use building composed of a subterranean parking lot, 83 multi-family units, amenities, rooftop commercial space for a restaurant/bar, parking and landscaping.
11. Selected Agencies whose Approval is Required	City of Artesia
12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, has consultation begun?	Letters were sent by the City of Artesia (the Lead Agency) to 19 representatives of local Native American tribes on November 27, 2024, asking if they wished to participate in AB 52 and SB 18 consultation concerning the mixed-use development in the City of Artesia. Tribes have up

to 30 days in which to respond to this notification. For the proposed project, those tribes that the City of Artesia receives a request for consultation from will be contacted per Public Resources Code § 21074. The Gabrielino – Kizh Nation responded requesting consultation. In lieu of meeting, Kizh Nation provided suggested mitigation measures for inclusion in the MMRP and Lead Agency accepted those measures. The Gabrielino Tongva Indians of California requested consultation, which was held February 10, 2025, and they requested to be included in Tribal monitoring. Emails were sent to the remaining tribes on January 16, 2025. The San Manuel Band of Mission Indians responded, declining consultation and the Santa Rosa Band of Cahuilla Indians deferred comments to Soboba Band of Luiseno Indians. Consultation with the Gabrielino – Kizh Nation is ongoing.

13. Other Public Agencies whose Approval is Required

Agencies that will review the proposed project include the following:

- Los Angeles Fire Department
- California Regional Water Quality Control Board – Region 4 (Los Angeles)

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Term
AAQS	Ambient air quality standards
AB	Assembly Bill (California State Senate)
AB 32	California Global Warming Solutions Act of 2006 (AB 32)
AB 52	Tribal Cultural Resources (AB 52)
AB 939	California Integrated Waste Management Act of 1989
ABCUSD	ABC Unified School District
ACM(s)	Asbestos-Containing Material(s)
ADT	Average Daily Trips
ARB	California Air Resources Board
afy	Acre-feet per year
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AR4	Fourth Assessment Report
ARB	California Air Resources Board
AMI	Area Median Income
amsl	Above mean sea level
AQMP	Air Quality Management Plan
BAU	Business as Usual
BMPs	Best Management Practices
BSA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Cal/EPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CBMWD	Central Basin Municipal Water District
CGS	California Geological Survey
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CAT	Climate Action Team
CBC	California Building Code
CBMWD	Central Basin Municipal Water District
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CGS	California Geological Survey
CH_4	Methane
CHRIS	California Historic Resources Inventory System
City	City of Artesia
CMP	Congestion Management Program
CMU	Concrete masonry unit
CMPHS	CMP Highway System
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level

Acronym/Abbreviation	Term
CNPS	California Native Plant Society
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
CRC	California Residential Code
CRPR	California Rare Plant Rank
CWA	Clean Water Act
DAMP	Drainage Area Management Plan
dB	Decibel
dBA	A-weighted decibel scale
°F	Degrees Fahrenheit
DMA	Drainage management area(s)
DOC	California Department of Conservation
DTSC	Department of Toxic Substances Control
du/ac	Dwelling units per acre
EIR	Environmental Impact Report
EO	Executive Order
ESA	Environmental Site Assessment
ESRL	Earth System Research Laboratory
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FHSZ	Fire Hazard Severity Zones
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse gases
GIS	Geographic Information System
GMI	Greenhouse Gas Management Institute
GMU	General Mixed-Use
GPD	Gallons per day
gpm	Gallons per minute
GSWC	Golden State Water Company
GWP	Global warming potential
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HERS	Home Energy Rating System
HFCs	Hydrofluorocarbons
HHWE	Household Hazardous Waste Element
HRI	Historic Resources Inventory
HVAC	Heating, ventilation and air conditioning
IPaC	Information, Planning and Conservation
ICU	Intersection Capacity Utilitzation
INF-2	Infiltration trench
INF-3	Bioretention without underdrains
IND	Industrial Service Supply water designation
IPCC	Intergovernmental Panel on Climate Change
IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
L_{90}	Noise level that is exceeded 90% of the time
L_{eq}	Equivalent noise level
LBP	Lead-Based Paint

Acronym/Abbreviation	Term
LACDPW	County of Los Angeles Department of Public Works
LACFD	Los Angeles County Fire Department
LACoSD	Los Angeles County Sheriff's Department
LACSD	Los Angeles County Sanitation District
LED	Light-emitting diode
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
L_{max}	Root mean square maximum noise level
LOS	Level of Service
LRA	Local Responsibility Area
LSTs	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
mgd	Million gallons per day
MLD	Most Likely Descendant
MM(s)	Mitigation measure(s)
MMRP	Mitigation Monitoring and Reporting Program
$MMTCO_2e$	Million metric tons of CO2e
MND	Mitigated Negative Declaration
MPAH	Master Plan of Arterial Highways
MRZ	Mineral Resource Zone
MS4	Municiple Separate Storm Sewer permit
MT	Metric tons
MUN	Municipal and Domestic Water Supply designation
MWD	Metropolitan Water District of Southern California
N_2O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NASA	National Aeronautics and Space Administration
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NO	Nitric oxide
NOx	Nitrogen oxides
NO_2	Nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O_3	Ozone
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Pb	Lead
PCB	Polychlorinated biphenyl
PFCs	Perfluorocarbons
PM	Particulate matter
PM_{10}	Respirable particulate matter
$PM_{2.5}$	Fine particulate matter
ppm	Parts per million
PPV	Peak particle velocity
PROC	Industrial Process Supply water designation

Acronym/Abbreviation	Term
RARE	Waters that support habitat(s)
RMS	Root mean square
ROG	Reactive organic gases
ROW	Right-of-way
RPS	Renewables Portfolio Standard
RS-6	Residential Single Family 6 zoning designation
RWQCB	Regional Water Quality Control Board
§	Section
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison Company
SF_6	Sulfur hexafluoride
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SO_2	Sulfur dioxide
SoCalGas	Southern California Gas Company
SR	State Route
SRRE	Source Reduction and Recycling Element
SRA	State Responsibility Area
SRAs	Source receptor areas
STIP	Statewide Transportation Improvement Program
SUSMP	Standard Urban Stormwater Mitigation Plan
SWITRS	Statewide Integrated Traffic Records System
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCRs	Tribal Cultural Resources
TIS	Traffic Impact Study
TMP	Traffic Management Plan
U.S.	United States
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VdB	Vibration decibels
VCP	Vitrified clay pipe
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle miles traveled
VOC	Volatile organic compound(s)
WARM	Warm freshwater habitat
WEG	Wind erodibility groups
WILD	Waters that support wildlife habitat
WOS	Waters of State
WOUS	Waters of United States
WQMP	Water Quality Management Plan
WRP	Los Coyotes Water Reclamation Plant
WTP	LACSD Wastewater Treatment Plant

EXECUTIVE SUMMARY

ES.1 Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND) is intended to explore potential impacts posed by the proposed project. The City of Artesia (City) is the Lead Agency under the California Environmental Quality Act (CEQA) and is responsible for preparing the Project Initial Study for the Pioneer Place Mixed Use Project (hereinafter referred to as the "proposed project" or the "project").

ES.2 Overview of the Proposed Project

The City is processing a request to implement a series of discretionary actions that would ultimately allow for the development of an approximately 0.84-acre vacant site with a mixed-use project (project) located at 17610-17618 Pioneer Boulevard within the City of Artesia in the County of Los Angeles (APNs 7033-007-016, -017, and -018). The project proposes development of a six-story mixed-use building composed of a subterranean parking lot, 83 multi-family units, amenities, rooftop commercial space for a restaurant/bar, parking and landscaping.

ES.3 CEQA Purpose and Need

The purpose of this IS/MND is to evaluate the potential impacts resulting from the implementation of the proposed project, including the construction and operation of the proposed mixed-use project. All "projects" within the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project in accordance with the *California Environmental Quality Act of 1970 (CEQA)*

Some projects are determined to be statutorily and categorically exempt from CEQA and no further environmental documentation is needed to be prepared for them, while some projects identify impacts that can be mitigated to a less-than-significant level with appropriate mitigation measures. If the proposed project may create significant impacts on the environment that cannot be mitigated to a less-than-significant level, then under CEQA an Environmental Impact Report (EIR) must be prepared for the project.

ES.4 Project Synopsis

Location

The project site is located at located at 17610-17618 Pioneer Boulevard within the City of Artesia, at the southeast corner of Pioneer Boulevard and 176th Street (APNs 7033-007-016, -017, and -018).

Project Characteristics

The project would include the development of a six-story mixed-use building with multi-family units, amenities, rooftop commercial space, parking and landscaping. The 83 multi-family residential units would be comprised of 32 studio units, 21 one-bedroom/one-bathroom units, and 30 two-bedroom/two-bathroom units. The maximum height of the building would be approximately 60 feet.

The project site has a General Plan land use designation of City Center Mixed Use with a zoning designation of Artesia Live Specific Plan. The City Center Mixed Use Designation encourages the development and redevelopment of a complementary mix of commercial retail, office and residential

uses to expand economic vibrancy and livability in the City's core commercial area. The City Center Mixed use designation is intended to serve as the City's core. The City Center Mixed Use designations encourage physical and functional integration of adjacent residential areas to ensure the protection and enhancement of adjacent residential neighborhoods (City of Artesia, 2010a, p. LU-10).

ES.5 Summary of Significant Effects

As detailed in this document, after the implementation of mitigation, the project would result in less than significant environmental impacts.

ES.6 Project Objectives

Below is a list of objectives for the proposed project:

1. To provide a mixed-use building within the City of Artesia and in doing so, help the City of Artesia provide additional housing and to develop according to the Artesia Live Specific Plan.
2. To develop a housing project that is in character with the existing residential developments in the project area.

ES.7 Areas of Controversy Known to the Lead Agency

There are no areas of controversy known to the Lead Agency (City of Artesia).

ES.8 Summary of Environmental Impacts and Mitigation Measures

Refer to **Section 7.0**, Mitigation Monitoring and Reporting Program (MMRP), for a MMRP table that lists impacts, mitigation measures adopted by the City of Artesia in connection with approval of the proposed project, level of significance after mitigation, responsible and monitoring parties, and the project phase in which the measures are to be implemented.

1.0 INTRODUCTION

Proposed Project

The City of Artesia (City) is processing a request to implement a series of discretionary actions that would ultimately allow for the development of an approximately 0.83-acre vacant site located at 17610-17618 Pioneer Boulevard within the City of Artesia in the County of Los Angeles (APNs 7033-007-016, -017, and -018). The planned project (project) proposes development of a six-story mixed-use building composed of a subterranean parking lot, 83 multi-family units, amenities, rooftop commercial space, parking and landscaping.

The project site has a General Plan land use designation of City Center Mixed Use with a zoning designation of Artesia Live Specific Plan. The City Center Mixed Use Designation encourages the development and redevelopment of a complementary mix of commercial retail, office and residential uses to expand economic vibrancy and livability in the City's core commercial area. The City Center Mixed use designation is intended to serve as the City's core. The City Center Mixed Use designation encourages physical and functional integration of adjacent residential areas to ensure the protection and enhancement of adjacent residential neighborhoods (City of Artesia, 2010a, p. LU-10).

1.1.1 Project Components

The proposed project would consist of:

- 83 residential condominium units
- Two levels of parking
- Rooftop commercial space
- Amenities composed of an amenities room, lobby, courtyard and skydeck.
- Landscaping

1.2 Lead Agencies – Environmental Review Implementation

The City of Artesia is the Lead Agency for the proposed project. Pursuant to the California Environmental Quality Act (CEQA) and its implementing regulations,[1] the Lead Agency has the principal responsibility for implementing and approving a project that may have a significant effect on the environment.

1.3 CEQA Overview

1.3.1 Purpose of CEQA

All discretionary projects within California are required to undergo environmental review under CEQA. A Project is defined in CEQA Guidelines § 15378 as the whole of the action having the potential to result in a direct physical change or a reasonably foreseeable indirect change to the environment and is any of the following:

- An activity directly undertaken by any public agency including but not limited to public works construction and related activities, clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements.
- An activity undertaken by a person which is supported in whole or in part through public agency contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

[1] Public Resources Code §§ 21000 - 21177 and California Code of Regulations Title 14, Division 6, Chapter 3.

CEQA Guidelines § 15002 lists the basic purposes of CEQA as follows:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
- Identify the ways that environmental damage can be avoided or significantly reduced.
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures (MMs) when the governmental agency finds the changes to be feasible.
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

1.3.2 Authority to Mitigate under CEQA

CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible. Under CEQA Guidelines § 15041 a Lead Agency for a project has authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus"[2] and "rough proportionality"[3] standards.

CEQA allows a Lead Agency to approve a project even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant effect. In such cases, the Lead Agency must specifically identify expected benefits and other overriding considerations from the project that outweigh the policy of reducing or avoiding significant environmental impacts of the project.

1.4 Purpose of Initial Study

The CEQA process begins with a public agency making a determination as to whether the project is subject to CEQA at all. If the project is exempt, the process does not need to proceed any farther. If the project is not exempt, the Lead Agency takes the second step and conducts an Initial Study to determine whether the project may have a significant effect on the environment.

The purposes of an Initial Study as listed in § 15063(c) of the CEQA Guidelines are to:

- Provide the Lead Agency with information necessary to decide if an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) should be prepared.
- Enable a Lead Agency to modify a project to mitigate adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND or MND.
- Assist in the preparation of an EIR, if required, by focusing the EIR on adverse effects determined to be significant, identifying the adverse effects determined not to be significant, explaining the reasons for determining that potentially significant adverse effects would not be significant, and identifying whether a program EIR, or other process, can be used to analyze adverse environmental effects of the project.
- Facilitate an environmental assessment early during project design.
- Provide documentation in the ND or MND that a project would not have a significant effect on the environment.
- Eliminate unnecessary EIRs.
- Determine if a previously prepared EIR could be used for the Project.

2 A nexus (i.e., connection) must be established between the mitigation measure and a legitimate governmental interest.
3 The mitigation measure must be "roughly proportional" to the impacts of the Project.

In cases where no potentially significant impacts are identified, the Lead Agency may issue an ND, and no MMs would be needed. Where potentially significant impacts are identified, the Lead Agency may determine that MMs would adequately reduce these impacts to less than significant levels. The Lead Agency would then prepare an MND for the proposed project. If the Lead Agency determines that individual or cumulative effects of the proposed project would cause a significant adverse environmental effect that cannot be mitigated to less than significant levels, then the Lead Agency would require an EIR to further analyze these impacts.

1.5 Review and Comment by Other Agencies

Other public agencies are provided with the opportunity to review and comment on the IS/MND. Each of these agencies is described briefly below.

- A Responsible Agency (14 CCR § 15381) is a public agency, other than the Lead Agency, which has discretionary approval power over the Project, such as permit issuance or plan approval authority.
- A Trustee Agency[4] (14 CCR § 15386) is a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California.
- Agencies with Jurisdiction by Law (14 CCR § 15366) are any public agencies who have authority (1) to grant a permit or other entitlement for use; (2) to provide funding for the project in question; or (3) to exercise authority over resources which may be affected by the project. Furthermore, a city or county will have jurisdiction by law with respect to a project where the city or county having primary jurisdiction over the area involved is: (1) the site of the project; (2) the area in which the major environmental effects will occur; and/or (3) the area in which reside those citizens most directly concerned by any such environmental effects.

1.6 Impact Terminology

The following terminology is used to describe the level of significance of potential impacts:

- A finding of ***no impact*** is appropriate if the analysis concludes that the project would not affect the particular environmental threshold in any way.
- An impact is considered ***less than significant*** if the analysis concludes that the project would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered ***less than significant with mitigation incorporated*** if the analysis concludes that the project would cause no substantial adverse change to the environment with the inclusion of environmental commitments, or other enforceable measures, which would be adopted by the lead agency.
- An impact is considered ***potentially significant*** if the analysis concludes that the project could have a substantial adverse effect on the environment.

An EIR is required if an impact is identified as ***potentially significant***.

1.7 Organization of Initial Study

This document is organized to satisfy CEQA Guidelines § 15063(d), and includes the following sections:

- **Section 1.0 - Introduction**, which identifies the purpose and scope of the IS/MND.
- **Section 2.0 - Environmental Setting**, which describes location, existing site conditions, land uses, zoning designations, topography, and vegetation associated with the project site and surroundings.
- **Section 3.0 - Project Description**, which provides an overview of the project, a description of

4 The four Trustee Agencies in California listed in CEQA Guidelines § 15386 are California Department of Fish and Wildlife, State Lands Commission, State Department of Parks and Recreation, and University of California.

the proposed development, project phasing during construction, and discretionary actions necessary for project approval.

- **Section 4.0 - Environmental Checklist**, which presents checklist responses for each resource topic to identify and assess impacts associated with the proposed project, and proposes MMs, as needed, to reduce potential environmental impacts to less than significant.
- **Section 5.0 - References**, which includes a list of documents cited in the IS/MND.
- **Section 6.0 - List of Preparers**, which identifies the primary authors and technical experts that prepared the IS/MND.
- **Section 7.0 – Mitigation Monitoring and Reporting Program (MMRP)**, which provides a table showing all of the recommended mitigation measures for the project.

Technical studies and other documents, which include supporting information or analyses used to prepare this IS/MND, are included in the following appendices:

Appendix A	Project Plans
Appendix B	CalEEMod Input and Results for Air Quality
Appendix C	Special Species Occurrence Potential Determination List
Appendix D1	Cultural Resources Inventory
Appendix D2	Paleontological Resources Records Search
Appendix E	Geotechnical Report
Appendix F	Phase I ESA
Appendix G	Preliminary Low Impact Development Plan
Appendix H	Ambient Noise Measurement Data
Appendix I	Limited VMT Analysis
Appendix J	Preliminary Water Quality Exhibit

1.8 Findings from the Initial Study

1.8.1 No Impact or Impacts Considered Less than Significant

Based on IS findings, the project would have no impact or a less than significant impact on the following environmental categories listed from Appendix G of the CEQA Guidelines.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

1.8.2 Impacts Considered Less than Significant with Mitigation Measures

Based on IS findings, the project would have a less than significant impact on the following environmental categories listed in Appendix G of the CEQA Guidelines when proposed MMs are implemented.

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Transportation
- Tribal Cultural Resources
- Mandatory Findings of Significance

2.0 ENVIRONMENTAL SETTING

2.1 Project Location

The proposed project is located at 17610-17618 Pioneer Boulevard within the City of Artesia in the County of Los Angeles (APNs 7033-007-016, -017, and -018). The project site is approximately 0.83 acre and is currently undeveloped land. Refer to **Figure 2.1-1**, which shows the project's location in a regional context, and **Figure 2.1-2** shows the project boundaries and current conditions onsite and in the immediate vicinity.

2.2 Project Setting

The approximately 0.83-acre project site is located within an urban and developed portion of the city and is currently undeveloped. The project site is surrounded by a commercial center and hotel to the north, a school district transportation yard and church to the east, vacant land to the south and commercial uses to the west. **Figure 2.2-1** depicts the topography of the site and the area within a 0.5-mile radius of the project site. Topography within the project site is relatively flat. The elevation of the site ranges from approximately 51 to 55 feet above sea level (Google Earth Pro, 2024). Photographs depicting the project site are provided in **Figure 2.2-2.**

2.2.1 Land Use and Zoning

The project site has a General Plan land use designation of City Center Mixed Use with a zoning designation of Artesia Live Specific Plan (City of Artesia, 2010a; City of Artesia, 2019). The General Plan land use and zoning designations, and the existing use of the project site and its immediate vicinity, are listed in **Table 2.2-1.**

Table 2.2-1
SUMMARY OF EXISTING LAND USE AND ZONING DESIGNATIONS

Location	General Plan	Zoning	Existing Use
Project Site	City Center Mixed-Use	Artesia Live Specific Plan	Vacant/Undeveloped
Surrounding Areas			
North	Gateway Community Commercial	Commercial General	Hotel
East	Institutional	Single-Family Residential	Church / ABCUSD yard
South	Gateway Community Commercial	Commercial General	Vacant/Undeveloped
West	Gateway Community Commercial	Commercial General	Commercial strip

Figure 2.1-1
REGIONAL LOCATION

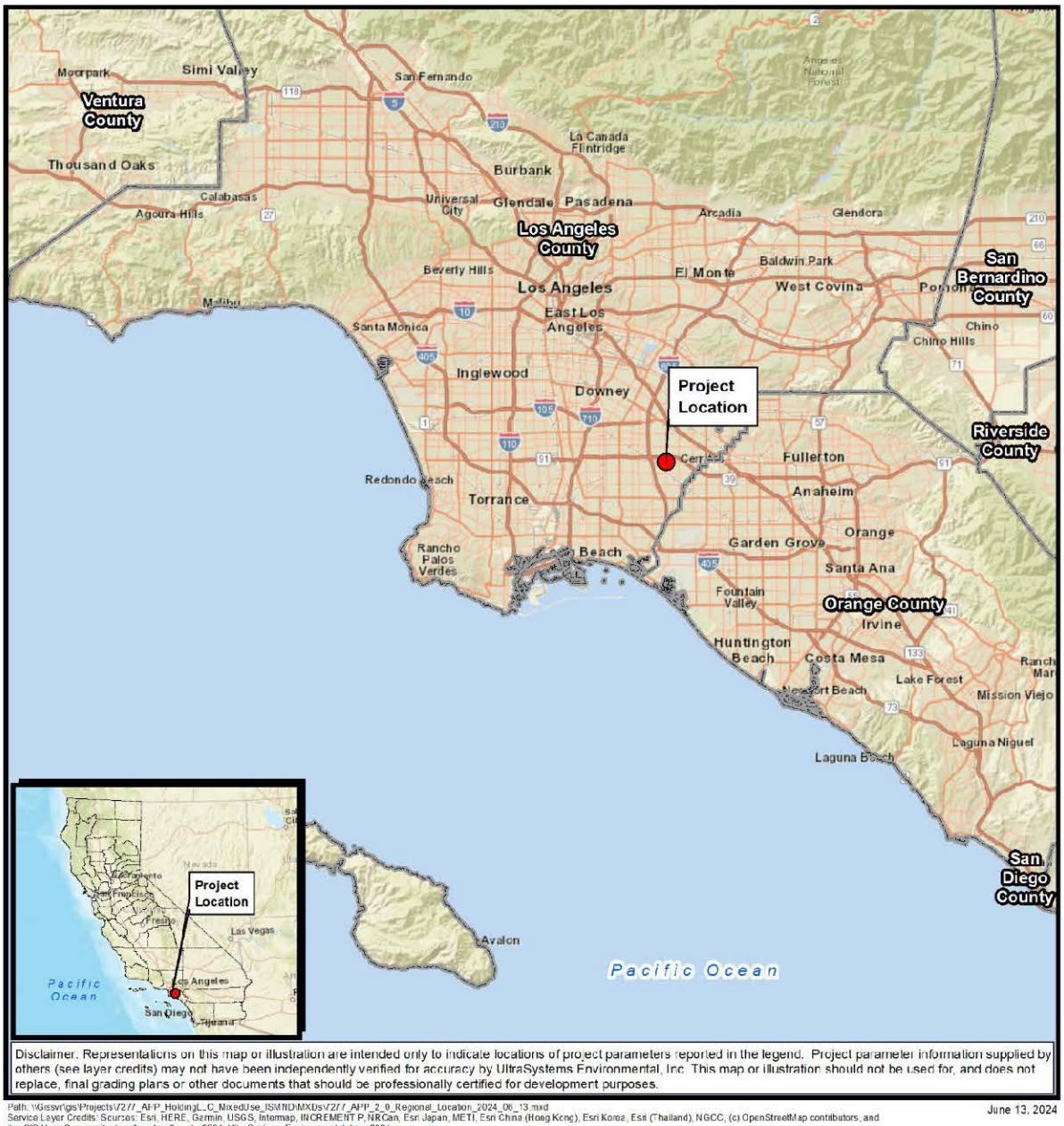


Figure 2.1-2
PROJECT LOCATION

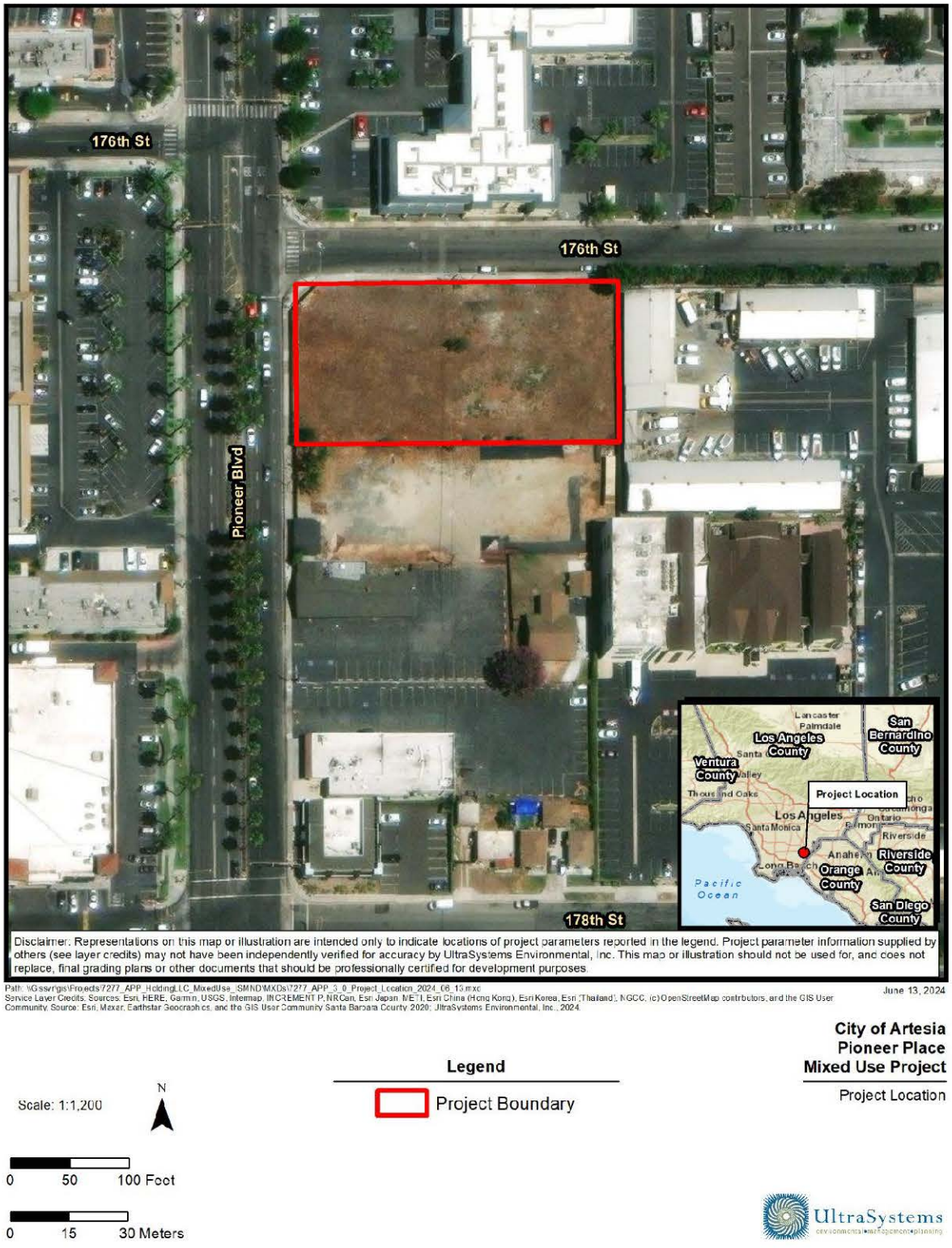


Figure 2.2-1
TOPOGRAPHIC MAP

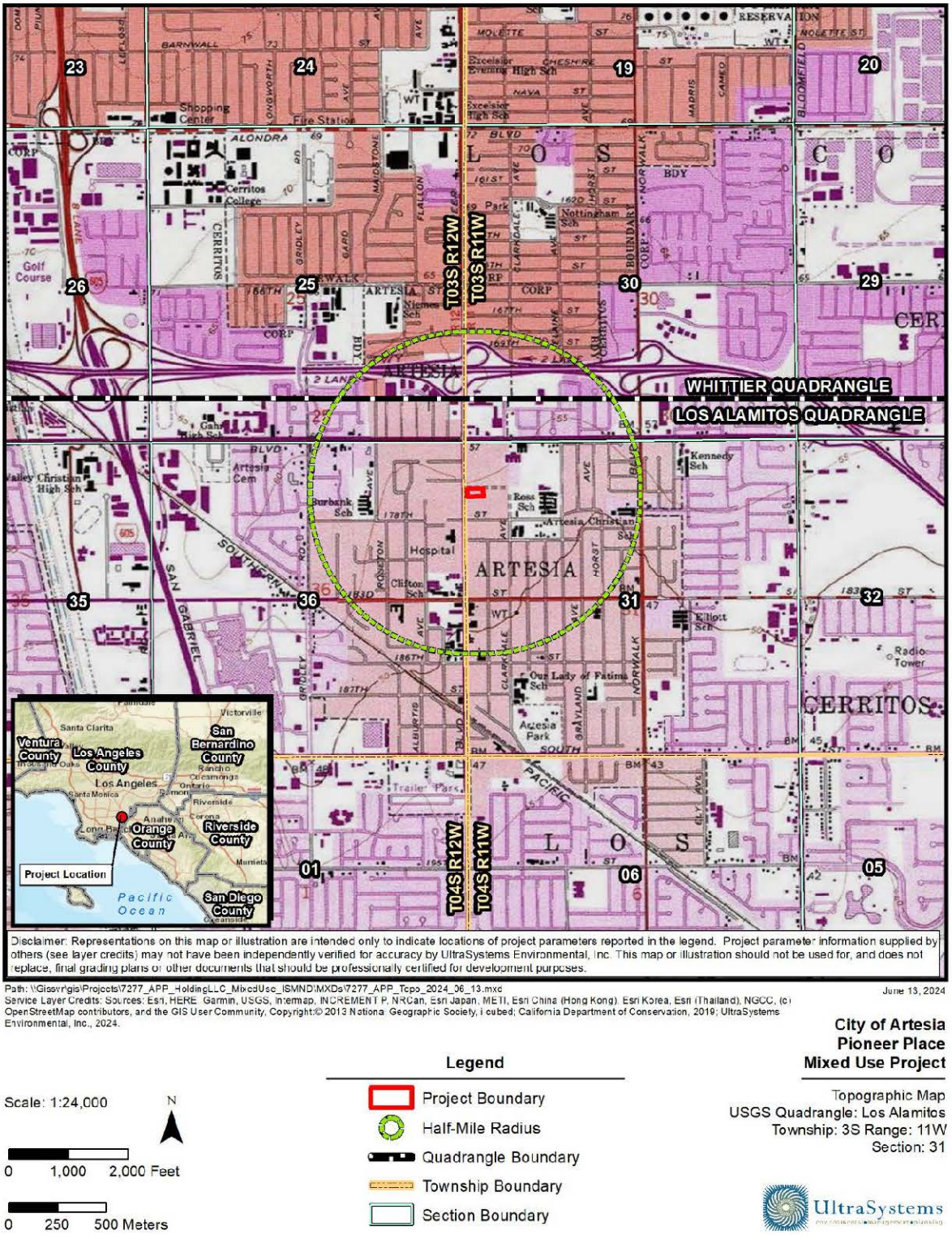


Figure 2.2-2
PROJECT SITE PHOTOGRAPHS

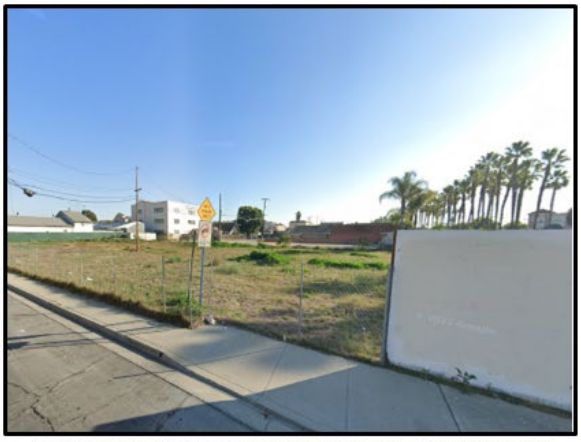


PHOTO 1: View looking at the northern portion of the project site along 176th Street.

PHOTO 2: View looking at the eastern portion of the project site along 176th Street.

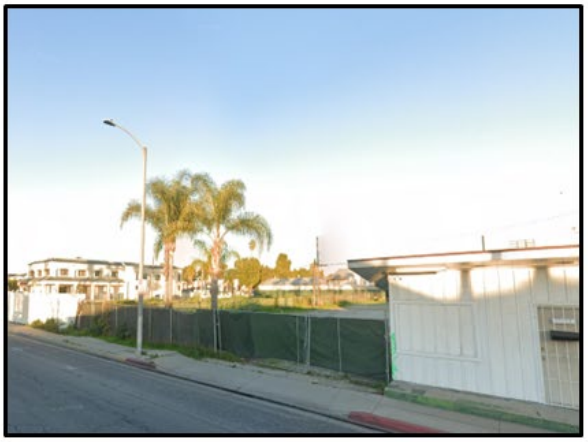


PHOTO 3: View looking at the southern portion of the project site along Pioneer Boulevard.

PHOTO 4: View looking at the western portion of the project site along Pioneer Boulevard.

2.3 Existing Characteristics of the Site

2.3.1 Climate and Air Quality

The project site is located within the South Coast Air Basin (SCAB), a 6,600-square-mile area encompassing all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. A persistent high-pressure area that commonly resides over the eastern Pacific Ocean largely dominates regional meteorology. The distinctive climate of this area is determined primarily by its terrain and geographic location. Local climate is characterized by warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidity. Ozone (O_3) and pollutant concentrations tend to be lower along the coast, where the constant onshore breeze disperses pollutants toward the inland valley of the SCAB and adjacent deserts. However, as a whole, the SCAB fails to meet National Ambient Air Quality Standards (NAAQS) for O_3 and fine particulate matter ($PM_{2.5}$) and is classified as a "nonattainment area" for those pollutants (ARB, 2022a).

2.3.2 Geology and Soils

The project site is located in an urban and relatively flat portion of the City. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone or in a landslide zone. However, the project site is located in a regional seismic area and located in a liquefaction zone (CAL-GEO, 2024).

2.3.3 Hydrology

The project site is in the Coyote Creek-San Gabriel River Hydrologic Unit (HU; HU Code 180701060606), which drains an area of approximately 59.3 square miles (USEPA 2024). The project site is relatively flat; under existing conditions, stormwater and surface water onsite generally discharges to the existing gutter on Pioneer Boulevard as sheet flow or as gutter flow from 176th Street. Runoff is then conveyed southerly approximately 0.3 mile as gutter flow prior to discharging to the existing storm drain system in 183rd Street via an existing inlet. It is then conveyed westerly to County storm drain BI 0533 and conveyed south to the Artesia-Norwalk Drain prior to discharging to Coyote Creek, San Gabriel River and ultimately, San Pedro Bay and the Pacific Ocean (Hunsaker and Associates 2024, p. 4).

2.3.4 Biology

As detailed in **Section 4.4**, Biological Resources, the project site primarily consists of undeveloped land, covering over 99 percent of the lot, with a small section of a sidewalk in the northwest corner of the project site covering less than one percent of the lot. The undeveloped land is vegetated by non-native grasses and other non-native weedy plant species, which are periodically mowed. The entire project site, except for the sidewalk area, is enclosed by fencing. The dominant plant life forms on the project site and a portion of the lot south of the project site are non-native annual grasses and forbs; there is also low cover of non-native shrubs, mainly along the southern and eastern borders of the project site.

2.3.5 Public Services

The Los Angeles County Fire Department (LACFD) provides fire services for the City of Artesia through a contract with the City. The Los Angeles County Sheriff's Department (LACSD) provides police protection to the City of Artesia through a contract with the City (City of Artesia, 2024a). The project is located within the boundaries of the ABC Unified School District, which provides public education to residents of Artesia (City of Artesia, 2016).

2.3.6 Utilities

The City of Artesia receives its water from the Golden State Water Company (GSWC). Wastewater in the Artesia system is transported to Los Angeles County Sanitation Districts (LACSD), Los Coyotes Water Reclamation Plant (WRP) in Cerritos and San Jose Creek WRP in Whittier for treatment (City of Artesia, 2012, p. 5.12-5). CR&R Environmental Services is the franchised waste hauler for the City of Artesia and has been responsible for providing recycling, refuse, and green waste services to residents (City of Artesia, 2024d). Electric power for the City of Artesia is provided by Southern California Edison (SCE) (City of Artesia, 2010a, p. 5.12-37). SoCalGas is the primary distributor of retail and wholesale natural gas throughout Southern California, including the City of Artesia. Cable services, including internet, phone, and television, are provided in the City of Artesia by DirecTV, Dish, Frontier, Spectrum, and Verizon (City of Artesia, 2024c).

3.0 PROJECT DESCRIPTION

3.1 Project Background

The City of Artesia (City) is processing a request to implement a series of discretionary actions that would ultimately allow for the development of an approximately 0.83-acre vacant site with a mixed-use project (project) located at 17610-17618 Pioneer Boulevard within the City of Artesia in the County of Los Angeles (APNs 7033-007-016, -017, and -018). The project proposes development of a six-story mixed-use building in a podium style, with most living units and other elements above two levels of parking.

The project site has a General Plan land use designation of City Center Mixed Use with a zoning designation of Artesia Live Specific Plan which encourages the development and redevelopment of a complementary mix of commercial retail, office and residential uses to expand economic vibrancy and livability in the City's core commercial area[5]. The zoning designation is intended to serve as the City's core. The City Center Mixed Use designation encourages physical and functional integration of adjacent residential areas to ensure the protection and enhancement of adjacent residential neighborhoods (City of Artesia, 2010a, p. LU-10).

The City of Artesia is the Lead Agency for the purposes of CEQA.

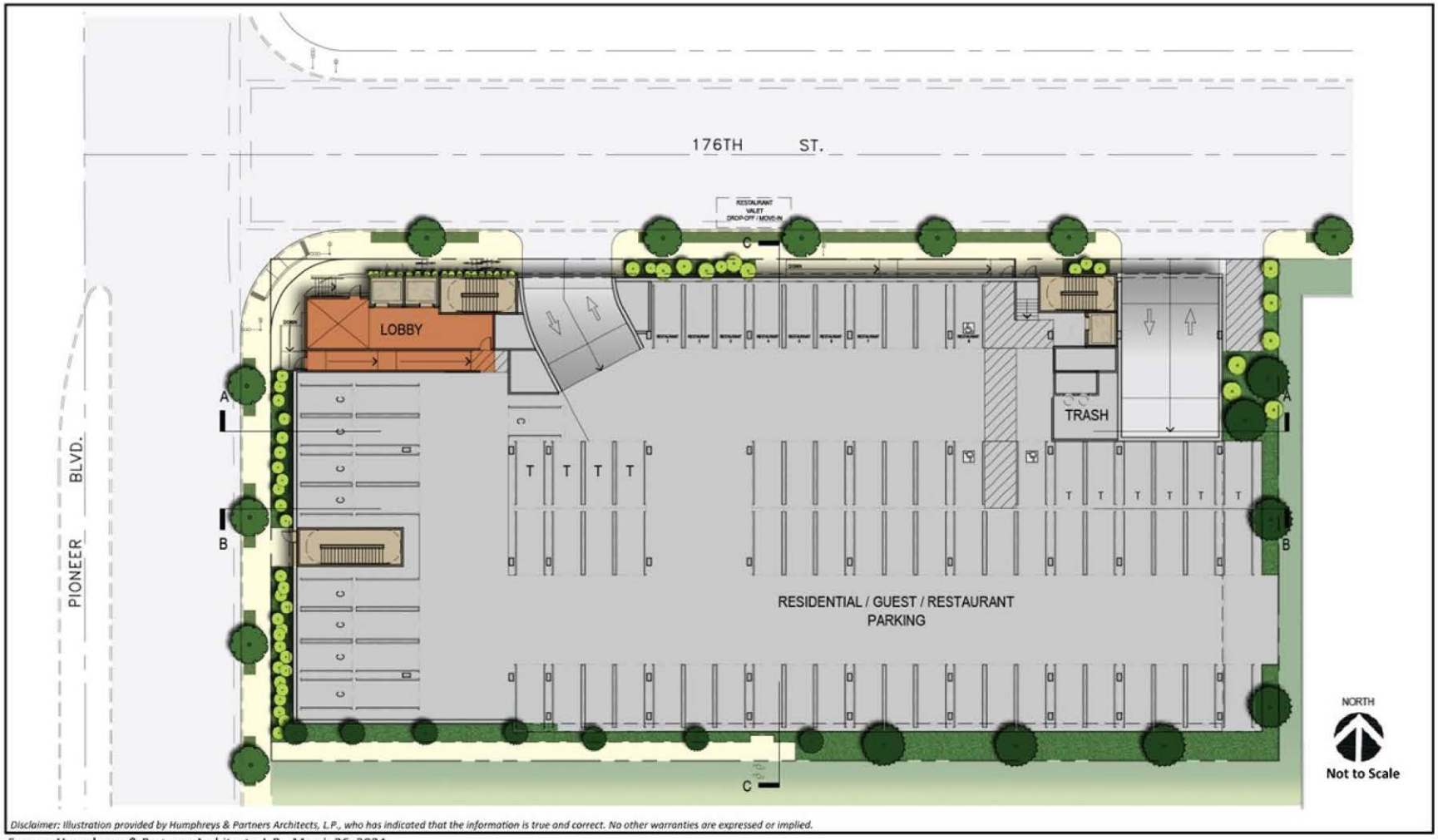
3.2 Project Overview

The project would consist of: (1) utilities improvements; (2) construction of a mixed-use building, amenities, trash enclosure and paved driveways; and (3) landscaping. The project would include the development of a six-story-tall mixed-use building with multi-family units, an amenities area, rooftop commercial space, parking and landscaping. The 83 multi-family residential units would be comprised of 32 studio units, 21 one-bedroom/one-bath units, and 30 two-bedroom/two-bath units. The maximum height of the building would be approximately 60 feet.

Figures 3.2-1 to **3.2-10** depict the floor plans, elevations and renderings of the proposed building.

[5] The Artesia Live Specific Plan, which is the current zoning for the project site, calls for development of the site as a mixed use project including a 111 room hotel, 54 residential condominiums, 1,330 square feet of retail space, 9,590 square feet of restaurant space and 183 on-site subterranean parking spaces. It was approved in November 2016.

Figure 3.2-1
FLOOR PLAN – LEVEL ONE

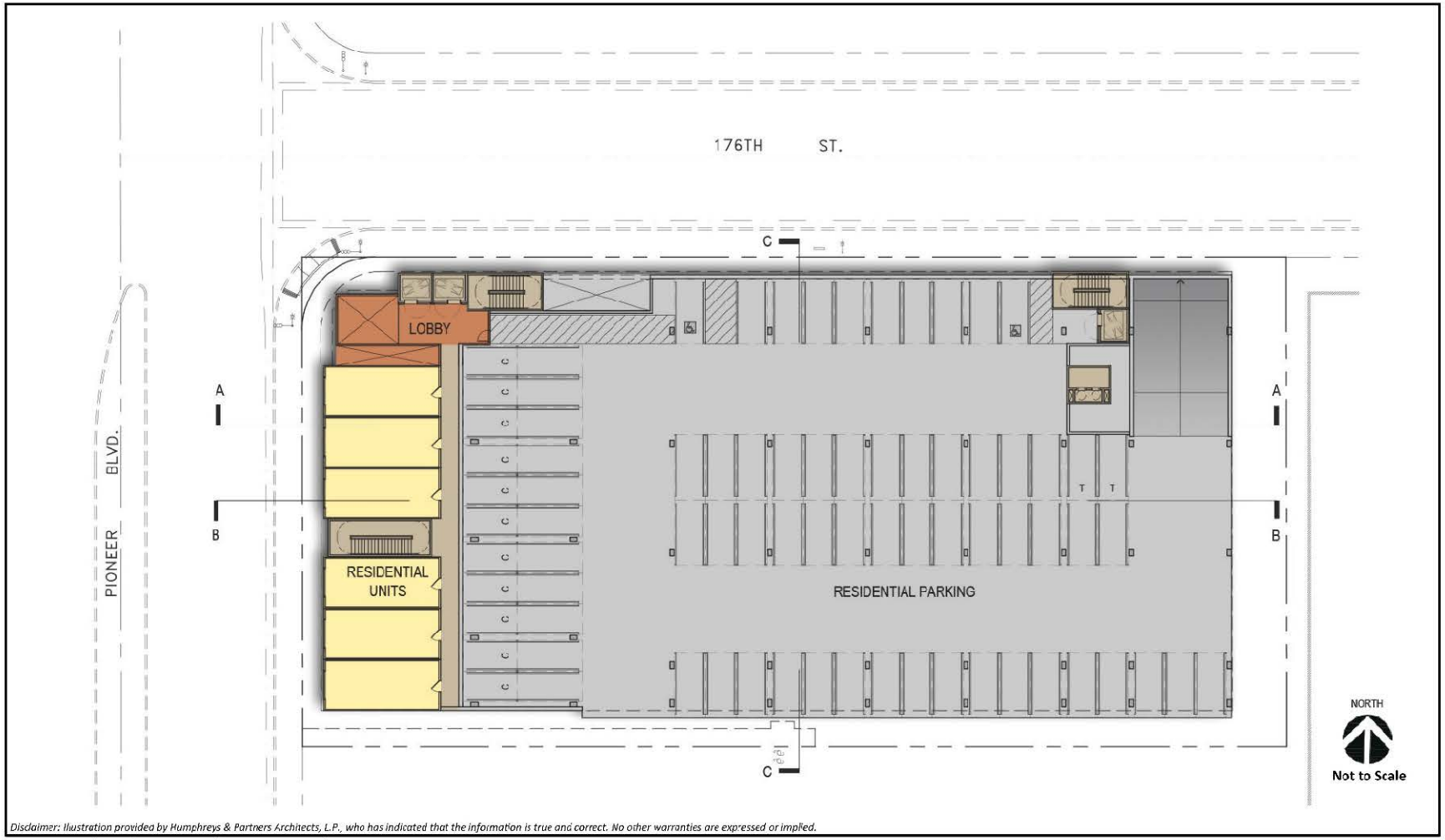


Source: Humphreys & Partners Architects, L.P., March 26, 2024.

City of Artesia
Pioneer Place Mixed Use Project
Floor Plan: Level One

UltraSystems

Figure 3.2-2
FLOOR PLAN – LEVEL TWO



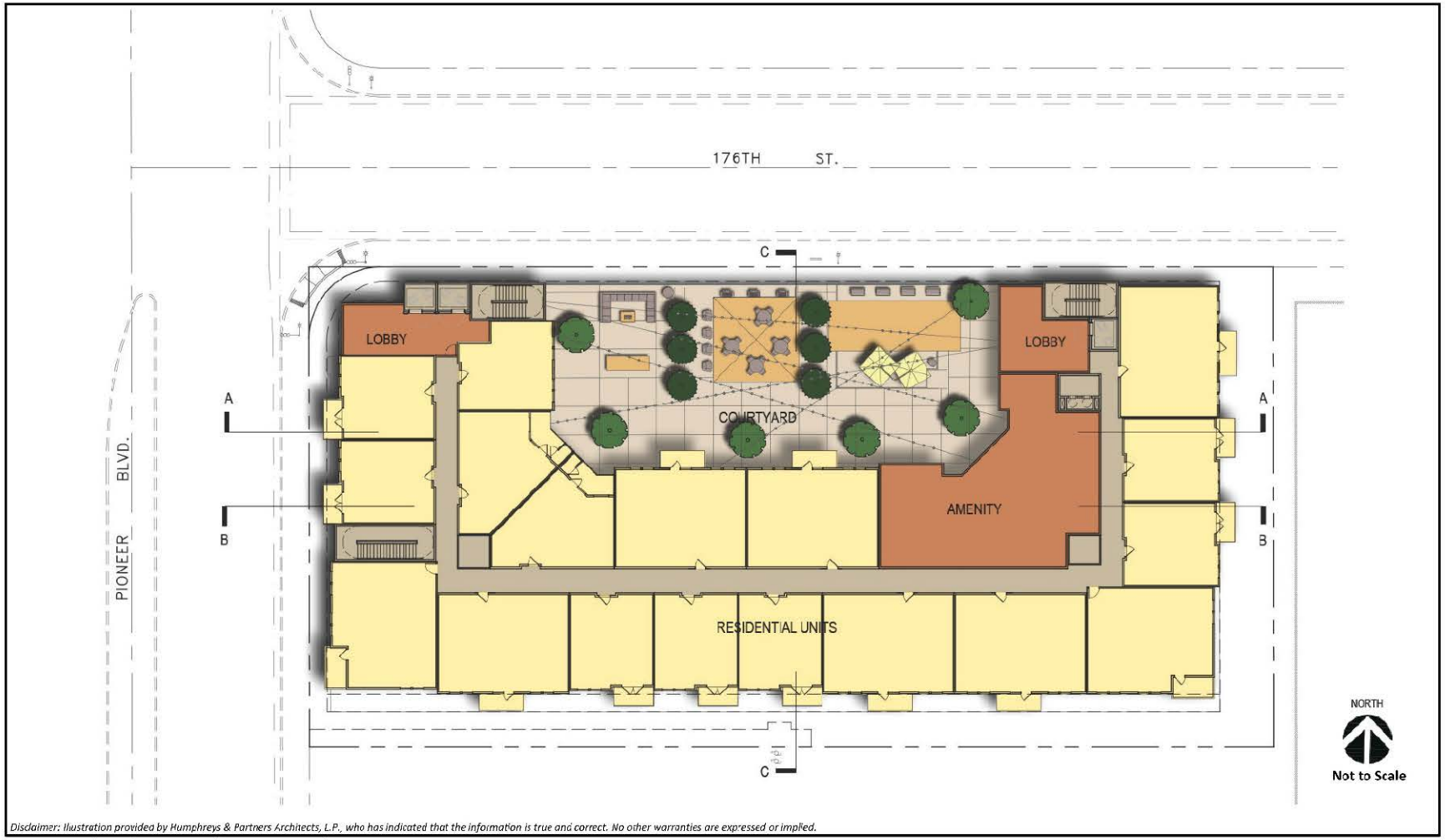
Disclaimer: Illustration provided by Humphreys & Partners Architects, L.P., who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Humphreys & Partners Architects, L.P., March 26, 2024.

City of Artesia
Pioneer Place Mixed Use Project
Floor Plan: Level Two

UltraSystems
environmental • management • planning

Figure 3.2-3
FLOOR PLAN – LEVEL THREE



Disclaimer: Illustration provided by Humphreys & Partners Architects, L.P., who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Humphreys & Partners Architects, L.P., March 26, 2024.

City of Artesia
Pioneer Place Mixed Use Project
Floor Plan: Level Three

UltraSystems
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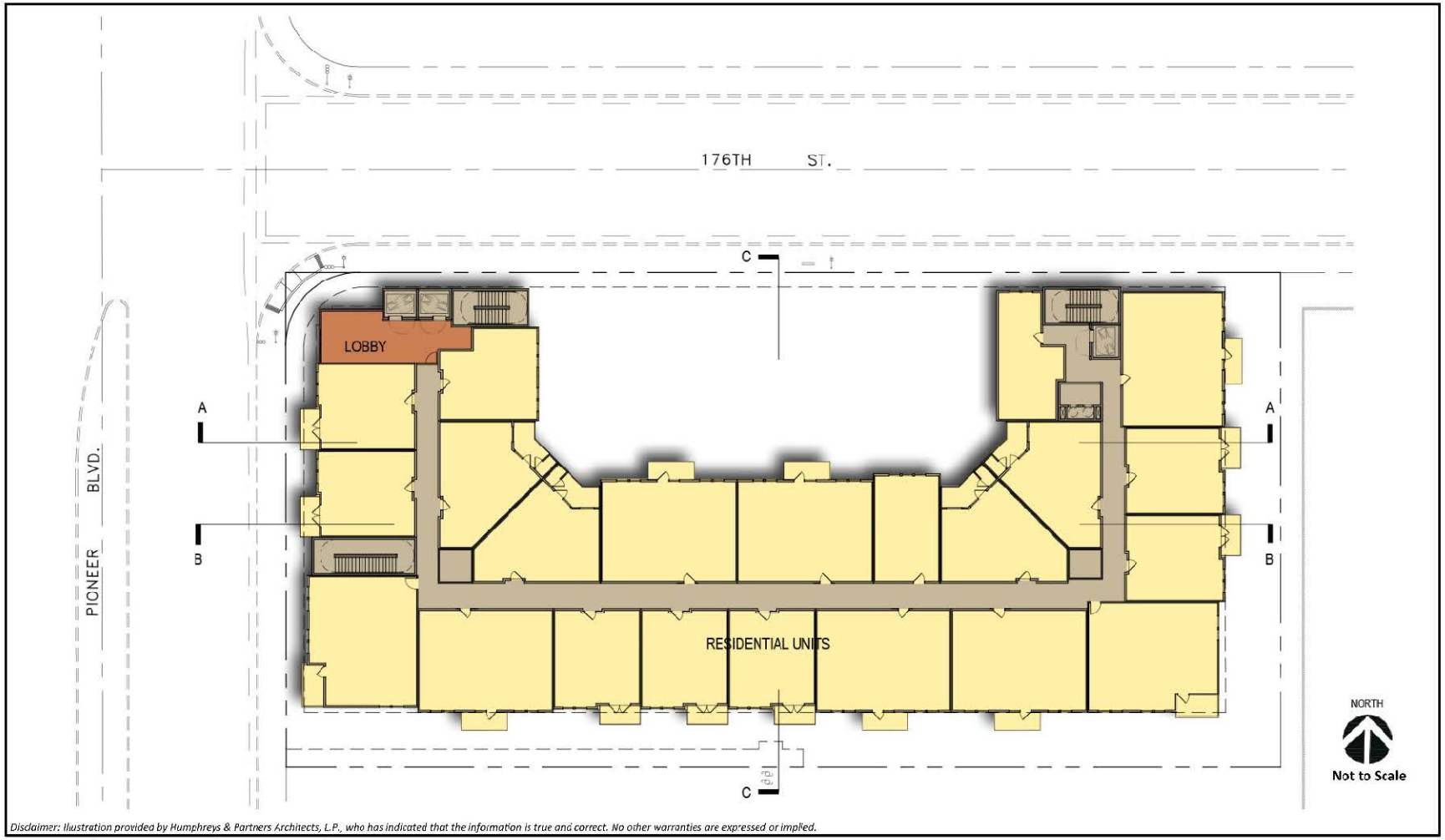
Figure 3.2-4
FLOOR PLAN – LEVEL FOUR AND FIVE



Disclaimer: Illustration provided by Humphreys & Partners Architects, L.P., who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Humphreys & Partners Architects, L.P., March 26, 2024.

City of Artesia
Pioneer Place Mixed Use Project
Floor Plan: Levels Four and Five

UltraSystems
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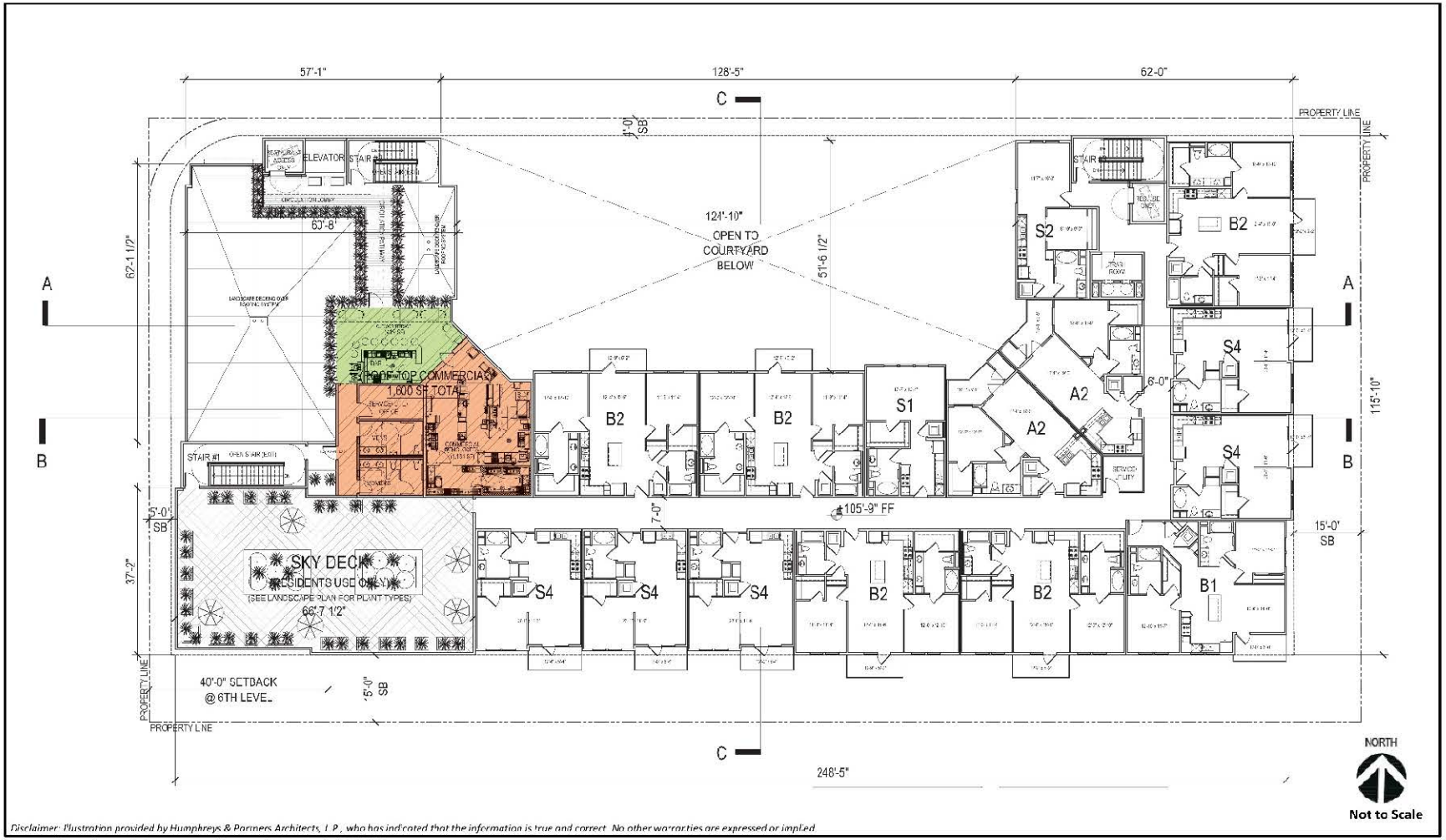
Figure 3.2-5
FLOOR PLAN – LEVEL SIX



Disclaimer: Illustration provided by Humphreys & Partners Architects, L.P., who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Humphreys & Partners Architects, L.P., March 18, 2025.

City of Artesia
Pioneer Place Mixed Use Project
Floor Plan: Level Six

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Figure 3.2-6
NORTH AND WEST SIDE BUILDING ELEVATION

Disclaimer: Illustration provided by Humphreys & Partners Architects, L.P., who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Humphreys & Partners Architects, L.P., March 26, 2024.

City of Artesia
Pioneer Place Mixed Use Project
North and West Building Elevations

UltraSystems
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Figure 3.2-7
EAST AND SOUTH SIDE BUILDING ELEVATION

Source: Humphreys & Partners Architects, L.P., March 26, 2024.

City of Artesia
Pioneer Place Mixed Use Project
East and South Building Elevations

UltraSystems
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Figure 3.2-8
COURTYARD ELEVATIONS

Source: Humphreys & Partners Architects, L.P., March 26, 2024.

City of Artesia
Pioneer Place Mixed Use Project
Courtyard Elevations

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Figure 3.2-9
PROJECT RENDERINGS (1 of 2)

SOUTHEAST VIEW AT PIONEER BLVD

EAST VIEW AT PIONEER BLVD

EAST VIEW AT PIONEER BLVD.

SOUTHEAST VIEW FROM 176TH ST & PIONEER BLVD

PERSPECTIVE VIEWS

Disclaimer: Illustration provided by Humphreys & Partners Architects, L.P., who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Humphreys & Partners Architects, L.P., March 26, 2024.

City of Artesia
Pioneer Place Mixed Use Project
Renderings (1 of 3)

UltraSystems
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Figure 3.2-10
PROJECT RENDERINGS (2 of 2)

NORTH VIEW AT CURB ALONG PIONEER BLVD.

NORTHEAST VIEW ALONG PIONEER BLVD.

NORTH VIEW FROM PARKING LOT

SOUTHWEST VIEW FROM 176TH ST.

PERSPECTIVE VIEWS

Disclaimer: Illustration provided by Humphreys & Partners Architects, L.P., who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Humphreys & Partners Architects, L.P., March 26, 2024.

City of Artesia
Pioneer Place Mixed Use Project
Renderings (2 of 3)

UltraSystems
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Table 3.2-1 summarizes the proposed project features.

Table 3.2-1
PROJECT SUMMARY

New Development	Proposed Use	Location in Building	Square Feet
Multi-family residences	32 studio units 21 one-bed/one-bath 30 two-bed/two-bath	Levels 2 through Level 6	81,746
Commercial use	Restaurant/bar	Level 6	1,600
Amenities	Amenities room, courtyard, skydeck & lobby	Levels 2, 3, & 6	13,304
Parking	162 semi-subterranean parking spaces for the residential and commercial uses	Level 1 & 2	54,527

Source: Humphrey & Partners, 2024.

3.3 Proposed Project Features

3.3.1 New Multi-Family Residential Units

The 83 multi-family residential units would be comprised of 32 studio units, 21 one-bedroom/one-bath units, and 30 two-bedroom/two-bath units. **Table 3.2-2** provides specific information for each of the three apartment unit types in the project.

Table 3.2-2
PROJECT FLOOR PLANS BY TYPE

Unit	Unit Type	Number	Square Feet Living Area	Square Feet Balcony/Patio	Gross Square Feet
S1	Studio	3	539	0	539
S2	Studio	3	548	0	548
S3	Studio	6	452	0	452
S4	Studio	20	632	62	694
A1	1BR/1BA	6	632	62	694
A2	1BR/1BA	12	714	97	811
A3	1BR/1BA	3	634	0	634
B1	2BR/2BA	7	1,023	70	1,093
B2	2BR/2BA	23	1,042	64	1,106
Total		**83**			

Source: Humphrey & Partners, 2024

3.3.2 Commercial Use

As depicted in **Figure 3.2-5**, the proposed project would develop an approximately 1,600 square-foot commercial restaurant and bar that would consist of a 419 square-foot outdoor bar/dining area, 705 square-feet of kitchen/service area, 223 square-feet of service/office/utility area, and 253 square-feet of bathroom space. Total occupancy load would be approximately 34 people.

3.3.3 Residential Amenities

As depicted in **Figure 3.2-3** and **Figure 3.2-6**, the project would develop amenities consisting of an approximately 2,744 square-foot lobby, 2,244 square-foot amenity room, 6,265-square-foot courtyard, and a 2,051 square-foot skydeck.

3.3.4 Site Access, Circulation and Parking

Vehicular ingress and egress would be along two driveways along the northern portion of the project site along 176th Street that would lead to two levels of parking – one level of semi-subterranean parking (Level 1) and another level of above-ground parking (Level 2); six residential units would also be built on Level 2. The project would have 163 total parking spaces comprised of 119 standard parking stalls, five ADA stalls, 12 tandem stalls, 20 compact tandem stalls (all for the residential use), and seven parking stalls for the commercial/restaurant use. The number of parking spaces would adhere to the required parking spaces required by the City's Municipal Code. Pedestrian ingress and egress would be along the lobby entrance on 176th street and the staircase exit along Pioneer Boulevard.

3.3.5 Landscaping and Hardscape

The objective of the overall landscaping concept is to provide a distinct visual impression and community identity while providing the highest level of aesthetic standards complimented by the quality of the building materials that will assure an attractive environment enhancing the quality of life among its residents. The landscape irrigation concept for the site will be designed to provide the most efficient and conserving means to distribute irrigation water and provide the property management company with the latest technology for water conservation.

The total building footprint is approximately 31,254 square feet. The project would be required to provide five percent of the building's footprint, equal to 1,562.7 square feet of landscaping. The project would provide approximately 3,114 square feet of landscaping.

3.3.6 Exterior Lighting

The outdoor lighting concept is to provide levels of lighting sufficient to meet safety and orientation needs. Proposed lighting would consist of downlights under the balcony and main entry canopy at the corner of the building, a signage fixture for the restaurant; downlights and accent lighting around the outdoor seating area of the outdoor restaurant and residential skydeck; and soft overhead string lights on the third floor to illuminate the outdoor amenities.

All lighting as part of the proposed project would adhere to the lighting regulations within the Artesia Live Specific Plan, which would ensure that lighting would be shielded downward, and the project would not be developed with materials that have high glare impacts (City of Artesia, 2016).

3.3.7 Utilities

As described below, the proposed project will require sewer, domestic water, fire water and dry utilities connections to existing utility infrastructure.

Sanitary Sewer – The site is served by an existing sanitary sewer network. New sewer laterals connections to existing sewer mains located near the project site would be installed. These improvements would require trenching and exposing sewer lines for connections to existing mainlines and manholes. The proposed project would connect to the existing sewer connection in the northern portion of the project site, along 176th Street.

Domestic Water – New domestic water meters will be installed to align with the calculated demands established by the project's plumbing specifications while adhering to the regulations set forth by the City's Public Works Department. The domestic water supply will be sourced from Golden State Water

Company, ensuring a reliable and compliant provision for the project. Additionally, the design of the proposed project includes a connection to the existing water line situated along the north property line.

The project not only fulfills local regulatory requirements but also leverages existing infrastructure, potentially reducing costs and minimizing disruption associated with new installations. The project demonstrates a commitment to sustainable design practices while effectively addressing the anticipated water demand of the project. The project reflects a comprehensive understanding of the necessary logistical and regulatory frameworks, ensuring a seamless integration of the water supply system.

Fire Water – To ensure adequate fire protection at the project site, a water connection on 176th Street is proposed to supply water to the new fire hydrants, as mandated by the Fire Department. The proposed fire hydrants will along be located along 176th Street, specifically at the northwest corner and the northeast portion of the site. These hydrants will be connected directly to the existing water main along 176th Street, thereby facilitating compliance with fire safety regulations.

Dry Utilities – Natural gas services will not be used for the project. Therefore, no natural gas will be supplied to the site. Southern California Edison Company (SCE) will be responsible for providing electrical power to the project.

Stormwater – As discussed in detail in **Section 4.10** of this Initial Study, the project is in a designated drainage management area with drainage discharging at two points along 176th Street. The Water Quality Management Plan (WQMP) outlines the Low Impact Development (LID) Best Management Practices (BMPs) proposed for the project site. The recommended BMPs encompass the following measures: installation of storm drain messaging and signage; provision of education for property owners, tenants, and occupants; implementation of designated and secured outdoor trash storage and waste handling areas; regular street sweeping of private roadways; incorporation of runoff-minimizing landscaping features such as planters around the site's perimeter; and establishment of a modular wetland system positioned along the southern boundary. The modular wetland unit will discharge into Pioneer Boulevard. For more detailed information, please refer to **Section 4.10** and the LID Plan, which is included as **Appendix G**.

Additionally, the project is subject to compliance with municipal landscaping regulations as stated in Title 9 Chapter 2 Article 15 of the City's Municipal Code. The proposed landscape plan will maximize water conservation and reduced stormwater runoff.

Trash Service – Trash service would be provided by CR&R Environmental Services.

Telecommunications – Cable services, including internet, phone and television, are provided in the city by DirectTV, Dish, Frontier, Spectrum, and Verizon.

3.4 Off-Site Improvements

3.4.1 Utility Improvements

For domestic water and fire water, connections to existing water mains and water lines in the surrounding area would be required.

3.5 Construction Activities

For safety reasons, the project may erect barricades for safety and security prior to construction activities and will maintain safe access for construction workers throughout construction.

Construction activities may include the following:

- Site grading [export of 7,500 cubic yards (cy); zero cy of fill].
- An estimated depth of excavation of eight to nine feet.
- New construction, as described below.

After site preparation is completed, infrastructure such as sewer and drainage lines would be installed and connected to existing facilities. The building foundations would be poured with concrete, and framing of the buildings would begin. The site would be paved, and the final stage of construction would involve interior furnishings, detail work, and completion of common areas and outside landscaping. The only offsite improvements would be street improvements where the point of utility connections would occur. The general contractor would utilize heavy equipment during grading. The types and number of pieces of equipment and length of use are shown below in **Table 3.5-1**.

Construction staging would be limited to the project site and the frontage of 176th Street. Project construction workers would park their vehicles on the project site or 176th Street. Employees will be able to park onsite during the construction phase in the existing open space of the project site. Below is the anticipated number of construction employees by construction phase:

- Site Preparation: two employees.
- Grading: four employees.
- Site construction: 30 employees.
- Paving: five employees.
- Architectural coating: five employees.

3.5.1 Construction Schedule and Equipment

Construction would occur in one phase but is broken down into different parts, as detailed in **Table 3.5-1** below. Construction is estimated to begin in July 2026 and end in September 2028. It is anticipated that residents would move in starting in December 2028.

Table 3.5-1
CONSTRUCTION PHASING AND EQUIPMENT DETAILS

Phase: Weeks or Months	Pieces of equipment	Equipment	Number of working days or months
Site Preparation Phase: 2 weeks	1	Backhoe	10 working days
Grading Phase: 4 weeks	1	Grader	5 working days
	1	Excavator	10 working days
	3	Dirt Hauler (13 cy)	5 working days
Site Construction: 24 months	1	Crane	18 working months
	2	Forklifts	18 working months
	1	Generator	24 working months
	1	Welders	6 working months
	1	Tractor and Loader	18 working months
Paving: 1 week	1	Pavers	5 working days
	1	Rollers	5 working days
Architectural Coating: 3 weeks	1	Compressor	15 working days

3.6 Discretionary Actions

Specific Plan Amendment

The project site is located on the Artesia Live Specific Plan, which has a maximum density of 70 dwelling units per acre (du/ac). The project would develop 83 du on 0.83 acre, a proposed density of 100 du/ac. Therefore, the project would require a Specific Plan amendment for the increased du/ac.

General Plan Amendment

To accommodate the increase in density from the currently-allowed 70 du/ac to the proposed 100 du/ac, the Land Use section of the General Plan will be amended (on page LU-10 under the definition of Center City Mixed Use) to include the following sentence:

> "Residential density may exceed 70 du/ac subject to approval of a Specific Plan."

In addition, the Footnote 3 will be added to Table LU-3 in the General Plan:

> "Residential density may exceed 70 du/ac subject to approval of a Specific Plan."

Vesting Tentative Tract Map

A vesting tentative map would be required with the increased du/ac.

Development Plan Approval

The proposed project would undergo a development plan approval process with the City prior to construction and operation.

Building Plan Approval

The proposed project would undergo a building plan approval process with the City prior to construction and operation.

Other Permits and Approvals

Following the Lead Agency's approval of the Initial Study/Mitigated Negative Declaration, the following permits and approvals would be required prior to construction, as shown in **Table 3.6-1** below.

Table 3.6-1
PERMITS AND APPROVALS

Agency	Permit or Approval
City of Artesia Building & Safety Division	Development Plan Building Plan
City of Artesia Planning Division	Specific Plan Amendment Tentative Map Development Plan Building Plan
Los Angeles County Fire Authority	Building plan check and approval. Review for compliance with the current California Fire Code, current California Building Code, California Health & Safety Code and City of Artesia Park Municipal Code. Plans for fire detection and alarm systems, and automatic sprinklers.
Golden State Water Co. and the City of Artesia	Letter of authorization/consent for proposed improvements to provide water supply connection to new development.
Southern California Edison Company	Letter of authorization/consent for proposed improvements to provide electrical connection to new development.

4.0 ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Agricultural and Forest Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology / Soils	☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

Determination (To be completed by the lead agency)

On the basis of this initial evaluation:

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

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

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

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

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

Signature	Date
Printed Name	City of Artesia

Evaluation of Environmental Impacts

(1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

(2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

(3) Once the lead agency has determined that a particular physical impact may occur then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

(4) "Negative Declaration: Less than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to less than significant level.

(5) Earlier analyses may be use where, pursuant to the tiering, Program EIR, or other CEQA process, an affect has been adequately analyzed in an earlier EIR or negative declaration. (See Section 15063(c)(3)(D) of the CEQA Guidelines. In this case, a brief discussion should identify the following:

   (a) Earlier Analyses Used. Identify and state where the earlier analysis is available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

(6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

(7) Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

(8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

(9) The explanation of each issue should identify:

   (a) The significance criteria or threshold, if any, used to evaluate each question; and
   (b) The mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				**X**
b) Substantially damage scenic resources, including, but not limited to, trees, outcroppings, and historic buildings within a state scenic highway?				**X**
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

A "visual environment" includes the built environment (development patterns, buildings, parking areas, and circulation elements) and natural environment (such as hills, vegetation, rock outcroppings, drainage pathways, and soils) features. Visual quality, viewer groups and sensitivity, duration, and visual resources characterize views.

- Visual quality refers to the general aesthetic quality of a view, such as vividness, intactness, and unity.
- Viewer groups identify who is most likely to experience the view.
- High-sensitivity land uses include residences, schools, playgrounds, religious institutions, and passive outdoor spaces such as parks, playgrounds, and recreation areas.
- The duration of a view is the amount of time that a particular view can be seen by a specific viewer group.

Visual resources refer to unique views, and views identified in local plans, from scenic highways, or of specific unique structures or landscape features.

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact

Scenic vistas generally include extensive panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, and focal views that focus on a particular object, scene, or feature of interest. As detailed in the City's General Plan EIR, the City does not contain scenic vistas or scenic resources (City of Artesia, 2010b, p. 5.3-3). No scenic vistas are visible from the project site due to intervening buildings and trees. As shown in **Figure 4.1-1**, the project site is within an urban developed area, and no scenic vistas would be visible from the project site, and no views of scenic vistas will be blocked as a result. Additionally, the project would be developed according to the Artesia Live Specific Plan development guidelines, as amended. Therefore, there would be no impacts regarding scenic vistas.

Figure 4.1-1
VIEWS SURROUNDING PROJECT SITE

PHOTO 1: View looking north of the project site.

PHOTO 2: View looking east of the project site.

PHOTO 3: View looking south of the project site.

PHOTO 4: View looking west of the project site.

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

No Impact

The California Department of Transportation (Caltrans) provides information regarding officially designated or eligible state scenic highways, designated as part of the California Scenic Highway Program. According to Caltrans, there are no officially designated scenic highways within or adjacent to the project area, and no roadways near the project site are currently eligible for scenic highway designation. As shown in **Figure 4.1-2**, the closest officially designated state scenic highway is State Route 91, which is located approximately 15 miles east of the project site. Due to the large distance between the project site and State Route 91, the construction and implementation of the project will have no impact on state scenic highways.

As discussed in **Section 4.4** of this initial Study, As there are no trees on the project site that would be impacted by project development. Additionally, there are no rock outcroppings or historic buildings on or near the project site. Therefore, the project would have no impact on trees, rock outcroppings, and historic buildings within a state scenic highway.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact

The project site is located in an urban setting with views of the existing streetscapes which are characterized by commercial and institutional developments in the surrounding area. Therefore, the analysis shall be determined based on if the project would conflict with applicable zoning and other regulations governing scenic quality. Refer to **Table 4.1-1** below which lists the applicable policies and how the proposed project would comply with the City of Artesia General Plan and Artesia Live Specific Plan regarding scenic quality and aesthetics. An elevation of the proposed building is shown in **Figure 4.1-3** below. Refer to **Section 3.0**, Project Description, which depicts renderings of the proposed project as it relates to the analysis in the table below. The proposed project would comply with all applicable aesthetic regulations and would have a less than significant impact in this regard.

Figure 4.1-2
STATE HIGHWAYS AND NATIONAL BYWAYS

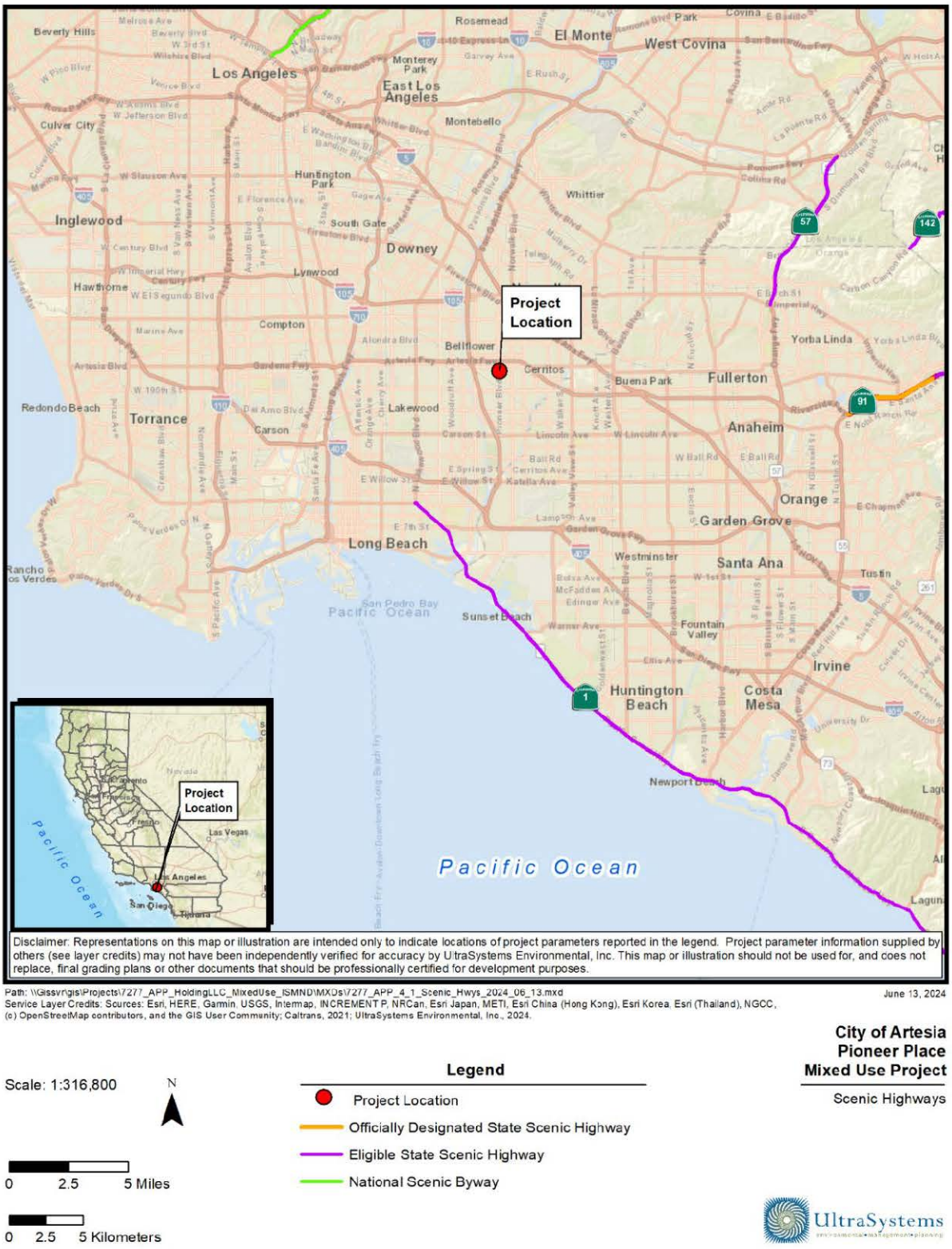


Table 4.1-1
COMPLIANCE WITH THE CITY OF ARTESIA GENERAL PLAN AND ARTESIA LIVE SPECIFIC PLANS POLICIES REGARDING SCENIC QUALITY & AESTHETICS

Policy	Project Compliance
City of Artesia General Plan	
Community Development and Design Element	
Policy LU-1.3: Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed-use areas.	The proposed project would develop a mixed-use building that would be developed with high-quality materials that would adhere to the City's applicable design regulations and would offer pedestrians a rooftop restaurant and bar. Therefore, the project would be in compliance with this policy.
Policy LU 1.4: Ensure mixed-use developments are integrated with surrounding uses to become part of the neighborhood by utilizing cohesive architecture, lively streetscapes, interesting urban spaces and attractive landscaping.	The proposed project would develop a mixed-use building that would be developed with high-quality materials that would adhere to the City's applicable design regulations such as the Artesia Live Specific Plan. Therefore, the project would be in compliance with this policy.
Policy LU 2.4: Ensure that the distinct character of Artesia's neighborhoods is preserved and reflected in all new development and redevelopment projects.	The proposed project would be designed to adhere to the City's applicable design regulations such as the Artesia Live Specific Plan. Therefore, the project would be in compliance with this policy.
Community Resources and Wellness Element	
Policy OS 3.1: Promote visually appealing landscaped corridors and landscape buffers to introduce plant materials into urbanized areas	The proposed project would provide landscaping surrounding the project site and throughout the courtyard. Therefore, the project would be in compliance with this policy.
Sustainability Element	
Policy SUS 3.4: Promote neighborhood identity and conservation of individual neighborhood character. Retain Artesia's history and heritage.	The proposed project would be designed to adhere to the City's applicable design regulations such as the Artesia Live Specific Plan. Therefore, the project would be in compliance with this policy.
Policy SUS 4.1: Increase tree canopy and provide natural landscape elements throughout the City**.**	The proposed project's landscaping plan would provide additional trees and landscaping. Therefore, the project would be in compliance with this policy.
Artesia Live Specific Plan	
The architecture for the entire development shall be that of an urban contemporary theme. Design shall be distinctly California Urban with contemporary geometric shapes accented with gentle curves and decorative façade trims to create visual interest.	The proposed project would be designed with California Urban architecture with contemporary design such as the u-shaped design of the building that allows for visual interest to the surrounding area. Therefore, the project would be in compliance with this policy.
The Specific Plan envisions an ambitious, bold and comprehensive sign program that contributed to and promotes the character of the City Center. Providing all types of signage and display mediums is essential to achieve the social and economic objectives (both commercial and residential) that will maximize the City Center's revitalization. The Sign Program is intended to encourage creativity while maintaining appropriate and economically viable signage. The Program establishes regulations and design	The project includes signage on the northern portion of the proposed building to indicate the buildings name. All signage associated with the project would be developed according to the City's Municipal Code and Artesia Live Specific Plan regulations. Therefore, the project would be in compliance with this policy.

standards that ensure implementation of a successful sign program for the Artesia LIVE Specific Plan.	
Lighting within the Specific Plan shall be pedestrian-friendly and contribute to the user's experience as well as enhance the overall quality of the environment and immediate neighborhood. The principal lighting standard should support a pedestrian scale that enhances a sense of place and creates an identity for the City Center neighborhood.	The project includes lighting for safety and visibility purposes. All lighting associated with the project would be developed according to the City's Municipal Code and Artesia Live Specific Plan regulations. Therefore, the project would be in compliance with this policy.
Landscape treatment will be provided to enhance architectural features, strengthen vistas and provide shade. Unity of design will be achieved by repetition of certain plant varieties and other materials and by correlation of adjacent developments.	As detailed in **Section 3,0**, Project Description, of this document, the total building footprint is approximately 31,254 square feet. The project would be required to provide five percent of the building's footprint, equal to 1,825 square feet of landscaping. The project would provide approximately 3,114 square feet of landscaping. The objective of the overall landscaping concept is to provide a distinct visual impression and community identity while providing the highest level of aesthetic standards complimented by the quality of the building materials that will assure an attractive environment enhancing the quality of life among its residents. Therefore, the project would be in compliance with this policy.

Source: City of Artesia, 2010b, p. 5.3-7 to 5.3-10; City of Artesia, 2016, p. 19

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact

As stated in the Aesthetics section of the Artesia General Plan, the City is approximately 99 percent built out and fully urbanized. The majority of light and glare sources presently within the City are associated with the residential, commercial, and industrial land uses. As well as light sources from signal and vehicle lights on roadways (City of Artesia, 2010b p. 5.3-6). The City anticipated that land uses in the General Plan Update would primarily involve infill development of similar nature and scale as existing uses (City of Artesia, 2010b p. 5.3-14). Therefore, the proposed development may create substantial light, and glare increases in the area.

The project proposes new exterior lighting throughout the site. Installation of exterior lighting on the building exterior would be necessary for safety and nighttime visibility. Necessary lighting would be provided along walkways and parking areas. All lighting as part of the proposed project would adhere to the lighting regulations within the Artesia Live Specific Plan: lighting would be shielded and aimed downward, and the project would not be developed with high-glare materials (City of Artesia, 2016). Therefore, with adherence to applicable light and glare regulations, impacts regarding light and glare would be less than significant.

4.2 Agriculture and Forestry Resources

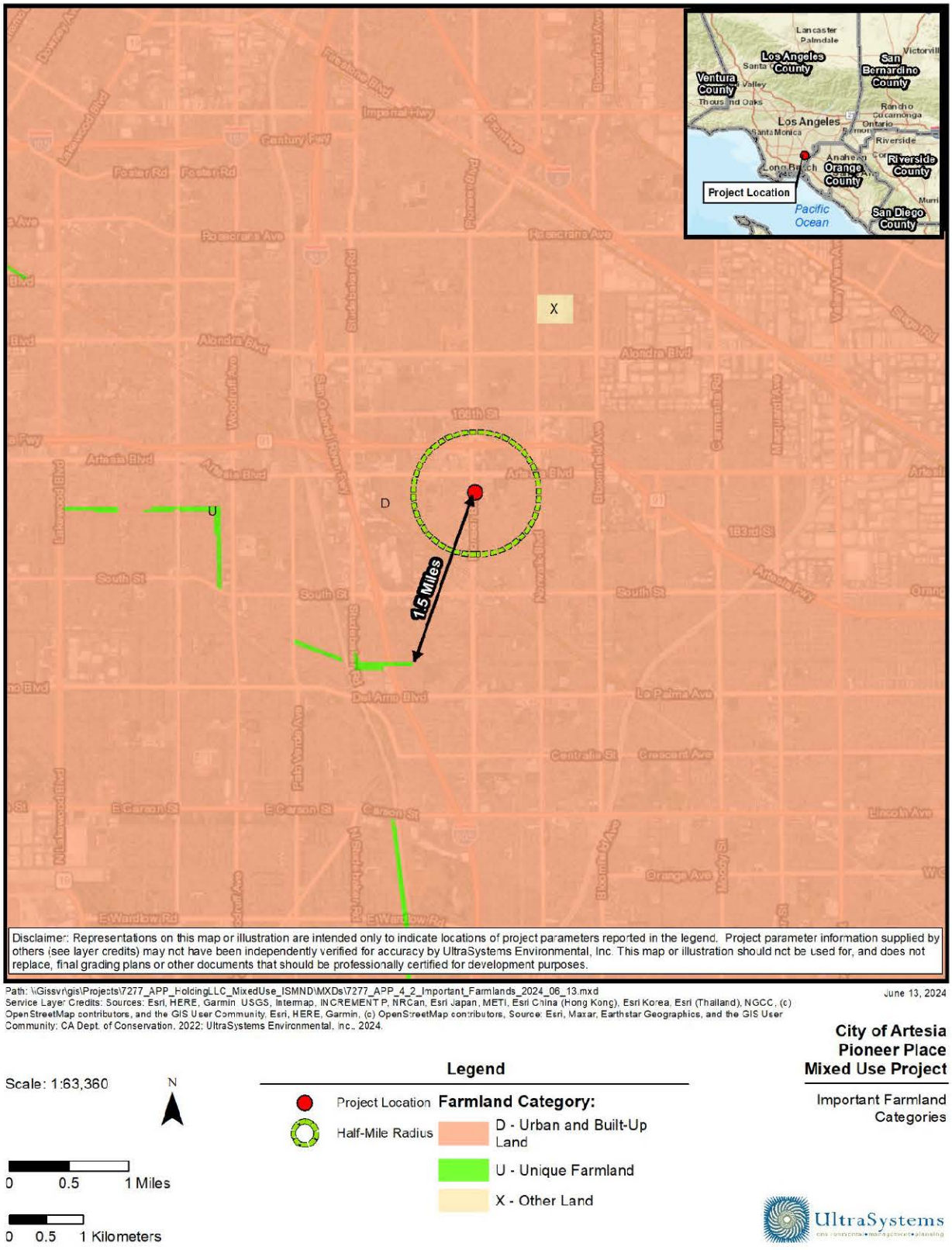
Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact

The California Department of Conservation (DOC) established the Farmland Mapping and Monitoring Program (FMMP) in 1982 to identify critical agricultural lands and track the conversion of these lands to other uses. The FMMP is a non-regulatory program and provides a consistent and impartial analysis of agricultural land use and land use changes throughout California. The project site and surrounding uses are designated by the FMMP as "Urban and Built-Up Land," which means that no agricultural uses occupy the site (DOC, 2022). As shown in **Figure 4.2-1** below, the nearest identified farmland is 1.5 miles to the southwest of the site. Therefore, no farmland would be converted to non-agricultural use and no impacts would occur.

Figure 4.2-1
IMPORTANT FARMLAND CATEGORIES



b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

The project site is developed with urban uses and there are no current agricultural operations existing on or in the vicinity of the project site, as shown in **Figure 4.2-1**. Williamson Act contracts restrict the use of privately-owned land to agriculture and compatible open space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. Williamson Act contracts are made only on land within agricultural reserves; the project site is not within an agricultural reserve. Therefore, the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract and no impact would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?

No Impact

The project site is located in an urbanized setting. The project site is zoned Artesia Live Specific Plan (City of Artesia, 2019), which does not permit the uses support the uses defined by PRC § 4526 for timberland, PRC § 12220(g) for forestland, or California Government Code § 51104(g) for timberland zoned for production. PRC § 12220(g) defines forest land as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." Since the project site is located in an urban setting, project-related changes would not conflict with zoning for forest land or timberland, and no impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

The project site and surrounding land uses do not contain forest land. Therefore, project implementation would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact

The project site is a developed property located within an urbanized setting. No existing farmland or forest land is located in the vicinity of the project. Therefore, implementation of the project would not result in changes in the environment, due to its location or nature, which could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

4.3 Air Quality

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			**X**	

4.3.1 Pollutants of Concern

Criteria pollutants are air pollutants for which acceptable levels of exposure can be determined and an ambient air quality standard (AAQS) has been established by the U.S. Environmental Protection Agency (USEPA) and/or the California Air Resources Board (ARB). The criteria air pollutants of concern are nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter (PM_{10} and $PM_{2.5}$), sulfur dioxide (SO_2), lead (Pb), and ozone, and their precursors. Since the Artesia Pioneer Place, Mixed Use Residential Project would not generate appreciable SO_2[6] or Pb emissions, it is not necessary for the analysis to include those two pollutants. The remaining criteria for pollutants are discussed below.

The Federal Clean Air Act (CAA), passed in 1970, established the national air pollution control program, which includes establishing national ambient air quality standards (NAAQS). The State of California began to set California ambient air quality standards (CAAQS) in 1969, under the mandate of the Mulford-Carrell Act. **Table 4.3-1** lists the NAAQS and CAAQS for criteria pollutants.

6 Sulfur dioxide emissions will be below 0.02 pound per day during construction and below 0.15 pound per day during operations.

Table 4.3-1
AMBIENT AIR QUALITY STANDARDS FOR CRITERIA AIR POLLUTANTS

Pollutant	Averaging Time	California Standards[1]		Federal Standards [2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary [3,6]	Method[7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	—	= Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM_{10})[9]	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	= Primary Standard	Inertial Separation and Gravimetric Analysis
	AAM[15]	20 µg/m³		—		
Fine Particulate Matter ($PM_{2.5}$)[9]	24 Hour	No Separate State Standard		35 µg/m³	= Primary Standard	Inertial Separation and Gravimetric Analysis
	AMM[15]	12 µg/m³	Gravimetric or Beta Attenuation	9 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m³)		9 ppm (10 mg/m³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	0.10 ppm (188 µg/m³)	—	Gas Phase Chemiluminescence
	AAM[15]	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)	= Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	.075 ppm (196 µg/m³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[11]	—	
	AAM[15]	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m³ (for certain areas)[12]	= Primary Standard	
	Rolling 3-Month Avg.[13]	—		0.15 µg/m³		

Pollutant	Averaging Time	California Standards[1]		Federal Standards [2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary [3,6]	Method[7]
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation & Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Notes:

1 California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter–-PM10, PM2.5, and visibility reduction particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25oC and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25oC and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4 Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used

5 National Primary Standards: The levels of air quality are necessary, with an adequate margin of safety to protect the public health.

6 National Secondary Standards: The levels of air quality are necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7 Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by EPA.

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

9 As of February 7, 2024, the annual primary PM2.5 standard changed from 12 µg/m3 to 9 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3, as was the annual secondary standard of 15 µg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10 To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly. compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11 On June 2, 2010, a new 1-hour SO2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
*Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12 The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13 The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14 In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

15 AAM = Annual Arithmetic Mean

The proposed project is in the Los Angeles County portion of the South Coast Air Basin (SCAB), in which the South Coast Air Quality Management District (SCAQMD) is substantially responsible for air pollution control. **Table 4.3-2** shows the attainment status of the SCAB for each criteria pollutant for both the NAAQS and the CAAQS. Presented below are descriptions of the air pollutants of concern and their known health effects.

Table 4.3-2
FEDERAL AND STATE ATTAINMENT STATUS

Pollutants	Federal Classification	State Classification
Ozone (O_3)	Nonattainment (Extreme)	Nonattainment
Particulate Matter (PM_{10})	Maintenance (Serious)	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment (Serious)	Nonattainment
Carbon Monoxide (CO)	Maintenance (Serious)	Attainment
Nitrogen Dioxide (NO_2)	Maintenance (Primary)	Attainment
Sulfur Dioxide (SO_2)	Unclassified/Attainment	Attainment
Sulfates	No Federal Standards	Attainment
Lead (Pb)		Attainment
Hydrogen Sulfide (H_2S)		Unclassified
Visibility Reducing Particles		Unclassified

Sources: ARB, 2022a; USEPA, 2024a.

Nitrogen oxides (NO_X) serve as integral participants in the process of photochemical smog production and are precursors for certain particulate compounds that are formed in the atmosphere and for ozone. A precursor is a directly emitted air contaminant that, when released into the atmosphere, forms, causes to be formed, or contributes to the formation of a secondary air contaminant for which an ambient air quality standard (AAQS) has been adopted, or for which presence in the atmosphere will contribute to the violation of one or more AAQSs. When NO_X and reactive organic gases (ROG) are released into the atmosphere, they can chemically react with one another in the presence of sunlight to form ozone. The two major forms of NO_X are nitric oxide (NO) and NO_2. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown pungent gas formed by the combination of NO and oxygen. NO_2 acts as an acute respiratory irritant and eye irritant and increases susceptibility to respiratory pathogens (USEPA, 2011).

Carbon monoxide (CO) is a colorless, odorless non-reactive pollutant produced by incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the project location, automobile exhaust accounts for most CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions. High concentrations are lethal (USEPA, 2023).

Particulate matter (PM) consists of finely divided solids or liquids, such as soot, dust, aerosols, fumes and mists. Primary PM is emitted directly into the atmosphere from activities such as agricultural operations, industrial processes, construction and demolition activities, and entrainment of road dust into the air. Secondary PM is formed in the atmosphere from predominantly gaseous combustion by-product precursors, such as sulfur oxides, NO_X, and ROGs.

Particle size is a critical characteristic of PM that primarily determines the location of PM deposition along the respiratory system (and associated health effects) as well as the degradation of visibility through light scattering. In the United States, federal and state agencies have focused on two types of PM. PM_{10} corresponds to the fraction of PM no greater than 10 micrometers in aerodynamic diameter and is commonly called respirable particulate matter, while $PM_{2.5}$ refers to the subset of PM_{10} of aerodynamic diameter smaller than 2.5 micrometers, which is commonly called fine particulate matter.

PM_{10} and $PM_{2.5}$ deposition in the lungs results in irritation that triggers a range of inflammation responses, such as mucus secretion and bronchoconstriction, and exacerbates pulmonary dysfunctions, such as asthma, emphysema, and chronic bronchitis. Sufficiently small particles may penetrate the bloodstream and impact functions such as blood coagulation, cardiac autonomic control, and mobilization of inflammatory cells from the bone marrow. Individuals susceptible to higher health risks from exposure to PM_{10} airborne pollution include children, the elderly, smokers, and people of all ages with low pulmonary/cardiovascular function. For these individuals, adverse health effects of PM_{10} pollution include coughing, wheezing, shortness of breath, phlegm, bronchitis, and aggravation of lung or heart disease, leading, for example, to increased risks of hospitalization and mortality from asthma attacks and heart attacks (USEPA, 2024b).

Reactive organic gases (ROG) are defined as any compound of carbon, excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. It should be noted that there are no state or national ambient air quality standards for ROG because ROGs are not classified as criteria pollutants. They are regulated, however, because a reduction in ROG emissions reduces certain chemical reactions that contribute to the formation of ozone. ROGs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility. The term "ROG" is used by the ARB for this air quality analysis and is defined the same as the federal term "volatile organic compound" (VOC).

Ozone is a secondary pollutant produced through a series of photochemical reactions involving ROG and NO_X. Ozone creation requires ROG and NO_X to be available for approximately three hours in a stable atmosphere with strong sunlight. Because of the long reaction time, peak ozone concentrations frequently occur downwind of the sites where the precursor pollutants are emitted. Thus, ozone is considered a regional, rather than a local, pollutant. The health effects of ozone include eye and respiratory irritation, reduction of resistance to lung infection and possible aggravation of pulmonary conditions in persons with lung disease. Ozone is also damaging to vegetation and untreated rubber (USEPA, 2020).

4.3.2 Climate/Meteorology

Air quality is affected by both the rate and location of pollutant emissions, and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

The project site is located wholly within the SCAB, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The distinctive climate of the SCAB is determined by its terrain and geographical location. The SCAB is in a coastal plain connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. Thus, the climate is mild, tempered by cool sea breezes. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds (SCAQMD, 1993).

The average high and low temperatures as recorded at the Signature Aviation LGB - Long Beach Daugherty Field Airport (COOP ID: 045085; 33°48'48.9"N 118°09'12.3"W)(WRCC, 2022), which is approximately 5.8 miles southwest of the project site and has a period of record 1949-2016, are 74.2 degrees Fahrenheit (°F) and 54.8°F, respectively. Average high and low winter (December, January, and February) temperatures are approximately 67.1°F and 46.07°F, respectively, and average summer (June, July, and August) high and low temperatures are approximately 81.0°F and 62.97°F, respectively. The annual average of total precipitation is approximately 12.01 inches, which occurs mostly during the winter and relatively infrequently during the summer. Monthly precipitation averages approximately 2.4 inches during the winter (December, January, and February), approximately 0.91 inch during the spring (March, April, and May), approximately 0.61 inch during the fall (September, October, and November), and approximately 0.05 inch during the summer (June, July, and August).

4.3.3 Local Air Quality

The SCAQMD has divided the SCAB into source receptor areas (SRAs), based on similar meteorological and topographical features. The project site is in SCAQMD's South Los Angeles County Coastal air monitoring area (SRA 4). The air monitoring station, Long Beach-Signal Hill, at 1710 East 20th Street, Signal Hill CA 90755, 7.3 miles southwest of the project site, monitors ozone, $PM_{10,}$ and $SO_{2.}$. The air monitoring station at Long Beach-Route 710 Near Road monitoring station, at 5895 Long Beach Boulevard, Long Beach, CA 90805, 6.8 miles west of the project site, monitors $PM_{2.5}$ and NO_2. The air monitoring station in Compton is located at 700 N Bullis Road, Compton, CA 90221, 7.4 miles east of the project. It monitors CO and lead. The ambient air quality data in the project vicinity as recorded from 2021 through 2023 and applicable standards are shown in **Table 4.3-3**.

Table 4.3-3
AMBIENT AIR QUALITY MONITORING DATA

Air Pollutant	Standard/Exceedance	2021	2022	2023
Ozone – Long Beach- Signal Hill	Max. 1-hour Concentration (ppm)	0.086	0.108	0.089
	Max. 8-hour Concentration (ppm)	0.064	0.077	0.065
	# Days > Federal 8-hour Std. of 0.070 ppm	0	1	0
	# Days > California 1-hour Std. of 0.09 ppm	0	1	0
	# Days > California 8-hour Std. of 0.070 ppm	16	0	0
PM_{10} – Long Beach- Signal Hill	Max. Federal 24-hour Concentration (µg/m³)	ND	57.9	81.2
	Est. # Days > Fed. 24-hour Std. of 150 µg/m³	ND	0	0
	State Annual Average (20 µg/m³)	ND	ND	ND
$PM_{2.5}$ - Long Beach-Route 710	Max. State 24-hour Concentration (µg/m³)	103.2	41.7	58.5
	# Days > Fed. 24-hour Std. of 35 µg/m³	7	1	1
	State Annual Average (12 µg/m³)	12.9	11.9	14.3
NO_2 – Long Beach-Route 710	Max. 1-hour Concentration (ppm)	0.091	0.095	0.071
	State Annual Average (0.030 ppm)	0.025	0.025	0.021
	# Days > California 1-hour Std. of 0.18 ppm	0	0	0
CO - Compton	Max CO 1-hour 1971 (ppm)	4.3	3.4	3.2
	Max CO 8-hour 1971 (ppm)	3.7	3	2.6
	# Days > Federal 1-hour Std. of 35 ppm	0	0	0
	# Days > Federal 8-hour Std. of 9 ppm	0	0	0
SO_2 - Signal Hill	Max SO_2 1-hour 2010 (ppm)			
	Max SO_2 3-hour 1971 (ppm)	0.059	0.061	0.023
	# Days > Federal 1-hour Std. of 35 ppm	0.037	0.038	0.014
	# Days > Federal 8-hour Std. of 9 ppm			
Lead - Compton	Max Lead 3-Month 2009 (µg/m³)	0.014	0.013	0.017
	# Days > Federal Std. of 0.15 µg/m³			

Source: ARB,2022. CO, SO_2, and Lead Data are from USEPA, 2024c.
ND - There was insufficient (or no) data available to determine the value.

4.3.4 Air Quality Management Plan (AQMP)

The SCAQMD is required to produce plans to show how air quality would be improved in the region. The California Clean Air Act (CCAA) requires that these plans be updated triennially to incorporate the most recent available technical information.[7] A multi-level partnership of governmental agencies at the federal, state, regional, and local levels implement the programs contained in these plans. Agencies involved include the EPA, ARB, local governments, Southern California Association of Governments (SCAG), and SCAQMD. The SCAQMD and the SCAG are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the SCAB. The SCAQMD updates its AQMP every three years.

The 2022 AQMP (SCAQMD, 2022) was adopted by the SCAQMD Board on December 2, 2022. It focuses on reducing ozone by limiting the emissions of NO_x, which is a key reactant in ozone formation. The NO_x reductions are through extensive use of zero-emission technologies across all stationary and mobile source categories. The majority of NO_x emissions are from heavy-duty trucks, ships, and other state and federally regulated mobile sources that are mostly beyond the SCAQMD's control. The SCAQMD's primary authority is over stationary sources, which account for approximately 20 percent of the SCAB's NO_x emissions.

7 CCAA of 1988.

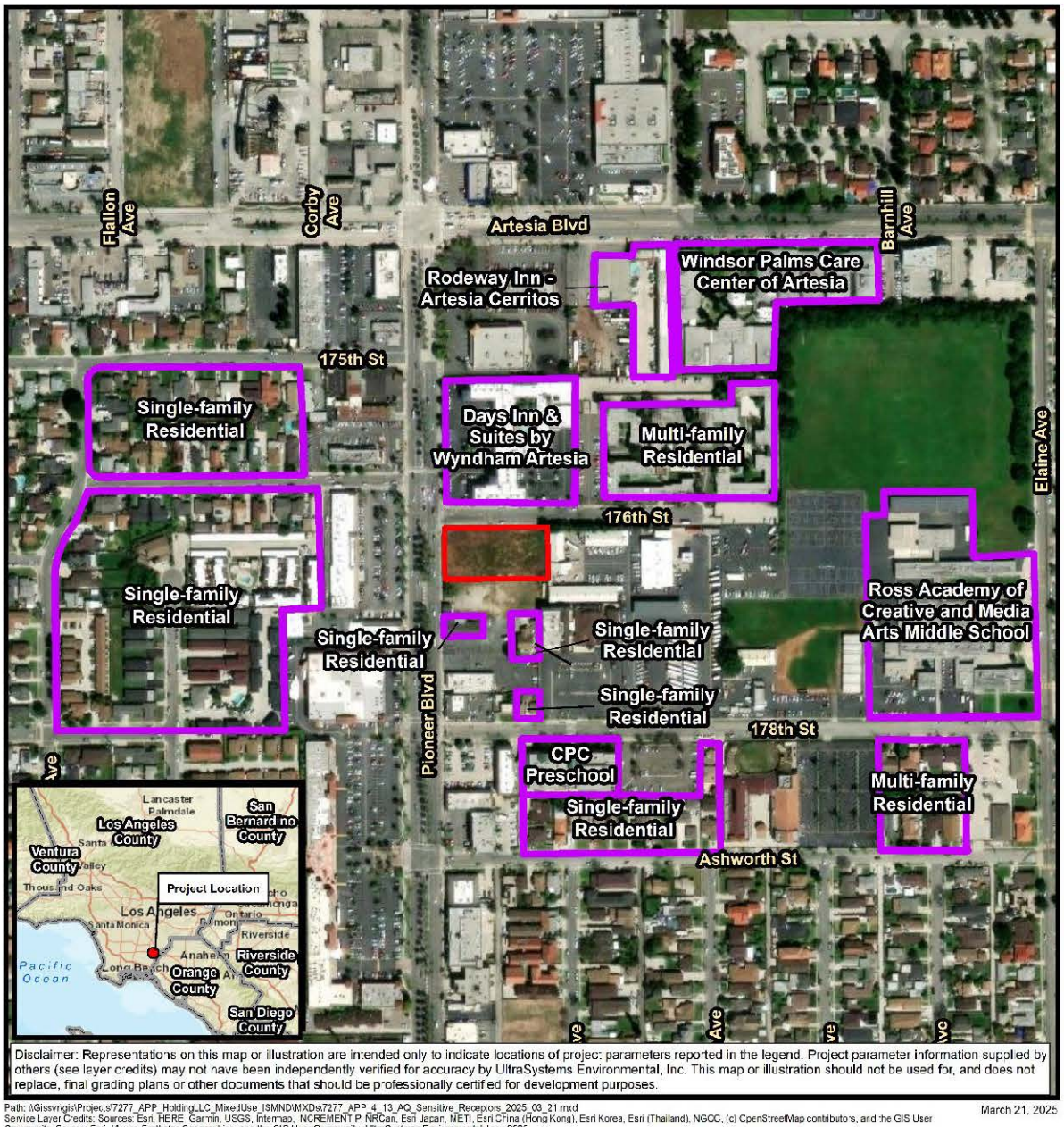
The AQMP incorporates updated emission inventory methodologies for various source categories and incorporates the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG (2020). The 2020-2045 RTP/SCS was determined to conform to the federally mandated State Implementation Plan for the attainment and maintenance of the NAAQS. county and City general plans.

4.3.5 Sensitive Receptors

Some people, such as individuals with respiratory illnesses or impaired lung function because of other illnesses, persons over 65 years of age, and children under 14, are particularly sensitive to certain pollutants. Facilities and structures where these sensitive people live or spend considerable amounts of time are known as sensitive receptors. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours (Chico and Koizumi, 2008, p. 3-2). Commercial and industrial facilities are not included in the definition of sensitive receptor, because employees typically are present for shorter periods of time, such as eight hours. Therefore, applying a 24-hour standard for PM_{10} is appropriate not only because the averaging period for the state standard is 24 hours, but because the sensitive receptor would be present at the location for the full 24 hours.

The nearest sensitive receptors to the project site are a single-family residence, approximately 95 feet south of the project site, and a hotel (Days Inn & Suites by Wyndham Artesia) located 55 feet north of the project site.

Figure 4.3-1
SURROUNDING SENSITIVE RECEPTORS



4.3.6 Applicable South Coast Air Quality Management District Rules

Rule 403 (Fugitive Dust Rule)

During construction, the project would be subject to SCAQMD Rule 403 (fugitive dust). SCAQMD Rule 403 does not require a permit for construction activities, per se; rather, it sets forth general and specific requirements for all construction sites (as well as other fugitive dust sources) in the SCAB. The general requirement prohibits a person from causing or allowing emissions of fugitive dust from construction (or other fugitive dust sources) such that the presence of such dust remains visible in the atmosphere beyond the property line of the emissions source. SCAQMD Rule 403 also prohibits construction activity from causing an incremental PM_{10} concentration impact, as the difference between upwind and downwind samples, at the property line of more than 50 micrograms per cubic meter as determined through PM_{10} high-volume sampling. The concentration standard and associated PM_{10} sampling do not apply if specific measures identified in the rules are implemented and appropriately documented.

Other requirements of Rule 403 include not causing or allowing emissions of fugitive dust that would remain visible beyond the property line; no track-out extending 25 feet or more in cumulative length and all track-out to be removed at conclusion of each workday; and using the applicable best available control measures included in Table 1 of Rule 403.

Rule 1113 (Architectural Coatings)

Construction of this project will include the application of architectural coatings and be subject to SCAQMD Rule 1113 (Architectural Coatings). Among other applicable provisions, Rule 1113 requires those who apply, store at a worksite, or solicit the application of architectural coatings to use coatings that contain VOC less than or equal to the VOC limits specified in Table 1 of the rule. According to Table 1, the VOC content limit for Roof and Floor Coating is 50 grams per liter (g/L), and for Parking Coating, it is 100 g/L.

4.3.7 Impact Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact

The South Coast 2022 AQMP, discussed above, incorporates land use assumptions from local general plans and regional growth projections developed by SCAG to estimate stationary and mobile air emissions associated with projected population and planned land uses. If the proposed land use is consistent with the local general plan, then the impact of the project is presumed to have been accounted for in the AQMP. This is because the land use and transportation control sections of the AQMP are based on the SCAG regional growth forecasts, which incorporate projections from local general plans. The General Plan Land Use designation for the project site is City Center Mixed-Use with a zoning designation of Artesia Live Specific Plan (City of Artesia, 2010a, p. LU-8) (City of Artesia, 2016a, p. 5). The purpose of the Artesia Live Specific Plan is to facilitate development, especially mixed-use development in the City Center area (City of Artesia, 2016, p. 3). The proposed project incorporates residential, commercial and public aspects for a cohesive mixed-use concept. The land use and zoning would continue to be consistent with the local plans and the impacts of the project are still accounted for in the AQMP.

Another measurement tool in evaluating consistency with the AQMP is to determine whether a project would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecasted in the AQMP and how the project would accommodate the expected increase in population or employment. Artesia Pioneer Place Mixed-Use Project would create minimal increase in population and overall VMT, which would be included in the growth rates forecasted in the AQMP.

Additionally, to assist the implementation of the AQMP, projects must not create regionally significant emissions of regulated pollutants from either short-term construction or long-term operations. The SCAQMD has developed criteria in the form of emissions thresholds for determining whether emissions from a project are regionally significant (SCAQMD, 2019) which are useful for estimating whether a project is likely to result in a violation of the NAAQS and/or whether the project is in conformity with plans to achieve attainment. SCAQMD's significance thresholds for criteria pollutant emissions during construction activities and project operation are summarized in **Table 4.3-4**. A project is considered to have a regional air quality impact if emissions from its construction and/or operational activities exceed the corresponding SCAQMD significance thresholds.

Table 4.3-4
SCAQMD THRESHOLDS OF SIGNIFICANCE

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Note: lbs = pounds.
Source: SCAQMD, 2019.

Regional Construction Emissions

Construction activities for the project is anticipated to begin in July 2026 and end in September 2028, and would have five construction phases:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

Table 4.3-5 shows the project schedule used for the air quality, GHG emissions, and noise analyses.

Table 4.3-5
CONSTRUCTION SCHEDULE

Construction Phase	Start	End
Site Preparation	July 1, 2026	July 14, 2026
Grading	July 15, 2026	August 11, 2026
Building Construction	August 12, 2026	August 12, 2028
Paving	August 13, 2028	August 25, 2028
Architectural Coating	August 26, 2028	September 15, 2028

These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the project site) would primarily generate NO_X emissions. The amount of emissions generated daily would vary depending on the amount and types of construction activities occurring at the same time.

Estimated criteria pollutant emissions from the Artesia Pioneer Place Project's onsite and offsite project construction activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.29 (CAPCOA, 2021). CalEEMod is a planning tool for estimating emissions related to land use projects. Model-predicted emissions from the proposed project are compared with applicable thresholds to assess regional air quality impacts. CalEEMod defaults were used for offroad construction equipment and onroad construction trips and direct and indirect operational emissions.

As shown in **Table 4.3-6**, construction emissions would not exceed SCAQMD regional thresholds. Therefore, the Proposed Project's short-term regional air quality impacts would be less than significant. Refer to **Appendix B** of this document for air quality calculations.

Table 4.3-6
MAXIMUM DAILY REGIONAL CONSTRUCTION EMISSIONS

Construction Activity	Maximum Emissions (pounds/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Emissions, 2026	0.85	**9.25**	**9.4**	**1.35**	**0.52**
Maximum Emissions, 2027	0.76	6.38	9.22	0.75	0.32
Maximum Emissions, 2028	**35.55**	6.08	9.1	0.73	0.3
SCAQMD Significance Thresholds	*75*	*100*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2021)

Regional Operational Emissions

Operational emissions would be generated from mobile and area sources. Vehicle exhaust emissions generated from project-induced vehicle trips are known as "mobile source emissions." "Area source emissions" would be generated from structural maintenance and landscaping activities, and use of consumer products. Since the project will be an all-electric development, the project's energy use will not contribute to criteria pollutant emissions. CalEEMod was also used to estimate operational emissions.

As seen in **Table 4.3-8**, for each criteria pollutant, operational emissions would be below the pollutant's SCAQMD significance threshold. Therefore, operational criteria pollutant emissions would be less than significant.

Table 4.3-7
MAXIMUM DAILY PROJECT OPERATIONAL EMISSIONS

Emission Source	Pollutant (pounds/day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Mobile Source Emissions	1.79	1.38	15.0	3.56	0.92
Area Source Emissions	24.42	1.79	49.4	5.93	5.82
Energy Source Emissions	0	0	0	0	0
Total Operational Emissions	**26.21**	**3.17**	**64.4**	**9.49**	**6.74**
SCAQMD Significance Thresholds	*55*	*55*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2021).

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

Less Than Significant Impact

Since the SCAB is currently in nonattainment for ozone and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. The SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the District recommends that a project's potential contribution to cumulative impacts be assessed by utilizing the same significance criteria as those for project-specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the project would not exceed any of the SCAQMD's significance thresholds. Also, as discussed below, localized emissions generated by the Project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the project would not contribute to a cumulatively considerable increase in emissions for the pollutants which the SCAB is in nonattainment. Thus, cumulative air quality impacts associated with the project would be less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact

Construction of the project would generate short-term and intermittent emissions. Pollutants emitted during the construction phase include diesel particulate matter emissions from construction equipment, but these would be of short duration compared to the 70-year lifetime exposure for cancer risk that is assumed by the ARB's health risk assessment methods (ARB, 2024). The project will not require demolition of any buildings so there is limited risk of asbestos exposure. Operation of the proposed project is not expected to be a source of air toxics.

Following the SCAQMD's Final Localized Significance Threshold Methodology (Chico and Koizumi, 2008), only onsite construction emissions were considered in the localized significance analysis. The

nearest sensitive receptors to the project site are a single-family residence, approximately 95 feet (29 meters) south of the project site and a hotel (Days Inn & Suites by Wyndham Artesia) located 55 feet (17 meters) north of the project site. LSTs for projects in Source Receptor Area 4 (South Los Angeles County Coastal) were obtained from tables in Appendix C of the aforementioned methodology. It is recommended to use one-acre site LST table listings for projects smaller than one acre (Wang, 2024). **Table 4.3-8** shows the results of the localized significance analysis for the project. Localized short-term air quality impacts from construction of the project would be less than significant**.**

Table 4.3-8
RESULTS OF LOCALIZED SIGNIFICANCE ANALYSIS

Nearest Sensitive Receptor	Maximum Onsite Emissions (pounds/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum daily emissions	5.87	7.16	0.23	0.21
SCAQMD LST for 1 acre @ 25 meters (hotel)	*57*	*585*	*4*	*3*
SCAQMD LST for 1 acre @ 29 meters (single family residence)	*57.2*	*617.6*	*5.4*	*3.2*
Significant (Yes or No)	**No**	**No**	**No**	**No**

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

Less than Significant Impact

A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD CEQA Air Quality Handbook (SCAQMD, 1993), land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the project. The project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. The project would not create substantial objectionable odors, and this impact would be less than significant.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		**X**		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				**X**
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			**X**	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				**X**

4.4.1 Methodology

UltraSystems researched readily available information, including relevant literature, databases, agency web sites, various previously completed reports and management plans, GIS data, maps, aerial imagery from public domain sources, and in-house records to identify the following: 1) habitats, special-status plant and wildlife species, jurisdictional waters, critical habitats, and wildlife corridors that may occur in and near the project site; and 2) local or regional plans, policies, and regulations that may apply to the project.

The following data sources were accessed by UltraSystems for synthesis of data within this report.

- United States Geological Survey (USGS) 7.5-Minute Topographic Maps for the *Los Alamitos*

Quadrangle and the Whittier Quadrangle (USGS, 2023, 2021) and current aerial imagery (Google Earth Pro, 2024).

- The Web Soil Survey, provided by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (Soil Survey Staff, 2024).
- California Natural Diversity Database (CNDDB), provided by the California Department of Fish and Wildlife (CDFW; CNDDB, 2024a).
- California Wildlife Habitat Relationships (CWHR) Life History Accounts and Range Maps provided by the CDFW (CDFW, 2024a).
- BIOS Habitat Connectivity Viewer, provided by the CDFW (CDFW, 2024b).
- Information, Planning and Conservation (IPaC), provided by the United States Fish and Wildlife Service (USFWS, 2024a).
- Environmental Conservation Online System (ECOS). Critical Habitat Mapper, provided by the USFWS (USFWS, 2024b).
- National Wetlands Inventory (NWI), provided by the USFWS (USFWS, 2022c).
- Inventory of Rare and Endangered Plants of California (online edition, v9.5) provided by the California Native Plant Society (CNPS, 2024a).
- California Native Plant Society's A Manual of California Vegetation, Online Edition (CNPS, 2024b).
- EPA Waters GeoViewer, provided by USEPA (USEPA, 2024b).
- Information on California plants for education, research and conservation, provided by Calflora (Calflora, 2024)

Plant and wildlife species protected by federal agencies, state agencies, and nonprofit resource organizations, such as the California Native Plant Society (CNPS), are collectively referred to as "special-status species."[8] Some of these plant and wildlife species are afforded special legal or management protection because they are limited in population size and typically have a limited geographic range and/or habitat.

Aerial imagery from the abovementioned sources was overlaid with geospatial data by utilizing Geographic Information System (GIS) software (ArcGIS 10.1) to identify documented observations of the following biological or environmental components within the project vicinity: 1) previously recorded observations within the project vicinity of special-status species; 2) special-status vegetation communities; 3) protected management lands; 4) proposed and final critical habitats; 5) wetlands, waters of the State (WOS) and waters of the United States (WOUS); and, 5) wildlife corridors.

A Biological Study Area (BSA) was defined for the project and includes the project site and a 500-foot buffer zone around the perimeter of the project boundary (see **Figure 4.4-1)**. UltraSystems biologist Matthew Sutton conducted a field evaluation for existing biological resources of the BSA on July 30, 2024. In this survey, he documented habitat types, wildlife corridors, potential waters of the U.S. and State (including wetlands), potential threats to ecosystem health, and plant and wildlife species in the BSA. Based on the results of the literature review and field survey results, an analysis was conducted to plan either (1) the avoidance of or (2) to minimize project impacts to any of the protected biological resources that were determined to have a potential to occur or were observed during the field survey.

8 Avian species protected by the Migratory Bird Treaty Act (MBTA) are not considered "special-status species."

4.4.2 Impact Analysis

a) Would the project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact with Mitigation Incorporated

In its current state, the project site primarily consists of undeveloped land, covering over 99 percent of the lot, with a small section of a sidewalk in the northwest corner of the project site covering less than one percent of the lot. The undeveloped land is vegetated by non-native grasses and other non-native weedy plant species, which are periodically mowed. The entire project site, except for the sidewalk area, is enclosed by fencing.

The dominant plant life forms on the project site and a portion of the lot south of the project site are non-native annual grasses and forbs; there is also low cover of non-native shrubs, mainly along the southern and eastern borders of the project site. Offsite areas within the BSA consist primarily of commercial and residential developments with landscaped areas, as well as paved areas, including roads, parking lots and sidewalks.

Based on the project site's location within a highly urbanized setting in which developed and landscaped areas make up more than 95 percent of the BSA, there is limited habitat for special-status plant or wildlife species. The project site is surrounded by commercial buildings and residential homes, apartment complexes, churches and education facilities. The majority of the land cover of the project site, and of the lot south of the project site, contains vegetated areas which may provide foraging material for wildlife species that can access the site (birds, bats). However, due to the lack of native plant and wildlife species diversity, native soils, natural hydrology, and other factors to support a healthily functioning ecosystem within the BSA, it is not anticipated that special-status plant and wildlife species would establish within the BSA.

Figure 4.4-1
BIOLOGICAL STUDY AREA

Path: \\Gisvngis\Projects\7277_APF_HoldingLLC_MixedUse_ISMND\MXDs\BIO\7277_APP_4.4_BSA_2024_06_13.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community. USDA 2322; UltraSystems Environmental, Inc., 2024.

Plants

Upon completing a habitat assessment survey on July 30, 2024, Mr. Sutton concluded that non-native grasses and forbs cover the majority of the project site, and non-native, ornamental species occur in landscaped areas around roads, parking lots, and structures throughout the remainder of the BSA.

Special-Status Plant Species

Based on a literature review and query from publicly available databases for reported occurrences (CNDDB, 2024a, CNPS, 2024a), within a 10-mile radius of the BSA, 42 special-status plant species have been recorded in the area. None of the 42 special-status plant species are expected to occur within the BSA due to one or more of the following factors: (1) the BSA lacks suitable habitat for the establishment of those species; (2) most of the surfaces consist primarily of impermeable, paved surfaces, and those areas with exposed soils, such as portions of the project site, have very compacted soils; (3) vegetated areas are dominated by non-native weedy or ornamental plant species that may outcompete or otherwise inhibit the establishment of native plant species; (4) the BSA doesn't occur within the species' reported distribution or elevation range (CalFlora, 2024; CNDDB, 2024a; CNPS, 2024a,b; Jepson eFlora Project, 2024).

Due to the aforementioned physical and biological factors within the BSA, it was determined that none of the special-status plant species identified in the 10-mile radius database query are expected to occur within the BSA. Refer to **Appendix C** *Special-Status Species Occurrence Potential Determination* for a list of all species evaluated in the species inventory and for all federal, state and other agencies special-status species designations.

Wildlife

The results of the literature review and site habitat assessment conducted by UltraSystems biologists determined that the BSA does not support habitat that is suitable for a diverse community of wildlife species. Thus, very few special-status wildlife species have the potential to occur within the BSA.

During the biological field survey, the following common urban-adapted bird species were observed within the BSA: American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), mourning dove (*Zenaida macroura*), Eurasian collared-dove (*Streptopelia decaocto*), western gull (*Larus occidentalis*), and American goldfinch (*Spinus tristis*). Gopher mounds of Botta's pocket gopher (*Thomomys bottae*) were observed at one location within the project site. A carpenter bee (*Xylocopa* sp.) was observed foraging in the forbs in the disturbed lot immediately south of the project site.

Special-Status Wildlife Species

Based on a literature review and query from publicly available databases for reported occurrences within a ten-mile radius of the project site, 18 listed and 23 sensitive wildlife species were reported as recent occurrences (≤ 20 years) or are recognized as occurring based on previous surveys or knowledge of the area. Of those 41 total species, two special-status species were determined to have a low potential to occur within the project BSA. One listed (candidate for state listing) species was determined to have a low potential to occur in the BSA. Due to several biological and physical factors within the BSA, it was determined that there is a lack of suitable habitat conditions to support 38 of the 41 special-status wildlife species identified in the 10-mile radius database query. Thirty-eight wildlife species were determined to not be expected to occur within the BSA due to one or more of the following factors: (1) the BSA lacks suitable habitat for foraging, nesting or breeding habitat; (2) the BSA does not occur within the species reported distribution or elevation range; (3) there are no recent (<20 years) occurrences within a 10-mile radius of the project (CNDDB, 2024a); or, (4) the BSA undergoes significant disturbances and the species may not be adaptive to such disturbances associated with urbanized settings (CDFW, 2024a; CDFW, 2024b; CNDDB, 2024a, Cornell Lab of Ornithology, 2024; Google Earth Pro, 2024; Soil Survey Staff, 2024; USEPA, 2024b; USFWS, 2024a; USFWS,

2024b; USFWS, 2024c). Refer to **Appendix C** *Special-Status Species Occurrence Potential Determination* for more information including applicable status ranking definitions. Refer to **Figure 4.4-2** for a representation of CNDDB Known Occurrences within two miles of the BSA.

No special-status bird species, including Cooper's hawk and other birds in the wildlife inventory, were observed during the biological field survey. The three special-status wildlife species determined to have a low potential to occur within the BSA and their respective status ranks are provided below:

Cooper's hawk (*Accipiter cooperii*) WL: Cooper's hawks are medium-sized hawks of the woodlands (CNDDB, 2024b). These raptors are commonly sighted in parks, neighborhoods, over fields, and even along busy streets if there are large trees nearby for perching and adequate prey species such as other birds and small mammals. They prefer to breed in more densely wooded areas than occur in the BSA, such as woodland openings and edges of riparian and oak habitat (CDFW, 2014; Cornell Lab or Ornithology, 2024). Cooper's hawks build nests in pines, oaks, Douglas-firs, beeches, spruces, and other trees (Cornell Lab of Ornithology, 2024).

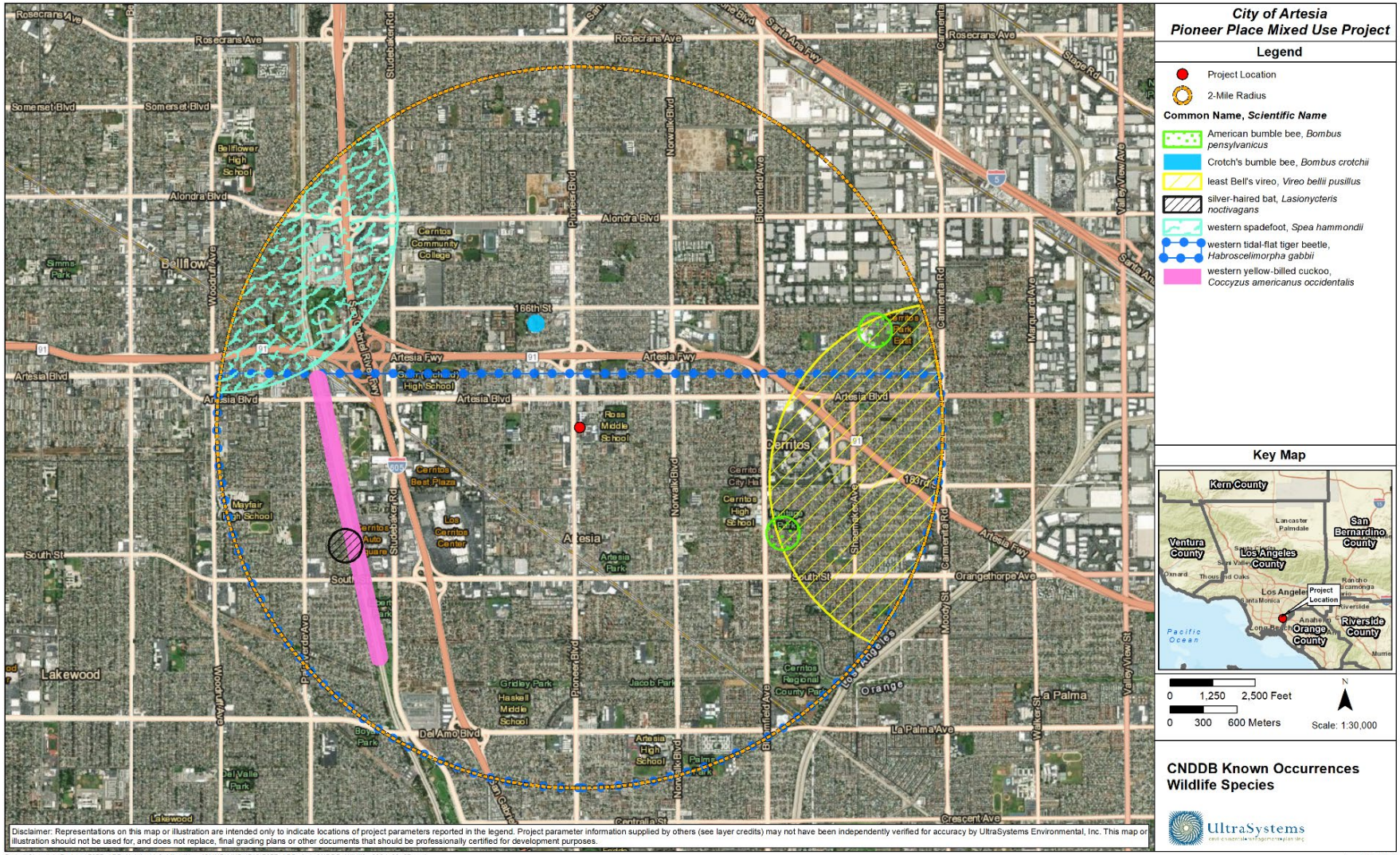
Due to the highly urbanized nature of the project site and surrounding vicinity, this species was determined to have only a low potential to occur within the BSA. Cooper's hawks prefer more densely wooded areas, such as woodland openings and edges of riparian and oak habitats, than occur within the BSA (Cornell Lab of Ornithology, 2024). Furthermore, they prefer to nest where there is a grove of six or more contiguous trees providing dense canopy cover, and no such grove occurs in the BSA. The project site does not contain any trees and thus lacks nesting habitat for this raptor; however, there are several trees within 200 feet of the project site which are of suitable size for this species to use for nesting. Although the trees within the BSA do not provide optimal nesting habitat for this raptor, they do provide some suitable nesting habitat. Noise and dust generated from project activities could potentially cause Cooper's hawk to abandon its nest. Thus, project development would potentially have a significant impact on the nesting and breeding behavior of this raptor.

Implementation of Mitigation Measure (**MM**) **BIO-1** (see page 4.4-9 below), which requires pre-construction nesting bird surveys if any project activities would occur during the nesting season, would reduce impacts to Cooper's hawk to a less than significant level.

Crotch's bumble bee (*Bombus crotchii*) SCE: The majority of Crotch's bumble bee observations occur in southern California in arid grassland and scrub habitats (NatureServe, 2019). This species often nests in inactive mammal burrows. Plant families identified as being utilized for foraging by Crotch's bumble bee include Fabaceae, Apocynaceae, Asteraceae, Lamiaceae, and Boraginaceae (Richardson, 2019). The preferred plant genera for foraging include *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and *Eriogonum* (Koch, 2012), as well as *Asclepias*, *Chaenactis*, *Lupinus*, *Medicago*, *Phacelia*, and *Salvia* (The Xerces Society, 2018).

Four species within the plant family Asteraceaae, weak leaved burweed, flax-leaved horseweed, and Canada horseweed were observed on the project site. Since plant species within the family Asteraceae are known to be used for foraging by this species, the project site contains suitable foraging habitat for Crotch's bumble bee. Although none of this species preferred genera of foraging species mentioned above were observed within the project site, one species within the *Medicago* genus, California burclover (*Medicago polymorpha*), is typical of ruderal fields such as what occurs on the project site. Additionally, one pocket gopher mound was observed on the project site, but no tunnels or burrows in which this species could nest were observed within the project site. Based on the availability of foraging plant species within the project site, it was determined Crotch's bumble bee has a low potential to forage within the BSA. Project development would remove foraging habitat of Crotch's bumble bee. However, since there is abundant foraging habitat of Crotch's bumble bee within the project vicinity, it is not anticipated that project development would have a significant impact to this species.

Figure 4.4-2
CNDDB KNOWN OCCURRENCES WILDLIFE SPECIES



American bumble bee (*Bombus pensylvanicus*): American bumble bee are a very social species of bee that form annual colonies which include a solitary queen, female workers, and males (USDA-NRCS, 2021). The annual life cycle of this species initiates in late spring when the queen emerges from its overwintering site and begins laying eggs to produce the colony. Workers are produced throughout the summer. The life cycle ends with the production of males and new queens in late summer to early autumn.

American bumble bee occupy habitats such as grassland, farmland, and other open areas. There are three main habitat requirements of this species: (1) nectar and pollen from a diversity of plant species that are used as foraging species, (2) undisturbed nesting sites which occur in stands of grass, near good foraging sites, and (3) decaying wood in which hibernating queens can overwinter. This species is a generalist forager that will forage upon a diversity of plant species near its nest.

Many pollen and nectar producing plant species were observed on the project site during the biological survey. Although one pocket gopher mound was observed on the project site during the survey, no tunnel or burrow in which this species could nest was observed. Additionally, no decaying wood in which a queen of this species could overwinter was observed. Since only one of the three habitat requirements was observed during the survey, it is not anticipated that this species would establish a nesting colony within the project site. Development of the project may reduce foraging habitat of American bumble bee but because there is abundant foraging habitat within the project vicinity, and project development would have a less than significant impact to this species.

Bird Species Protected by the Migratory Birds Treaty Act

Four bird species observed during the field survey are protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, which render it unlawful to take native breeding birds, and their nests, eggs, and young. Indirect impacts to breeding birds could occur from increased noise, vibration, and dust during construction. The foregoing indirect impacts could adversely affect the breeding behavior of some birds, and lead to the loss (take) of eggs and chicks, or nest abandonment. Migratory avian species that may use portions of the project site for nesting during the breeding season are protected under the MBTA. Construction-related activities that may include, but are not necessarily limited to, building demolition and/or relocation, grading, materials laydown, access and infrastructure improvements, and building construction, could result in the take of nesting migratory species covered under the MBTA.

The project site contains vegetation such as shrubs, grasses and forbs that could potentially provide cover and nesting habitat for bird species protected by the MBTA that were observed during the field survey, such as the mourning dove and American goldfinch (Cornell Lab of Ornithology, 2024; CDFW, 2024b; CDFW, 2014). Native bird species such as mourning dove, American goldfinch, American crow, and others are protected by the MBTA (USFWS, 2020) and the California Fish and Game Code (Sections 3503, 3503.5, and 3513), which render it unlawful to take native breeding birds, their nests, eggs, and young. Direct impacts to native bird species that nest on the ground or in shrubs, such as mourning dove and American goldfinch, would result from the project's vegetation removal and excavation and grading of the soils. Indirect impacts to breeding birds could occur from increased noise, vibration and dust during construction, which could adversely affect the breeding behavior of some birds, and lead to the loss (take) of eggs and chicks, or nest abandonment. Therefore, the project has the potential to have significant direct and indirect impacts on migratory non-game breeding birds and their nests, young and eggs. With the implementation of mitigation measure **MM BIO-1**, the project would have less than significant impacts to native bird species protected under the MBTA and the California Fish and Game Code.

Mitigation Measure

MM BIO-1 **Pre-Construction Breeding Bird Survey.** To maintain compliance with the MBTA and Fish and Game Code, and to avoid impacts to or take of migratory non-game breeding birds, their nests, young, and eggs, the following measures will be implemented:

a. Project activities that will remove or trim vegetation or otherwise disturb potential breeding and nesting sites will be scheduled outside the breeding bird season to avoid direct impacts to migratory non-game breeding birds protected by the MBTA and Fish and Game Code. The breeding bird nesting season is typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions.

b. If project activities cannot be avoided during February 15 through September 15, a qualified biologist will conduct a pre-construction breeding bird survey for breeding birds and active nests or potential nesting sites within the limits of project disturbance. The survey will begin no later than seven days before the onset of scheduled activities, such as mobilization and staging, or other ground-disturbing activities such as vegetation and substrate removal and/or disturbance. The surveys will end no later than three days before onset of the aforementioned activities.

c. If more than three days pass between the date of preconstruction breeding bird survey completion and the onset of construction activities mentioned in **BIO-1(b)**, another preconstruction breeding bird survey must be conducted as described in **BIO-1(b)**.

d. If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted, the site will be mapped on engineering drawings and a no activity buffer zone will be marked (fencing, stakes, flagging, orange snow fencing, etc.) a minimum of 100 feet in all directions for most migratory bird species or 500 feet in all directions for listed bird species and all raptors. The biologist will determine the appropriate buffer size based on the type of activities planned near the nest and the type of bird that created the nest. This no-activity buffer zone will not be disturbed until a qualified biologist has determined that the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities. The biologist will conduct weekly monitoring to determine when nesting is complete. Based on their professional judgement, the biologist will adjust the buffer size and monitoring frequency depending on whether project impacts on nesting behavior are significant due to the individual species' tolerance of work activities and/or proximity of nest to noise levels, vibration levels, or other project-related disturbances. Once the nesting cycle has finished, the qualified biologist will allow project activities to begin within the buffer zone.

e. If listed bird species are observed within the project site during the pre-construction surveys or monitoring, the biologist will immediately stop nearby construction work, map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and to

determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area only when concurrence is received from the appropriate resource agency.

f. Birds or their active nests will not be disturbed, captured, handled or moved. Active nests cannot be removed or disturbed; however, nests can be removed or disturbed if determined inactive by a qualified biologist.

g. If no breeding birds or active nests are observed during the pre-construction survey or they are observed and will not be impacted, project activities may begin, and no further mitigation will be required.

Level of Significance After Mitigation

With implementation of mitigation measure **MM BIO-1**, impacts to nesting birds due to project development would be reduced to a less than significant level.

b) Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact

Neither the literature review nor results of the reconnaissance-level field survey indicate that riparian habitat or sensitive natural communities occur within the BSA. All land cover within the BSA is either developed or is occupied by ornamental or weedy non-native plant species and contains no riparian habitat or sensitive natural communities as described below (see also **Figure 4.4-3**). Therefore, project development would have no direct or indirect impacts to riparian habitat or other sensitive natural communities.

Additionally, no USFWS critical habitat occurs within the BSA. The nearest critical habitat is for California coastal gnatcatcher, approximately 5.9 miles northeast of the BSA (USFWS, 2024b). Therefore, project development would have no impact on USFWS critical habitat.

Land Cover Types

Disturbed

Disturbed lands consist of exposed soils subjected to disturbances including vehicle traffic, mowing, disking, excavation or other type of alteration of the soil surface. These disturbances often result in compaction of the substrates. Disturbed areas are often dominated by weedy, non-native vegetation, lacking shrubs or trees. The disturbed land cover within the BSA occurs in an undeveloped lot immediately south of the project site. There is one residence in the southwestern corner of this lot. The rest of the lot is covered with compacted soils, with about 20 percent cover of bare ground in front of the residence and 80 percent cover of non-native grass thatch, which had been recently mowed to approximately four inches in height, and several weedy forb species.

The grass species within the thatch were foxtail barley (*Hordeum murinum*) and ripgut brome (*Bromus diandrus*). Bermuda grass (*Cynodon dactylon*) was also observed in other areas of the project site. Forb cover within the project site was approximately 30 percent and consisted of the

following species: flax-leaved horseweed (*Erigeron bonariensis*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), weak leaved burweed (*Ambrosia confertiflora*), Canada horseweed (*Erigeron canadensis*), cheeseweed (*Malva parviflora*), nettle leaf goosefoot (*Chenopodium murale*), and prostrate knotweed (*Polygonum aviculare*). Approximately five percent of the lot was covered with tree of heaven (*Ailanthus altisima*) saplings.

Disturbed areas do not fit any classification described in *A Manual of California Vegetation Second Edition* (Sawyer et al., 2009; CNPS, 2024b) or *Preliminary Descriptions of the Terrestrial Communities of California* (Holland, 1986). Disturbed habitats are not considered a sensitive plant community (CDFW, 2024c). Approximately 0.6 acre of this land cover was mapped within the BSA, and none within the project site.

Urban/Developed

Urban/developed land cover within the BSA is represented by areas occupied by physical structures and other impermeable surfaces as well as landscaped yards, medians, and other areas bordering streets and buildings. The developed features within the BSA include man-made structures such as commercial, religious, educational and residential buildings, paved roadways, parking lots and sidewalks, and other impermeable surfaces that cannot support vegetation. The urban/developed land cover provides limited habitat for wildlife species. However, birds and small mammals could use vegetation in undeveloped and landscaped areas for foraging, shelter and nesting. Landscaping (ornamental trees, shrubs, turf, etc.) associated with the urban/developed land cover is also included within this category. Urban/developed land cover does not fit any classification described in *A Manual of California Vegetation Second Edition* (Sawyer et al., 2009; CNPS, 2024b) or *Preliminary Descriptions of the Terrestrial Communities of California* (Holland, 1986). Approximately 26.8 acres of this land cover were mapped within the BSA, and less than 0.01 acre was mapped within the project site.

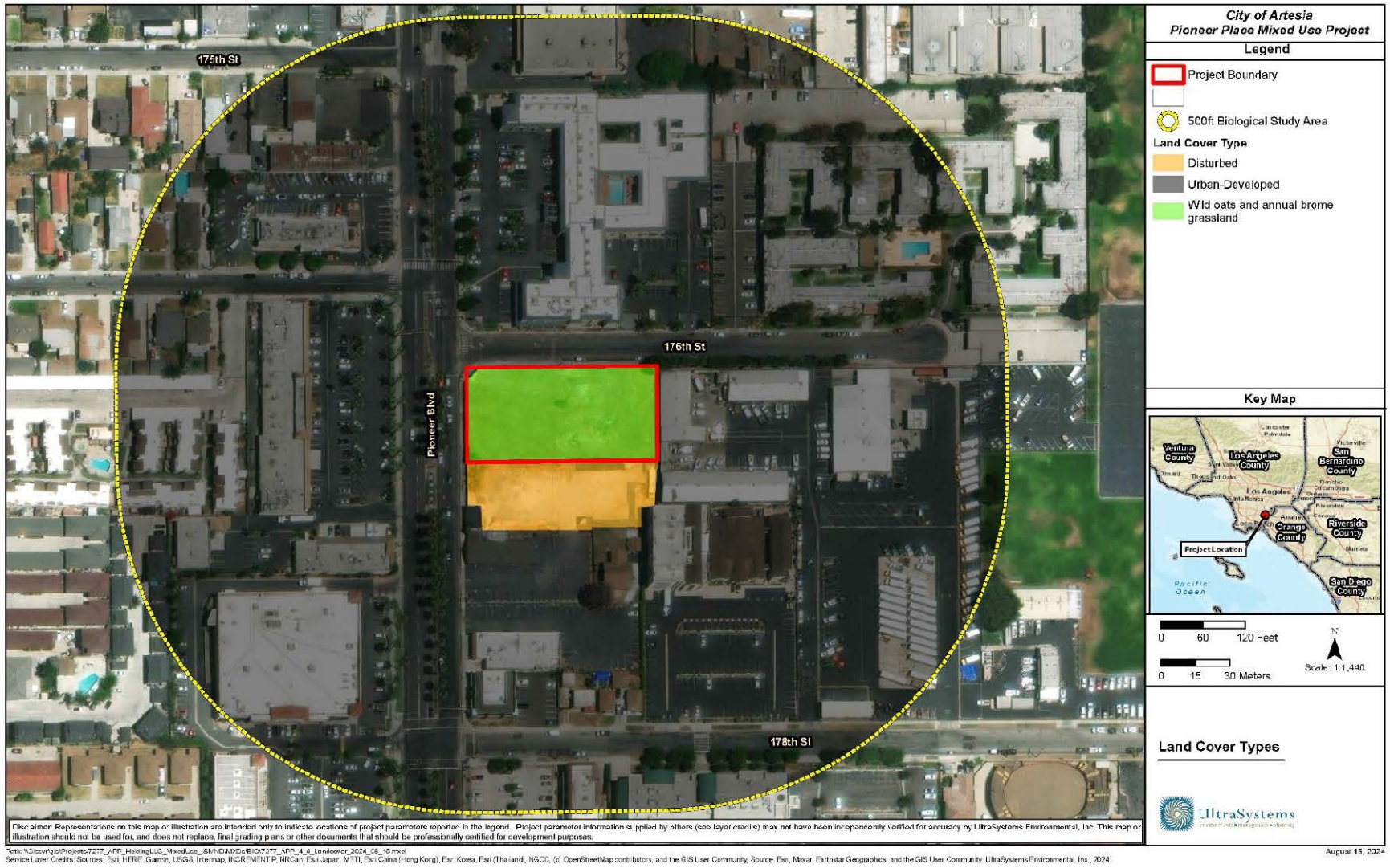
Ornamental tree species that were observed within this land cover include Mexican fan palm (*Washingtonia porifera*) lining the roadway medians, and jacaranda (*Jacaranda mimosifolia*), Eucalyptus (*Eucalyptus* sp.), queen palm (*Syagrus romanzoffiana*), and several other urban-adapted street tree species. Other ornamental plant species such as bird of paradise (*Strelitzia reginae*) were observed within landscaping in the BSA.

Wild Oats and Annual Brome Grasslands (Avena* spp. *- Bromus* spp. Herbaceous Semi-Natural Alliance*)

Wild oats and annual brome grasslands (*Avena* spp. - *Bromus* spp. Herbaceous Semi-Natural Alliance) occupy 0.8 acre of the project site and do not occur anywhere else within the BSA. The wild oats and annual brome grasslands land cover that occurs onsite covers the majority of the property and is dominated by non-native annual grasses and ruderal forbs with sporadic occurrences of saplings of one tree species, tree of heaven, along the western, southern and eastern project borders.

survey, non-native grass thatch covered approximately 50 percent of the project site and had been recently mowed to approximately four inches in height. The dominant grass species within the thatch were foxtail barley and ripgut brome. Another 10 percent of the project site was covered with Bermuda grass. Forb cover within the project site was approximately 40 percent. The dominant forb species were flax-leaved horseweed, prickly lettuce and Russian thistle. Approximately five percent of the project site was covered with tree of heaven. House finch and American goldfinch were observed foraging within the onsite vegetation. This community is not considered sensitive (CDFW, 2024c).

Figure 4.4-3
LAND COVER TYPES



c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact

Based on the absence of wetlands and/or wetland conditions observed during the site visit by a staff biologist and the results of a literature query showing a lack of recorded historic wetlands, no wetlands occur within the BSA. Therefore, development of the project would have no direct or indirect impacts to state or federally-protected wetlands.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact

The project site and surrounding areas do not support resident or migratory fish species or wildlife nursery sites. The areas surrounding the project site are currently developed, and therefore the project would not result in any new fragmentation of available habitat. Although none were observed during the field survey, it is likely that urban-adapted mammals such as opossum (*Didelphis virginiana*), raccoons (*Procyon lotor*), skunks (*Mephitis mephitis*), and coyote (*Canis latrans*), occasionally move through the BSA in search of shelter or foraging source. However, development of the project would not have significant impacts to the movement of any urban-adapted mammals. No established resident or migratory wildlife corridors occur within the BSA or in the surrounding areas (CDFW, 2024b). Although there are many small natural landscape blocks, such as school grounds and parks within the vicinity of the project site, these areas do not form a contiguous wildlife corridor. The nearest large natural landscape block, Puente Hills, is approximately 7.7 miles northeast of the BSA. As a result, the project would not interfere substantially with or impede: (1) the movement of any resident or migratory fish or wildlife species; (2) established resident or migratory wildlife corridors; or (3) the use of wildlife nursery sites. Therefore, the project would have less than significant impact on native wildlife movement, native wildlife corridors, and native wildlife nursery sites.

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

No Impact

The City of Artesia's Tree Protection Ordinance, in § 7-4 of the City's municipal ordinance, protects street trees and heritage trees (i.e., trees that provide significant habitat value, are native to California, have historical or cultural significance, or is integral to City parks or planning). The City requires mitigation for the removal of street trees or heritage trees within the City's rights-of-way or on private property. As there are no street trees or heritage trees within the project site or that would be impacted by project development, this project does not conflict with a tree preservation policy or ordinance.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact

The project site is not located in a Habitat Conservation Plan (HCP), Natural Communities Conservation Plan (NCCP), or other approved HCP area. For this reason, the project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP. Therefore, the project would have no impact in this regard.

4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				**X**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		**X**		
c) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

Information from the *Cultural Resources Inventory Report* dated July 31, 2024 (see **Appendix D**), prepared by UltraSystems for the Pioneer Place Mixed Use Project in the City of Artesia, has been included within this section.

4.5.1 Methodology

A cultural resources inventory was conducted for the Pioneer Place Mixed Use Project site (**Figure 4.5-1**) that included a California Historic Resources Inventory System (CHRIS) records and literature search at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. Additionally, a request was made to the Native American Heritage Commission (NAHC) to conduct a search of their Sacred Lands File (SLF) for potential traditional cultural properties as well as to provide a list of local Native American tribes and tribal representatives to contact. Finally, a pedestrian survey of the project site was completed. The SCCIC records search was conducted on June 26, 2024. The NAHC request was made on June 14, 2024, and a reply was received on July 2, 2024; letters were sent to the listed tribes on July 3, 2024, and follow-up telephone calls were conducted following conclusion of the response period on July 23, 2024. The pedestrian field survey was conducted on July 5, 2024.

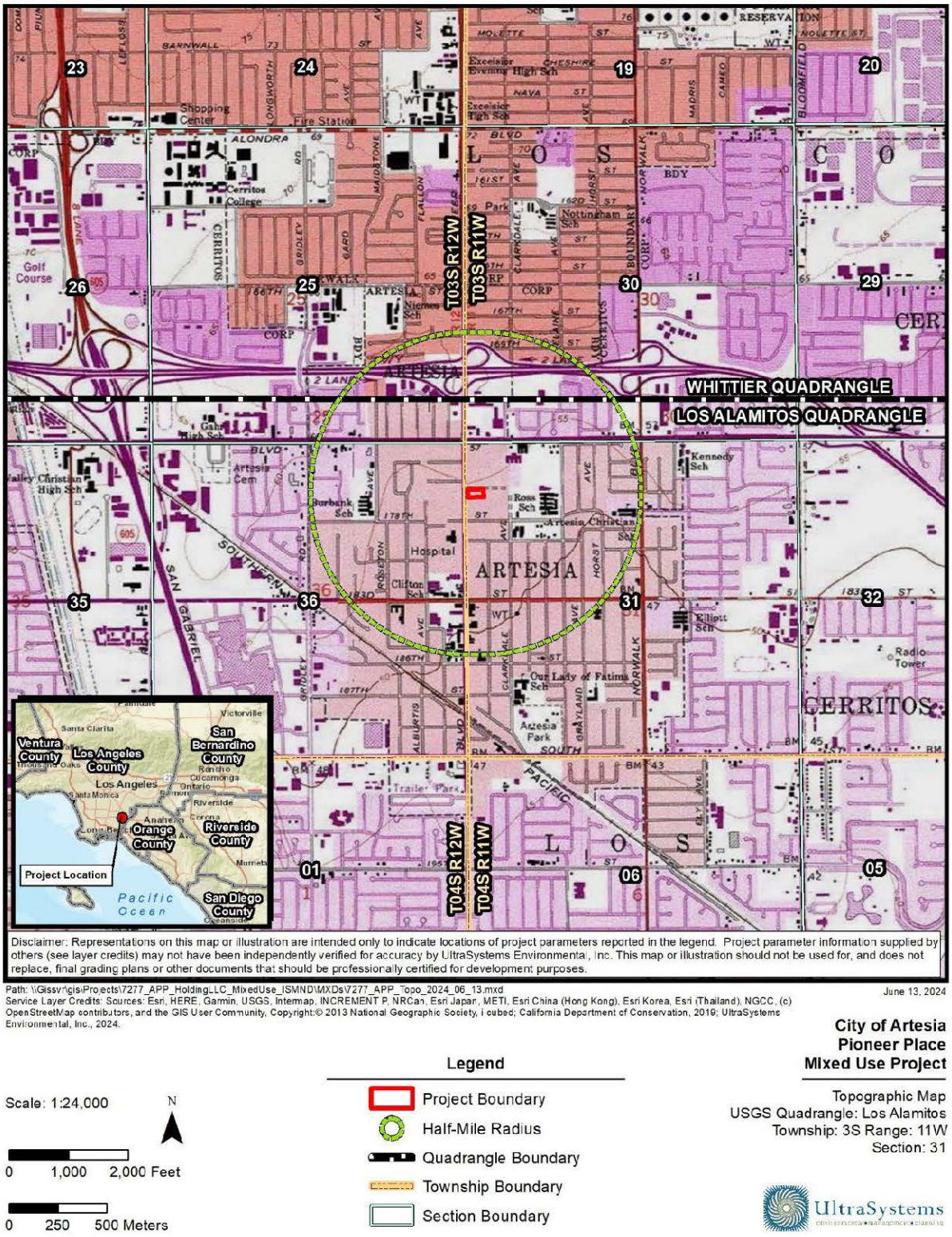
4.5.2 Existing Conditions

Based on the cultural resources records search, it was determined that no cultural resources have been previously recorded within the project site boundary. Within the 0.5-mile buffer zone around the project site, one historic resource was identified by the SCCIC, ten historic-era resources were identified in the Built Environmental Resource Directory, and no pre-historic resources were identified. Table 4.1-1 in **Appendix D** of this document summarizes these resources.

The primary historic feature in the vicinity of the project site is a one-story single-family home, built in 1958, which is located approximately 0.32 mile to the northwest of the project boundary (see Sections 2.2.3.5 and 4.1.1 in **Appendix D**).

This one-story single-family home was located at 17501 Roseton Avenue, in the City of Artesia (P-19-192291). The Ranch-style residence consisted of a home and attached garage. The residence was linear in plan, with a gable on hipped roof clad in asphalt shingles. The walls are covered in flagstone and vertical wood siding. Replacement of original fenestration and alteration to the façade have

Figure 4.5-1
TOPOGRAPHIC MAP



resulted in a loss of historic integrity to the residence. The property is not eligible for listing in the National or California registers, nor is it a contributor to a National or California Register-eligible historic district. The building was a post-war example of a very common type, the plan house. The property no longer exists, and its location is now cleared and undeveloped.

4.5.3 Impact Analysis

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

No Impact

A historical resource is defined in § 15064.5(a)(3) of the *CEQA Guidelines* as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered as historical resources under CEQA.

Similarly, the National Register criteria (contained in 36 CFR 60.4) are used to evaluate resources when complying with Section 106 of the National Historic Preservation Act. Specifically, the National Register criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that (a) are associated with events that have made a significant contribution to the broad patterns of our history; or (b) that are associated with the lives of persons significant in our past; or (c) that embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or (d) that have yielded or may be likely to yield, information important to history or prehistory.

A substantial adverse change in the significance of a historical resource, as a result of a project or development, is considered a significant impact on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. Direct impacts are those that cause substantial adverse physical change to a historic property. Indirect impacts are those that cause substantial adverse change to the immediate surroundings of a historic property, such that the significance of a historical resource would be materially impaired.

The cultural resources records search conducted at the SCCIC determined that one historic resource has been recorded within the 0.5-mile radius buffer zone of the area of potential effect (APE) of the project boundary (Table 4.1-2 in **Appendix D**), but none have been recorded within the APE. The site was a single-family home, as described above.

The project site would be built on land that was developed with multiple structures and a single-family home in the 1950s, and a large commercial structure constructed circa 1988. As late as 1991, the property was occupied by commercial structures according to aerial photos and topographic map analysis (see Section 2.2.3.3 in **Appendix D**).

A search of the Built Environmental Resource Directory (BERD) provided by the Office of Historic Preservation (2022) was conducted for this project. It was determined that the project boundary does not have any resources present that have been evaluated under the National Register of Historic Places. The 0.5-mile radius has 10 resources noted in the BERD, nine of which have been determined ineligible for National Register by consensus through the Section 106 process but not been evaluated for the California Register or local listing (6Y), and one was not evaluated for the National or California Register but was submitted to the Office of Historic Preservation; however, the submission is indicated as either withdrawn or inactive (7W). The list of resources can be found on **Table 4.1 1** in **Appendix D**. Proposed project development would not adversely impact historical resources.

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

Less than Significant Impact with Mitigation Incorporated

An archaeological resource is defined in § 15064.5(c) of the CEQA Guidelines as a site, area or place determined to be historically significant as defined in § 15064(a) of the CEQA Guidelines, or as a unique archaeological resource defined in § 21083.2 of the Public Resources Code as an artifact, object, or site that contains information needed to answer important scientific research questions of public interest or that has a special and particular quality such as being the oldest or best example of its type, or that is directly associated with a scientifically-recognized important prehistoric or historic event or person. The past residencia and commercial use on the project site suggests that ground here has been highly disturbed, with little native surface soil remaining. It is unlikely that undisturbed unique archeological resources exist on the project site as determined by the cultural resources investigation conducted by UltraSystems, which included a CHRIS records search of the project site and buffer zone, a search of the SLF by the NAHC, and pedestrian field survey.

The cultural resources records search conducted at the SCCIC determined that there are no prehistoric cultural resource sites or isolates recorded within the project boundary or within the 0.5-mile radius buffer area around the project footprint and areas of direct and indirect impacts. The result of the pedestrian survey was negative for both prehistoric and historic sites and isolates on the project site.

According to records at the SCCIC, there are no previous cultural resource surveys that included a portion of the project boundary. Four surveys have been completed within or intersecting the 0.5-mile radius project buffer but not within the project footprint and areas of direct and indirect impacts (refer to Table 4.5-2 in **Appendix D**). As noted above, the recording of the one-story single-family home located at 17501 Roseton Avenue (P-19-192291) was described in a Historic Building Assessment.

There were no other prehistoric or historic cultural resources recorded within the project boundary or the 0.5-mile project buffer.

On June 14, 2024, Stephen O'Neil, UltraSystems Cultural Resources Manager and Principal Investigator, contacted the NAHC via email requesting a search of their SLF and a list of local tribal organizations and individuals to contact for project outreach. The results of the search request were received July 2, 2024, from Mr. Andrew Green, Cultural Resources Analyst. The NAHC letter stated that "A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative [emphasis in the original]." (See Section 4.2 and Attachment C in **Appendix D**).

Eighteen representatives of ten Native American tribes were contacted requesting a reply if they have knowledge of cultural resources in the area that they wished to share and asking if they had any questions or concerns regarding the project. These tribes included:

- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians-Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrieleno/Tongva Nation
- Gabrielino/Tongva Indians of California Tribal Council
- Gabrielino Tongva Tribe
- Juaneño Band of Mission Indians Acjachemen Nation 84A
- Juaneño Band of Mission Indians – Acjachemen Nation (Belardes)
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseño Indians

UEI sent letters and emails on July 3, 2024, to each of the 18 tribal contacts representing ten tribal entities describing the project and including a map showing the project's location, requesting a reply if they have knowledge of cultural resources in the area, and asking if they had any questions or concerns regarding the project (see Section 4.2 and Attachment C in **Appendix D**).

There have been three direct responses to the letters and emails to date. An email response was received on July 3, 2024, from BobbyRay Esparza, Cultural Director for the Cahuilla Band of Indians (on behalf of Anthony Madrigal, Tribal Historic Preservation Officer and Erica Schenk, Chairperson) indicating that the tribe has reviewed the project and requests all cultural materials associated with the project for review. Mr. O'Neil responded on the same day noting that the Lead Agency, the City of Artesia's Planning Department, can provide a copy of the report if requested during the AB 52 consultation.

An email response was received on July 15, 2024, from Chloe Soto, Admin Specialist of the Gabrieleño Band of Mission Indians – Kizh Nation (on behalf of Andrew Salas, Chairperson and Christina Swindall Martinez, Secretary) requesting the lead agency's contact information. Mr. O'Neil responded on the same day that the project proponent has yet to file the project with the Lead Agency, but that once that has been done the Lead Agency will contact local tribes.

An email response was received on July 3, 2024, from Christina Conley, Cultural Resources Administrator for the Gabrielino Tongva Indians of California Tribal Council (on behalf of Robert Dorame, Chairperson) asking if a cultural report was completed and to provide a copy of the report as the project boundaries are in close proximity to the village of Jaisobit. Mr. O'Neil responded on July 8, 2024, indicating that the tribe may request a copy of the report during AB 52 consultation with the Lead Agency. Mr. O'Neil also indicated that we are aware of the village of Jaisobit from ethnohistoric reports using the San Gabriel mission sacramental registers, but not from ethnographic or historic accounts, and do not have a clear sense of its location. Any information the tribe may provide would be appreciated. No further response has been received.

Following up on the initial letter and email contacts, telephone calls were conducted by Megan Doukakis, Assistant Project Archeologist, on July 23, 2024, to all the eleven tribal contacts who had not already responded to UltraSystems' mailing and email. Three telephone calls were placed with no direct answer and so messages were left describing the project and requesting a response. These were to Ms. Sandonne Goad, Chairperson of the Gabrielino / Tongva Nation; Sam Dunlap, Cultural Resource Director with the Gabrielino-Tongva Tribe; and Joyce Perry, Cultural Resource Director of the Juaneño Band of Mission Indians Acjachemen Nation – Belardes; there has been no response to

date from these calls. In the call to Charles Alvarez with the Gabrielino-Tongva Tribe and to Heidi Lucero, Chairperson and THPO for the Juaneño Band of Mission Indians Acjachemen Nation – 84A, the phone lines were found to be disconnected and so no message could be left. The call to Anthony Morales, Chairperson of the Gabrielino /Tongva San Gabriel Band of Mission Indians was not answered, and the call dropped; therefore, there was no ability to leave a voice message.

The call to Vanessa Minott, Tribal Administrator and Steven Estrada, Tribal Chairman of the Santa Rosa Band of Cahuilla Indians was answered by the tribal office receptionist who stated that Ms. Minott and Mr. Estrada were not in the office and took a message for them. There has been no response to date.

On the call to Mr. Joseph Ontiveros with the Soboba Band of Luiseño Indians' Cultural Resources Department, he stated that the tribe would defer to Anthony Morales with the Gabrielino/Tongva San Gabriel Band of Mission Indians. Mr. Ontiveros's response represented Isaiah Vivanco, Chairperson and Jessica Valdez, Cultural Resource Specialist for the tribe. (See Section 4.2 and Attachment C in **Appendix D**).

An intensive pedestrian survey of the project site was conducted on July 5, 2024, by Mr. O'Neil. The survey consisted of walking over, visually inspecting, and photographing the exposed ground surface of the project site using standard archaeological procedures and techniques. The project boundary was surrounded by a chain-link fence on three sides and wooden panels on the west boundary and was entirely vacant with no structures. The ground visibility was poor, at five to ten percent, with the entire surface covered in both dried and living grasses (predominantly Bermuda grass [*Poaceae* species]), weeds (including tumble weed [*Salsola tragus*]) and gravel. An approximately four foot high mound of soil with small piles of broken concrete surrounding it was visible in the southeast corner of the lot. The result of the pedestrian survey was negative for both prehistoric and historic sites and isolates on the project site. Based on the results of the records search and the onsite field survey, it was determined that it is unlikely that cultural resources or tribal resources would be adversely affected by construction of the project. Outreach to local Native American tribes did result in information in a potential traditional cultural property in the project area, but not specifically located at the project site.

The cultural resource study findings suggest that there is a low potential for finding resources during the construction work. There will be subsurface grading for the new structure foundations up to 11 feet for the bottom of the first floor, elevator pits and utility vaults. This would reach into previously undisturbed native soil. Therefore, it is recommended that an archaeological monitor and Native American monitor observe this subsurface disturbance work. If during ground disturbance work prehistoric and/or historic items are observed during subsurface activities, work should be stopped in that area and the qualified archaeologist and Native American monitor should be called to assess the findings and retrieve the material.

Grading activities associated with development of the project would cause new subsurface disturbance and may result in the unanticipated discovery of unique historic and/or prehistoric archeological resources. In the event of an unanticipated discovery, implementation of mitigation measures **MM CUL-1** and **MM-CUL-2** described below would ensure that impacts on archeological resources would be less than significant.

Mitigation Measure

MM CUL-1 In the event of an unexpected discovery of a cultural resource as defined by CEQA Guidelines § 15064.5, during any project-related earth-disturbing activities, all earth-disturbing activities within 60 feet of the find shall be halted and the City of Artesia shall be notified. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology to assess the significance of the find. Impacts on any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the SCCIC. Construction activities may continue on other parts of the project site while evaluation and treatment of prehistoric archaeological resources takes place.

A Monitoring and Treatment Plan shall be prepared by a qualified archaeologist. The qualified archaeologist shall recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area and afforded the necessary time and funds to recover, analyze, and curate the find(s). Construction activities may continue on other parts of the project site while evaluation and treatment of prehistoric archaeological resources takes place.

CUL-MM-2 Prior to the commencement of grading or excavation, workers conducting construction activities, and their foremen will receive Worker Environmental Awareness Program (WEAP) training from a qualified archaeologist regarding the potential for sensitive archaeological and paleontological resources to be unearthed during grading activities. The workers will be directed to report any unusual specimens of bone, stone, ceramics or other archaeological objects, artifacts or features observed and paleontological specimens of bone or features observed during grading and/or other construction activities to their foremen and to cease grading activities in the immediate vicinity of the discovery until a qualified archaeologist or Native American cultural monitor is notified of the discovery by the Superintendent of the project site and can assess their significance. The WEAP shall be implemented to educate all construction personnel about the area's environmental conditions and the environmental protection measures that must be adhered to by all workers throughout the duration of project construction.

Training materials shall be language-appropriate for all construction personnel. Upon completion of the WEAP, workers shall sign a form stating that they attended the program, understand all protection measures, and shall abide by all the rules of the WEAP. A record of all trained personnel shall be kept with the construction foreman at the project field construction office and shall be made available to any resource agency personnel. If new construction personnel are added to the project later, the construction foreman shall ensure that new personnel receive training before they start working. The archaeologist shall provide hard copies of the WEAP presentation to the construction foreman.

Level of Significance After Mitigation

With implementation of mitigation measures **MM CUL-1** and **MM-CUL-2** above, the proposed project's impacts on potential cultural resources would be less than significant.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact with Mitigation Incorporated

As previously discussed in (**Section 4.5.b)** above**,** the project would be built on relatively disturbed land that has been previously graded and is in an urban area. No human remains have been previously identified or recorded onsite. The project proposes subsurface grading for the new structure foundations up to 11 feet for the bottom of the first floor, elevator pits and utility vaults. Grading activities associated with development of the project would cause new subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. In the unlikely event of an unexpected discovery, implementation of mitigation measure **MM CUL-3** would ensure that impacts related to the accidental discovery of human remains would be less than significant.

Mitigation Measure

MM CUL-3 If human remains are encountered during excavations associated with this project, all work will stop within a 30-foot radius of the discovery and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).

Level of Significance After Mitigation

With implementation of mitigation measure **CUL-3** above, the proposed project would result in less than significant impacts to human remains.

4.6 Energy

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

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

Less than Significant Impact

Construction Impact Analysis

The following forms of energy are anticipated to be expended during project construction:

- Diesel fuel for offroad equipment (expressed in gallons).
- Electricity to deliver water for use in dust control (expressed in kilowatt-hours [kWh]).
- Motor vehicle fuel for worker commuting, materials delivery and waste disposal (expressed in gallons).

Transportation Energy

Project construction would consume energy in the form of petroleum-based fuels associated with the use of offroad construction vehicles and equipment on the project site, construction workers' travel to and from the project site, and delivery and haul truck trips hauling solid waste from and delivering building materials to the project site.

During project construction, trucks and construction equipment would be required to comply with the California Air Resources Board's (ARB's) anti-idling regulations. ARB's In-Use Off-Road Diesel Fueled Fleets regulation would also apply (ARB, 2016). Vehicles driven to or from the project site (delivery trucks, construction employee vehicles, etc.) are subject to fuel efficiency standards established by the federal government. Therefore, project construction activities regarding fuel use would not result in wasteful, inefficient, or unnecessary use of energy.

Electricity

The proposed project is located in a developed area, and infrastructure for providing electric power to the area is well established by the Southern California Edison Company (SCE). During project construction, energy would be consumed in the form of electricity associated with the conveyance and treatment of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. Due to the fact that electricity usage associated with lighting and construction equipment that utilizes electricity is not easily quantifiable or readily available, the estimated electricity usage during project construction is speculative.

Lighting used during project construction would comply with California Code of Regulations (CCR) Title 24 standards/requirements, such as wattage limitations. This compliance would ensure that electricity use during project construction would not result in the wasteful, inefficient, or unnecessary use of energy. Lighting would be used in compliance with applicable City of Artesia Municipal Code requirements to create enough light for safety.

Natural Gas

Natural gas is supplied to the project site by Southern California Gas Company (SoCalGas). SoCalGas is the primary distributor of retail and wholesale natural gas across Southern California, including the City of Artesia. Use, if any, of natural gas during construction would be negligible.

Operation

The project will be an all-electric development, and no natural gas will be used during project operations.

The following forms of energy would be expended during project operation:

- Electricity for the proposed residential and commercial uses, street lighting, space and water heating, and conveyance and treatment of water.
- Gasoline for onroad motor vehicles.

Estimated project operational energy usage, which was estimated by CalEEMod as part of the air quality and greenhouse gas emissions analyses,[9] is shown in **Table 4.6-1.** The proposed mixed-used project is estimated to have on average up to three residents per unit, 28 restaurant guests, six restaurant employees, and fewer than five building employees (Zhang, 2024; Humphrey & Partners, 2025). For a worst-case scenario, per capita values are based on a count of 249 residents, 28 restaurant guests, six restaurant employees, and three building employees for an estimated population of 286. Since the current site is undeveloped, existing use was assumed to be zero.

The commitment of resources required for the construction and operation of the project would limit the availability of such resources for future generations or for other uses during the life of the project. However, the use of such resources would be reduced when compared to what they would be in the absence of complying with the CALGreen Code. Therefore, energy consumption would not result in a substantial increase in energy production for energy providers and the energy demand associated with the project would be less than significant.

Table 4.6-1
ESTIMATED PROJECT OPERATIONAL ENERGY USE

Energy Type	Units	Value	Per-Capita Energy Use[a]
Onroad Motor Vehicle Travel (Fuel)[b]	Gallons gasoline/year	55,262	193.2
	Gallons diesel/year	5,175	18.1
Natural Gas Use[c]	1,000 BTU per year	0	0
Electricity Use	Kilowatt-hours per year	567,000	1,982.5

[a] Based upon estimated building population of 286 (Zhang, 2024; Humphrey & Partners, 2025).
[b] Onroad Motor Vehicle Fuel Consumption calculated by UltraSystems using EMFAC2021(v1.0.2) emissions inventory web platform tool (ARB, 2022) and CalEEMod (2022.1.1.29) (CAPCOA, 2022); see Appendix B1.
[c] As a project design feature, no natural gas will be consumed during the operational phase.
Electricity use calculated by UltraSystems with CalEEMod (2022.1.1.29).

[9] See **Section 4.3** (Air Quality), **Section 4.8** (Greenhouse Gas Emissions), and **Appendix B2.**

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact

Title 24 Building Energy Efficiency Standards

The Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Compliance with Title 24 will result in a decrease in GHG emissions.

The Title 24 standards are updated on a three-year schedule, with the most current 2022 standards adopted on August 11, 2021. In December 2021, the 2022 standards were approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The Building Energy Efficiency Standards (Energy Code) apply to newly constructed buildings, additions, and alterations. They are a vital pillar of California's climate action plan. The 2022 Energy Code will produce benefits to support the state's public health, climate, and clean energy goals. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings with permit applications applied for on or after January 1, 2023, must comply with the 2022 Energy Code. Public Resources Code §§ 25402 subdivisions (a)-(b) and § 25402.1 emphasize the importance of building design and construction flexibility by requiring the California Energy Commission (CEC) to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per square foot of floor space (CEC, 2022b).

The provisions of Title 24, Part 6 apply to all buildings for which an application for a building permit or renewal of an existing permit is required by law. They regulate design and construction of the building envelope, space-conditioning and water-heating systems, indoor and outdoor lighting systems of buildings, and signs located either indoors or outdoors. Title 24, Part 6 specifies mandatory, prescriptive and performance measures, all designed to optimize energy use in buildings and decrease overall consumption of energy to construct and operate residential and nonresidential buildings. Mandatory measures establish requirements for manufacturing, construction, and installation of certain systems, equipment, and building components that are installed in buildings.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (Title 24, Part 11) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics.

To comply with the 2022 CALGreen Code, the proposed project will incorporate renewable energy sources that meet the minimum requirements of the code. The roof plan includes a solar panel area that meets the CALGreen requirement for new multi-family residential buildings.

City of Artesia

The City of Artesia General Plan 2030, adopted in 2010, addresses energy efficiency and conservation within several elements of the plan such as the Housing Sub-Element, Air Quality and Climate Change Sub-Element, and the Sustainability Element (City of Artesia, 2010a). The Housing Sub-Element highlights SCE's incentives for builders to incorporate energy-efficient appliances into new development, including $275 per multi-family unit that are 15 to 20 percent more energy efficient than what is required by the County or State. Obtaining LEED Certification by demonstrating energy and water savings, lower maintenance costs, and improved resident satisfaction is another way the City encourages energy conservation. **Section 4.8.2.3** lists policies related to GHG reduction. Energy conservation policies stated in the General Plan include (City of Artesia, 2010a):

- **Policy HE 1.5:** Encourage energy conservation in new residential development and rehabilitation or remodeling of existing housing units.
  - **Action HE 1.5a** Green Building Practices and Energy Conservation: The City will review existing standards, current trends, and educate about and incentivize green building practices.
- **Community Policy SUS 1.2:** Promote community use of energy efficient practices and technologies.
  - **Policy Action SUS 1.2.1:** Support the adoption of standards to require energy efficient technology and conservation measures for major renovations and new construction.
  - **Policy Action SUS 1.2.2:** Support the adoption of standards requiring retrofits of existing homes with energy efficient measures at time of sale, such as increased insulation, weatherstripping, improved lighting and water efficiency.
  - **Policy Action SUS 1.2.3:** Prioritize outreach and education to promote energy efficient practices by residents and businesses.
- **Community Policy SUS 1.3:** Encourage the use of renewable energy technology citywide.
  - **Policy Action SUS 1.3.1:** Coordinate with utility companies to publicize rebates and incentive programs for renewable energy generation.
  - **Policy Action SUS 1.3.2:** Prioritize development of an outreach and education program to promote renewable energy installations by residents and businesses. sustainable planning efforts and projects that aim to reduce GHG emissions.

The City has also adopted ordinances that promote energy efficiency. The City of Artesia adopted the 2022 Green Building Standards Code into the Artesia Municipal Code on January 1, 2023; it can be cited as the Green Building Standards Code of the City of Artesia (ecode360, 2024). The Artesia Municipal Code also includes "Green Building Certification Incentives" which encourage green building practices within the design, construction, and maintenance of buildings to:

- Reduce greenhouse gas emissions.
- Conserve natural resources.
- Encourage higher building standards.
- Reduce City waste.
- Increase energy efficiency.
- Reduce building operating and maintenance costs.
- Promote a healthier indoor environment.
- Promote alternative energy sources such as solar, wind, and natural gas.

Sustainability and green building are of great importance to the City of Artesia. In addition to state mandates on energy efficiency, the City is focused on achieving greater energy efficiency in buildings, as well as reducing consumption of energy resources and generation of solid waste.

The proposed project will be designed in compliance with the applicable City of Artesia goals and policies, federal and state requirements for energy efficiency, including Title 24. Therefore, impacts would be less than significant.

4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			**X**	
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?				**X**
b) Result in substantial soil erosion or the loss of topsoil?			**X**	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d) Be located on expansive soil, as defined in Table 18-1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?		**X**		

The following section is based in part on findings and conclusions of the Updated Geotechnical Evaluation Proposed Mixed-Use Development Tract No. 73667, dated August 9, 2024, prepared by GEOTEK, Inc., (Appendix E) and the Paleontological Resources Records Search prepared by the Natural History Museum of Los Angeles County (NHMLA) dated June 23, 2024 (Appendix D2).

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant

The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years (CGS, 2019). The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone (GEOTEK, 2024b, p. 8). As shown in **Figure 4.7-1**, the nearest Alquist-Priolo Earthquake Fault Zone is along the Northeast Flank Fault, located 6.4 miles southwest of the project site. No active faults are known to project through the site. Additionally, as shown in **Figure 4.7-2**, the nearest active fault is approximately 6.5 miles southwest of the project site. Thus, project development would not expose people or structures to substantial risks from rupture of a known earthquake fault, and impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than Significant Impact

The site is near several active faults; therefore, during the life of the proposed structure, the property will probably experience moderate to occasionally high ground shaking, Design and construction in accordance with the current California Building Code (CBC) requirements are anticipated to adequately address hazards from potential ground shaking. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with specified probability of occurring at the site. The geotechnical investigation report includes seismic design parameters for use in design and construction of the proposed project (GEOTEK, 2024, pp. 8-9b pp. 8-9).

The project would be constructed in accordance with the applicable CBC standards (CBC, 2022). In addition, the CBC is included in the City's Municipal Code (City of Artesia Municipal Code, Chapter 8-1, 2024) and provides minimum standards to protect property and public welfare by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of earthquakes and adverse soil conditions. Therefore, impacts from strong ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact

General types of ground failures that might occur due to severe ground shaking typically include landslides, ground subsidence, ground lurching and shallow ground rupture. The probability of occurrence of each type of ground failure depends on the severity of the earthquake, distance from the faults, topography, subsoils and relatively shallow groundwater tables (approximately 50 feet or less below ground surface), in addition to other factors. The project site is in a zone of required investigation for liquefaction mapped by the California Geological Survey, as shown below on **Figure 4.7-3**.

Liquefaction typically occurs when saturated or partially saturated soils behave like a liquid, as a result of losses in strength and stiffness in response to an applied stress such as that caused by an earthquake. The geotechnical engineering report states that evidence of previous shallow groundwater, in the form of mottles, was found in the borings as shallow as five feet below ground surface. The liquefaction analysis done as part of the geotechnical engineering investigation determined that site soils are liquefiable, with maximum seismic settlement of 4.5 inches; and maximum differential settlement of 2.25 inches over a horizontal distance of 40 feet (GEOTEK, 2024b, p. 10). The geotechnical engineering report sets forth recommendations for reducing liquefaction hazard including excavating under the building footprint to a depth of 9 feet below ground surface; and use of a mat foundation (GEOTEK, 2024b, p. 18).10 Impacts arising from liquefaction would be less than significant after implementation of recommendations in the geotechnical engineering report.

[10] The recommended over excavation depth is 5 feet below the bottom of the foundation.

Figure 4.7-1
ALQUIST-PRIOLO EARTHQUAKE FAULT ZONES

Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\Gissvr\gis\Projects\7277_APP_HoldingLLC_MixedUse_ISMND\MXDs\7277_APP_4_7_Alquist_Priolo_2024_06_13.mxd
June 13, 2024

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Seismic Hazards Program, California Geological Survey, California Department of Conservation, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kacaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community; CA Dept. of Conservation, September 2021; UltraSystems Environmental, Inc., 2024.

Scale: 1:126,720

N

0 1 2 Miles

0 1 2 Kilometers

Legend

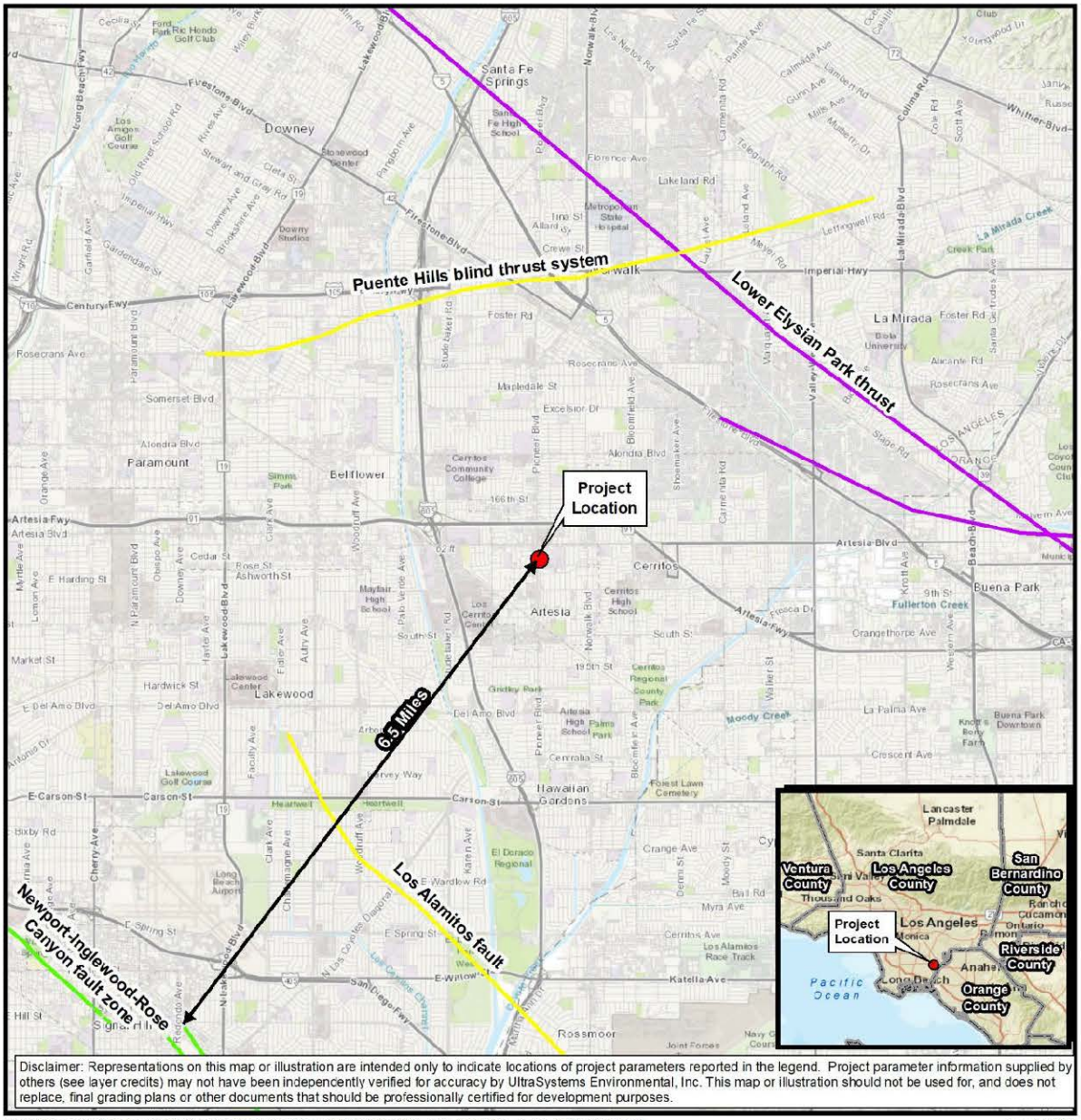
- Project Location
- Alquist Priolo Special Study Zone Boundary
- Alquist Priolo Potentially Active Fault

City of Artesia
Pioneer Place
Mixed Use Project

Alquist Priolo Earthquake Fault Zones

UltraSystems
environmental management planning

Figure 4.7-2
REGIONALLY ACTIVE FAULTS



iv) Landslides?

No Impact

Topography within the project site is relatively flat. As shown in **Figure 4.7-3**, the project site is not located within or adjacent to a zone of required investigation for earthquake-induced landslides. Additionally, the project site is located in a flat, developed urban area that does not contain steep slopes or hills. Therefore, project development would not exacerbate landslide hazards, and no impact would occur.

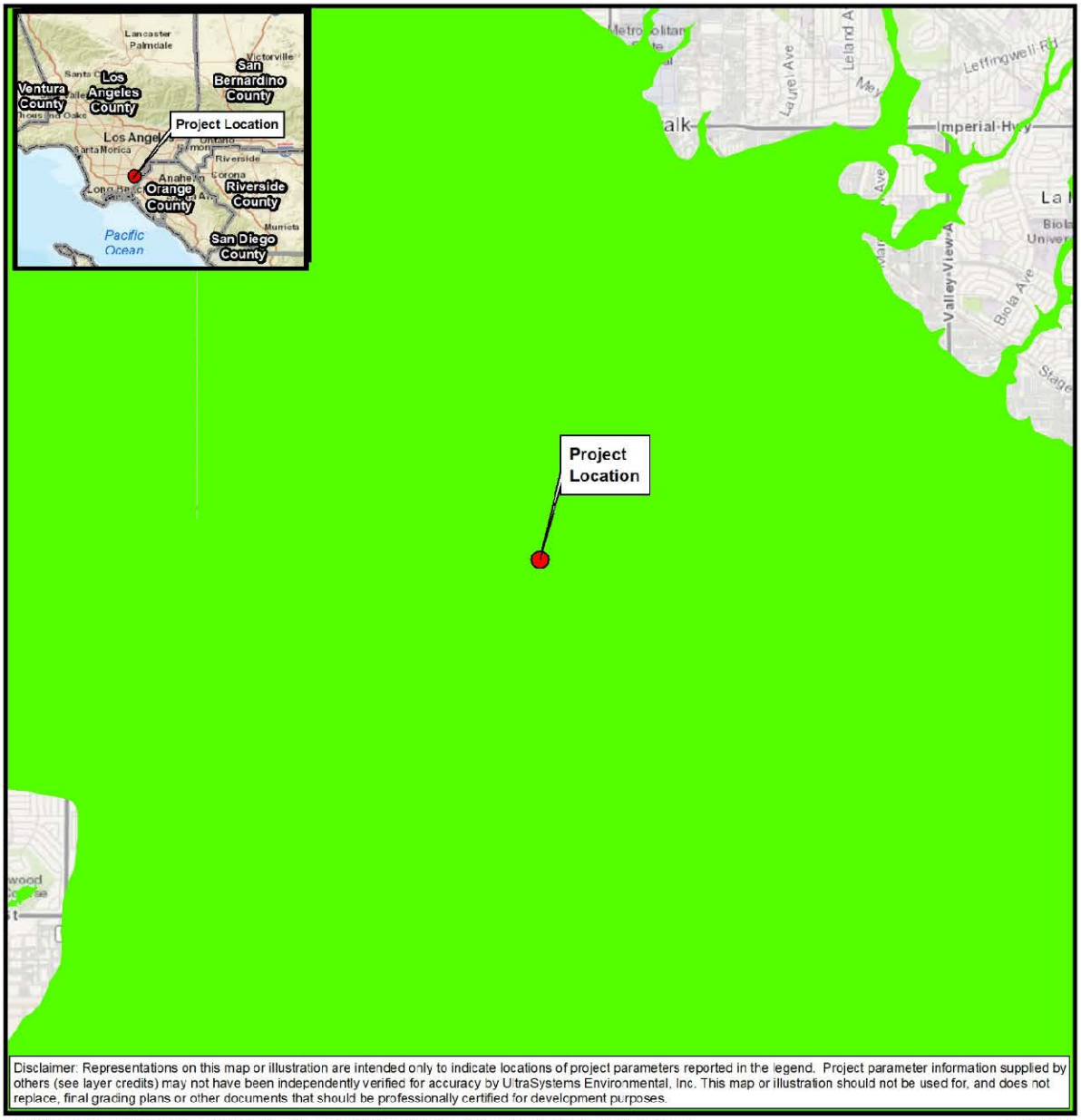
b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact

The project proponent would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2022-0057-DWQ (Construction General Permit). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling or excavation but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. Dischargers whose projects disturb one or more acre of soil are required to obtain coverage under this permit through the California State Water Resources Control Board (SWRCB); in addition, the Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP; SWRCB, 2020)). The SWPPP would mandate site-specific construction best management practices (BMPs) that would minimize or avoid soil erosion through stormwater or wind. These BMPs would be implemented prior to ground-disturbing activities and would remain in place until construction is complete. Construction BMPs are grouped into six categories: erosion control, sediment control, wind erosion control, tracking control, non-stormwater management controls, and waste management and controls. As detailed in the grading plan, the proposed project would disturb approximately 0.83 acres of land.

At project completion the entire site would be developed with the proposed building and minor amounts of landscaping and walkways around the building perimeter, thus reducing the potential for post-construction soil erosion. Thus, the project would have less than significant impacts related to soil erosion or loss of topsoil.

Figure 4.7-3
LANDSLIDES AND LIQUEFACTION



c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact

Impacts related to liquefaction and landslides are discussed above in **Section 4.7.a** above. The site is underlain by soils that are susceptible to liquefaction. Implementation of recommendations in the geotechnical engineering report would reduce impacts arising from liquefaction to less than significant.

Lateral Spreading

Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. The geotechnical report for the project states that the potential for lateral spreading is negligible, because the area is flat and no free face is present near the site (GEOTEK, 2024b, p. 9).

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. Soils with high silt or clay content are particularly susceptible to subsidence. The project site is in an area of ground subsidence mapped by the U.S. Geological Survey (USGS, 2024). The project site is over the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin; the Central Subbasin spans about 270 square miles comprising the northeast half of the Los Angeles Basin (CBMWD, 2021). The Water Replenishment District (WRD) ensures that a reliable supply of high-quality groundwater is available—in the service areas of the Central Basin Municipal Water district and West Basin Municipal Water District—through replenishment with recycled water and stormwater capture. In 2013 and 2014, WRD was appointed by the Court as the Watermaster Administrative Body for the Central and West Coast Basins. In this role, WRD is responsible for administering the terms of the legal judgments controlling pumping, water right sales and leases, storage, and carry-over conversions (WRD, 2024). Considering management of groundwater levels in the Central Subbasin by the WRD, project development is not expected to cause substantial ground subsidence, and impacts would be less than significant.

Collapsible Soils

Collapsible soils shrink upon being wetted and/or being subject to a load. The geotechnical engineering report states that upper site soils consist of disturbed soils/artificial fill and to be non-uniform, loose and of low relative compaction; and recommends excavation of the site to a depth of 9 feet bgs (for construction of a semisubterranean parking structure to a depth of 4 feet bgs), and a mat foundation (GEOTEK, 2024b, pp. 11, 18). The geotechnical engineering report also recommends that precise grading plans, wall/fence plans, and foundation plans for the site be reviewed by GEOTEK prior to construction to check for conformance with the recommendations of the geotechnical engineering report. Impacts related to collapsible soils would be less than significant after implementation of recommendations in the geotechnical engineering report.

d) Would the project be located on expansive soil, as defined in Table 18-1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact

Expansive soils shrink and swells with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. Expansive soils are not a design consideration for the proposed project, as site soils are typically granular and non-expansive (GEOTEK, 2024b, p. 11). Impacts related to expansive soils would be less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

No Impact

The project includes construction of sewer laterals connecting to existing sewer main next to the project site. Therefore, the project would not use septic tanks or alternative wastewater disposal systems, and no impacts would occur.

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

Less than Significant Impact with Mitigation

The project site boundary encompasses a single sediment type, identified as "Young axial channel deposits" (Qya2) of alluvium dating to the Holocene (11,000 years ago to the present) and late Pleistocene (less than 129,000 years ago) (Saucedo, et al. 2016).

Los Angeles County Natural History Museum (LACM) records indicate that there are no fossil localities within the project site, but there are fossil localities nearby from the same sedimentary deposits that occur in the proposed project area, either at the surface or at depth. LACM records identified four fossil localities in the region, two in southeast Los Angeles County and two in northwest Orange County (Bell 2024:1). These resources are presented in **Table 4.7-1** below.

Grading and excavation activities associated with development of the project would cause new subsurface disturbance and could damage fossils. This impact would be potentially significant without mitigation. Mitigation measure **MM GEO-1** is required to ensure the project would have a less than significant impact regarding paleontological resources.

Mitigation Measure

MM GEO-1: Before the beginning of project ground disturbing activities, the project proponent shall provide the City of Artesia Planning Manager evidence that the proponent has retained a qualified paleontologist to be on call during ground disturbing activities. If paleontological resources are uncovered during construction activities, the contractor shall halt construction activities within 50 feet of the find and notify the City of Artesia Planning Manager. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). The fossils must be donated to a permanent accredited repository. Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that may be in the area.

Level of Significance After Mitigation

With implementation of Mitigation Measure **MM GEO-1**, potential impacts to paleontological resources would be reduced to a less than significant level.

Table 4.7-1
FOSSIL LOCALITIES IN THE PROJECT REGION

Locality	Location	Formation	Taxa	Depth
LACM IP 4560	East of Hwy. 39; north from Rosecrans Ave., Orange County	Unknown (Pliocene)	*Pecten caurinus* Gould	Creek bed
LACM VP 4185-4201	Coyote Creek, adjacent to Ralph B Clark Regional Park in West Coyote Hills, Orange County	La Habra (Pleistocene; sandy silt shot through with caliche)	Bison (Bison), camel (Camelops), horse (Equus), mammoth (Mammuthus), mastodon (Mammut[1]), elephant clade (Proboscidea), dire wolf (Aenocyon dirus[2]), Coyote (C. latrans), deer (Odocoileus), dwarf pronghorn (Capromeryx), unidentified artiodactyl; sea duck (Chendytes)	Creek bed
LACM VP 3660	Cover St & Pixie Ave; Lakewood	Unknown (Pleistocene)	Mammoth (*Mammuthus*)	19 ft bgs
LACM VP 7493	30 yards south of Pacific Coast Highway & 10 yards west of Grand Ave; Long Beach	Lakewood [Upper Pleistocene]	Camel family (Camelidae)	8.5 ft bgs
LACM VP 1285[3]	Artesia, CA	Not specified (Pleistocene)	Horse (Equus sp. (small))	Not specified
2116[4]	Cerritos, CA	San Pedro Series (Pleistocene)	Bent-nosed clam (Macoma nasuta), Pacific Littleneck clam (Leukoma laciniata[5]), Purple clam (Sanguinolaria nuttalli), California fat-tellin (Leporimetis obesa[6]), Clipped Semele (Semele decisa), Clam sp. Petricola denticulata, Smooth Western Nassa (Nassa cerritensis)	Not specified

Source: Bell, 2024;
Notes: 1. Spelling updated from Mamut to the correct spelling of Mammut. 2. taxa updated from Canis dirus to the present usage of Aenocyon dirus. 3. This record was not provided by the LACM but reported in Jefferson, 1991. 4. This record is from the UCMP repository. 5, Reported as Tapes lacineata on UCMP database. 6. Reported as Metis alta on UCMP database.

4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

4.8.1 Background Information on Greenhouse Gas Emissions

Life on earth depends on energy coming from the sun. About half the light reaching Earth's atmosphere passes through the air and clouds to the surface, where it is absorbed and then radiated upward in the form of infrared heat. About 90 percent of this heat is then absorbed by carbon dioxide (CO_2) and other greenhouse gases (GHGs) and radiated back toward the surface, which is warmed to a life-supporting average of 59 degrees Fahrenheit (°F) (NASA, 2024).

Human activities are changing the natural greenhouse. Over the last century, the burning of fossil fuels such as coal and oil has increased the concentration of atmospheric CO_2. This happens because the coal or oil burning process combines carbon in the fuel with oxygen in the air to make CO_2. To a lesser extent, the clearing of land for agriculture, industry, and other human activities has increased concentrations of GHGs (NASA, 2024).

GHGs are defined under the California Global Warming Solutions Act of 2006 as CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF_6) (AB 32, chapter 488). HFCs, PFCs, and SF_6 would not be emitted in significant amounts by the new activities in the proposed project, so they will not be discussed further in this section.

Associated with each GHG species is a "global warming potential" (GWP), which is a value used to compare the abilities of different GHGs to trap heat in the atmosphere. GWPs are based on the heat-absorbing ability of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years). The GWPs of CO_2, CH_4 and N_2O are 1, 25 and 298, respectively (GMI, 2022). "Carbon dioxide equivalent" (CO_2e) emissions are calculated by weighting each GHG compound's emissions by its GWP and then summing the products.

Carbon Dioxide (CO_2). Carbon dioxide is a colorless, odorless gas consisting of molecules made up of two oxygen atoms and one carbon atom. CO_2 is produced when an organic carbon material (such as wood) or fossilized organic matter (such as coal, oil, or natural gas) is burned in the presence of oxygen. Since the industrial revolution began in the mid-1700s, industrial activities have increased in scale and distribution. Prior to the industrial revolution, CO_2 concentrations were stable at a range of 275 to 285 ppm (IPCC, 2007). The National Oceanic and Atmospheric Administration's Earth System Research Laboratory indicates that the global concentration of CO_2 was 419.3 parts per million (ppm) in 2023 (NOAA, 2024). These concentrations of CO_2 exceed by far the natural range over the last 650,000 years (180 to 300 ppm) as determined from ice cores.

Methane (CH_4). Methane is a colorless, odorless non-toxic gas consisting of molecules made up of four hydrogen atoms and one carbon atom. CH_4 is combustible, and is the main constituent of natural gas, a fossil fuel. CH_4 is released when organic matter decomposes in low oxygen environments. Natural sources include wetlands, swamps and marshes, termites, and oceans. Anthropogenic sources include the mining of fossil fuels and transportation of natural gas, digestive processes in ruminant animals such as cattle, rice paddies, and the buried waste in landfills. Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH_4. Other anthropogenic sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide (N_2O). Nitrous oxide is a colorless, non-flammable gas with a sweetish odor, commonly known as "laughing gas," and sometimes used as an anesthetic. N_2O is naturally produced in the oceans and in rainforests (USEPA, 2024a). Manmade sources of N_2O include the use of fertilizers in agriculture, nylon and nitric acid production, cars with catalytic converters and the burning of organic matter. Concentrations of N_2O also began to rise at the beginning of the industrial revolution.

4.8.2 Regulatory Setting

GHGs are regulated at the national, state, and air basin level; each agency has a different degree of control. The United States Environmental Protection Agency (USEPA) regulates at the national level; the California Air Resources Board (ARB) regulates at the state level; and the South Coast Air Quality Management District (SCAQMD) regulates at the air basin level in the Artesia Pioneer Place project area.

4.8.2.1 Federal Regulations

The USEPA collects several types of GHG emissions data. These data help policy makers, businesses, and the USEPA track GHG emissions trends and identify opportunities for reducing emissions and increasing efficiency. The USEPA has been maintaining a national inventory of GHG emissions since 1990 and in 2009 established mandatory reporting of GHG emissions from large GHG emissions sources.

EPA is also getting GHG reductions through partnerships and initiatives, evaluating policy options, costs, and benefits, advancing the science, partnering internationally and with states, localities, and tribes, and helping communities adapt.

Corporate Average Fuel Economy (CAFE) Standards

NHTSA's Corporate Average Fuel Economy (CAFE) standards regulate the distance vehicles must cover per gallon of fuel. The agency establishes CAFE standards for passenger cars and light trucks (referred to as light-duty vehicles), as well as separate guidelines for fuel consumption by medium- and heavy-duty trucks and engines. The latest CAFE standards were proposed by the NHTSA in July 2023 and finalized in June 2024 (NHTSA, 2024). Effective August 23, 2024, passenger cars and light trucks will see an increase of 2 percent annually for passenger cars in model years 2027–31. For light trucks, the increase will be 0 percent per year for model years 2027–28 and 2 percent per year for model years 2029–31. Additionally, NHTSA is setting final fuel efficiency standards for heavy-duty pickup trucks and vans (HDPUVs) with a 10 percent annual increase for model years 2030–32 and further increases for model years 2033–35.

Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule

On March 31, 2020, the USEPA and the NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program, revoked California's authority to set its own GHG emissions standards and set zero emission vehicle (ZEV) mandates in California. The loss of the ZEV sales requirements would likely result in additional gasoline-fueled vehicles being sold in the State and criteria emissions increasing. On April 30, 2020, USEPA and NHTSA issued the Final SAFE Rule (ARB, 2020), which relaxed the federal GHG emissions and CAFE standards and would probably have resulted in increased CO_2 emissions. However, this regulation was repealed on December 21, 2021, by the Biden administration (NHTSA, 2021).

4.8.2.2 State Regulations

Executive Order S 3-05

On June 1, 2005, the governor issued EO S 3-05, which set the following GHG emission reduction targets:

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

To meet these targets, the Climate Action Team (CAT)[11] prepared a report to the Governor in 2006 that contained recommendations and strategies to help ensure that the targets in EO S-3-05 would be met.

Assembly Bill 32 (AB 32)

In 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006, also known as AB 32. AB 32 focuses on reducing GHG emissions in California. GHGs, as defined under AB 32, include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. AB 32 required that GHGs emitted in California be reduced to 1990 levels by the year 2020. The ARB is the state agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming. AB 32 also required that by January 1, 2008, the ARB determine what the statewide GHG emissions level was in 1990, and that it had to approve a statewide GHG emissions limit, so it could be applied to the 2020 benchmark. The ARB approved a 1990 GHG emissions level of 427 million metric tons of CO_2e ($MMTCO_2e$), on December 6, 2007, in its Staff Report. Therefore, in 2020, emissions in California were required to be at or below 427 $MMTCO_2e$.

Under the "business as usual or (BAU)[12]" scenario established in 2008, statewide emissions were increasing at a rate of approximately one percent per year, as noted below. It was estimated that the 2020 estimated BAU of 596 $MMTCO_2e$ would have required a 28 percent reduction to reach the 1990 level of 427 $MMTCO_2e$.

As part of the 2014 update, the ARB revised the 2020 Statewide limit to 431 million MT of CO_2e, an approximately one percent increase from the original estimate. The 2020 business as usual forecast in the update is 509 million MT of CO_2e. The state would need to reduce those emissions by 15.3

11 The Climate Action Team (CAT) members are state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency (Cal/EPA). They coordinate statewide efforts to implement global warming emission reduction programs and the state's Climate Adaptation Strategy.

12 A business-as-usual (BAU) scenario assumes that none of the Scoping Plan measures are implemented (ARB, 2022).

percent to meet the 431 million MT of CO_2e 2020 limit.

Climate Change Scoping Plan

The first AB 32 Scoping Plan (ARB, 2008) contained the main strategies to achieve the 2020 emissions cap. The GHG reduction strategies contained in the AB 32 Scoping Plan included direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. In August 2011, the Scoping Plan was reapproved by the Board and included the Final Supplement to the Scoping Plan Functional Equivalent Document (ARB, 2011). The 2011 Scoping Plan expanded the list of nine Early Action Measures into a list of 39 Recommended Actions contained in Appendices C and E of the Plan. In May 2014, ARB developed, in collaboration with the CAT, the First Update to California's Climate Change Scoping Plan (Update) (ARB, 2014), which showed that California was on track to meet the near-term 2020 GHG limit and was well positioned to maintain and continue reductions beyond 2020 as required by AB 32. In November 2017, ARB published the 2017 Scoping Plan (ARB, 2017) which was built upon the former Scoping Plan and Update by outlining priorities and recommendations for the state to achieve its target of a 40 percent reduction in GHGs by 2030, compared to 1990 levels.

In December 2022, the ARB approved its Final 2022 Scoping Plan Update (ARB, 2022), which adds carbon neutrality to the former Scoping Plan. The 2022 Plan identifies a technologically feasible, cost-effective path to reduce GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045 or earlier. Through the lens of carbon neutrality, the 2022 Plan expands the scope to more meaningfully consider how our natural and working lands (NWL) contribute to our long-term climate goal through carbon capture. The 2022 Plan focuses on efforts to shift away from fossil fuels resulting in a 94 percent decrease in liquid petroleum demand, a 71 percent decrease in smog-related pollutants, a job increase of 4 million, and $200 billion of health cost savings for Californians (ARB, 2022).

Renewables Portfolio Standard (Scoping Action E-3)

The California Energy Commission estimates that in 2000 about 12 percent of California's retail electric load was met with renewable resources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. California's current Renewables Portfolio Standard (RPS) was intended to increase that share to 33 percent by 2020. It was reported that in 2021, over 37 percent of California's retail electricity sales were provided by RPS-certified renewables (CEC, 2021). Increased use of renewables will decrease California's reliance on fossil fuels, thus reducing emissions of GHGs from the electricity sector. In October 2015, Governor Brown signed Senate Bill (SB) 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 requires an increase in the RPS to 60 percent by 2030, along with a long-term goal of 100 percent of RPS and zero-carbon energy by 2045 (CEC, 2021).

Senate Bill 375 (SB 375)

Senate Bill (SB) 375 passed the Senate on August 30, 2008, and was signed by the Governor on September 30, 2008. Per SB 375, the transportation sector is the largest contributor of GHG emissions and contributes approximately 45 percent of the GHG emissions in California, with automobiles and light trucks alone contributing almost 30 percent. SB 375 indicates that GHGs from automobiles and light trucks can be reduced by new vehicle technology. However, significant reductions from changed land use patterns and improved transportation are also necessary. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375

does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued EO B-30-15, which added an interim target of GHG emissions reductions to help ensure the State meets its 80 percent reduction by 2050, as set in EO S-3-05. The interim target is to reduce GHG emissions by 40 percent by 2030. It also directs State agencies to update the Scoping Plan, update the Adaptation Strategy every three years, and take climate change into account in their planning and investment strategies. Additionally, it requires the State's Five-Year Infrastructure Plan will take current and future climate change impacts into account in all infrastructure projects.

Title 24

Although not originally intended to reduce GHGs, California Code of Regulations Title 24 Part 6: California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. The California Energy Commission updates the standards every three years. The 2022 standard, effective January 1, 2023, encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more (CEC, 2024).

Title 24 Building Energy Efficiency Standards

During the 2021 Triennial Code Adoption Cycle, California state agencies reviewed the most recent edition of national model codes and standards and made amendments and additions to most parts of the California Building Standards Code. The latest version of Title 24 of the California Code of Regulations (Title 24) was published on July 1, 2022, and became effective on January 1, 2023 (State of California, 2023a). Below are modified chapters in Part 6 Building Energy Efficiency Standards that are relevant to the proposed project and would reduce GHG emissions (State of California, 2023a).

Administrative Regulations:

- Lighting controls and mechanical systems Acceptance Test Technician Certification Providers (ATTCPs) must record related Certificates of Compliance, Installation, and Acceptance Testing in an electronic database. § 10-103.1(c)3H and § 10-103.2(c)3H.
- Energy Commission-approved community shared solar or renewable system and energy storage system qualification requirements updated. §10-115.

Mandatory Requirements:

- Minimum HVAC efficiency requirements updated for various equipment types, and minimum efficiency requirements added for dedicated Outside Air System (DOAS), ACs serving computer rooms, and heat pump and heat recovery chiller packages. § 110.2.
- Demand responsive lighting controls trigger changed to 4,000 watts or more, and requirements added for controlled receptacles. § 110.12 & § 160.5(b)4E.

- All envelope insulation, vapor retarder, and fenestration requirements unified. § 160.1.
- For dwelling units, installed heat recovery ventilation (HRV) and energy recovery ventilation (ERV) systems must have a Home Energy Rating System (HERS) verified maximum fan efficacy of 1.0 W/cfm. § 160.2(b)2Biii.
- Mechanical ventilation systems of enclosed parking garages must meet the requirements of § 120.6(c). § 160.2(d).
- Water heating piping must be insulated per Table 160.4-A. § 160.4(f).
- New electric ready requirements for space heating, cooking, and clothes dryers serving individual dwelling units and common areas, when gas equipment is installed. Electrical infrastructure must be provided and reserved to the equipment location for the future installation of electrical appliances. § 160.9(a)-(c)

Title 24 Part 11, California Green Building Standards Code

The California Green Building Standards Code (Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development.

In the 2021 Triennial Code Adoption Cycle, California state agencies made amendments and additions to most parts of the California Building Standards Code, Title 24 of the California Code of Regulations (Title 24) which became effective on January 1, 2023 (State of California, 2023a). Below are modified chapters in Part 11 California Green Building Standards Code that would reduce GHG emissions and are relevant to the proposed project.

Chapter 4 – Residential Mandatory Measures

4.106.4 and subsections. EV charging for new construction.

Expanded EV charging requirements to installation of EV charging receptacles and EV chargers (EVSE).

- Modified Exception 1 to address situations in which there is no local utility power supply or when the local utility is unable to supply adequate power.
- Repealed references to specific dollar amounts for exceptions due to variations in utility costs based upon locations.
- Included an exception related to adverse impact to construction cost of a project, similar to the provision for non-residential EV charging.

Chapter A4 – Residential Voluntary Measures

California Energy Commission

A4.2 Energy efficiency

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. CalCERTS, Inc. (CalCERTS) and ConSol Home Energy Efficiency

Rating Services, Inc. (CHEERS) have each applied to the California Energy Commission (CEC) to be certified as residential data registries for the 2022 Energy Code.

South Coast Air Quality Management District (SCAQMD)

In the process of fulfilling its mandate to reduce local air pollution, the SCAQMD has promoted a few programs to combat climate change, e.g., energy conservation, low-carbon fuel technologies, renewable energy, vehicle miles traveled (VMT) reduction programs and market incentive programs.

Air Quality-Related Energy Policy

In 2011, the SCAQMD Board adopted an Air Quality-Related Energy Policy (SCAQMD, 2011) that integrates air quality, energy, and climate change issues in a coordinated and consolidated manner. The Energy Policy presents policies to guide and coordinate SCAQMD efforts and actions to support the policies.

4.8.2.3 Local Regulations

The City of Artesia's General Plan 2030 (City of Artesia, 2010a) addresses climate change in the Air Quality and Climate Change Sub-Element, which implements principles and policies to attain state and federal air quality standards. General Plan goals and policies related to climate change and GHG emissions reduction are (City of Artesia, 2010a):

- **Community Policy AQ 1.1:** Work with community and regional partners to reduce the number of unhealthy air quality days per year based on an established baseline.
    - **Policy Action AQ 1.1.1:** Promote and participate in cooperative efforts with agencies and communities in the South Coast Air Basin to achieve clean air.
    - **Policy Action AQ 1.1.2:** Continue to implement the provisions of the Transportation Demand Management Ordinance.
- **Community Policy AQ 1.2:** Increase awareness and participation throughout the community in efforts to reduce air pollution and enhance air quality.
    - **Policy Action AQ 1.2.1:** Promote and encourage ridesharing activities within the community.
    - **Policy Action AQ 1.2.2:** Encourage, publicly recognize, and reward innovative approaches that improve air quality.
    - **Policy Action AQ 1.2.3:** Allow or encourage programs for priority parking in City and private parking lots for alternative fuel vehicles, especially zero and super ultra low emission vehicles (ZEVs and SULEVs).
- **Community Policy AQ 2.1:** Encourage and, where feasible, mandate the implementation of best practices towards reducing greenhouse gas emissions.
    - **Policy Action AQ 2.1.1:** Encourage alternate modes of transportation, including but not limited to light rail, vanpooling, carpooling, pedestrian walkways, and bicycling.
    - **Policy Action AQ 2.1.2:** Encourage alternative commute patterns.
    - **Policy Action AQ 2.1.3:** Consider alternative work schedules for City employees to reduce employee driving.

- **Policy Action AQ 2.1.4:** Coordinate with neighboring jurisdictions to create an integrated system of bike routes through such improvements as signage, additional bicycle lanes and paths, and additional bicycle racks.
- **Policy Action AQ 2.1.5:** Coordinate efforts to increase pedestrian activity through improvements that make walking more safe, convenient, and enjoyable, including sidewalks, accessibility ramps, benches, traffic-calming measures, landscaping, and convenient and safe transit stops.
- **Policy Action AQ 2.1.6:** Coordinate with regional agencies to provide convenient access to commuter-rail and other transit opportunities.
- **Policy Action AQ 2.1.7:** Continue preventative maintenance and repair of City vehicles and equipment and investigate the possibility of converting the vehicle fleet to clean fuel vehicles.

- **Community Policy AQ 2.2:** Promote a balance of residential, commercial, institutional and recreational uses with adjacencies that reduce vehicle miles traveled.
  - **Policy Action AQ 2.2.1:** Encourage mixed use developments that combine land uses such as residential, commercial, institutional and recreational uses, thereby improving convenience and reducing trip generation.
  - **Policy Action AQ 2.2.2:** Encourage infill development projects that create or support job centers and transportation nodes.
  - **Policy Action AQ 2.2.3:** Increase residential and commercial densities around transit facilities and major corridors.
- **Community Policy AQ 2.3:** Cooperate with the State, the Southern California Association of Governments, and the Gateway Cities Council of Governments to achieve mandates imposed by AB 32, which calls for reduction of greenhouse gas emissions to 1990 levels by 2020; by Executive Order S-3-05, which calls for a reduction of GHG emissions to 80% below 1990 levels by 2050; and by SB 375, which promotes and prioritizes transit-oriented development.
  - **Policy Action AQ 2.3.1:** Coordinate with Gateway Cities COG and participate in development of their Sustainable Communities Strategy, including a regional inventory of current GHG emissions, in compliance with SB 375.
  - **Policy Action AQ 2.3.2:** Consider pursuit of State or Federal funding available for sustainable planning efforts and projects that aim to reduce GHG emissions.

4.8.3 Impact Analysis

a) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact

California has enacted several pieces of legislation that relate to GHG emissions and climate change, several of which set aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigations are included or provided in these CEQA Guideline amendments.

GHG Significance Threshold

Neither the City of Artesia, the SCAQMD, nor the State CEQA Guidelines Amendments have adopted quantitative thresholds of significance for addressing a project's GHG emissions. Nonetheless, § 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in § 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of GHG emissions resulting from the Pioneer Place Mixed Use Project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the Pioneer Place Mixed Use Project increases GHG emissions as compared to the existing environmental setting; and (4) the extent to which the Pioneer Place Mixed Use Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

SCAQMD's guidance uses a tiered approach rather than a single numerical emissions threshold. If a project's GHG emissions "fail" the non-significance of a given tier, then one goes to the next tier.

The threshold selected for this analysis is Tier 3, which establishes a screening significance threshold level to determine significance using a 90 percent emission capture rate. For Tier 3, the SCAQMD estimated that at a threshold of approximately 3,000 metric tons CO_2e ($MTCO_2e$) per year emissions would capture 90 percent of the GHG emissions from new residential or commercial projects. Thus, this analysis uses 3,000 $MTCO_2e$ per year as the significance threshold under the first impact criterion in **Section 4.8.3**.

Construction GHG Emissions

Construction is an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment, import or export of soil, and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from onsite construction activities and offsite hauling and construction worker commuting are considered as project-generated. As explained by the California Air Pollution Control Officers Association (CAPCOA) in its 2008 white paper (CAPCOA, 2008), the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level; CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines* § 15145). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative onsite construction activities, and offsite hauling and construction worker trips. All GHG emissions are identified on an annual basis.

Estimated criteria pollutant emissions from the Pioneer Place Mixed Use Project's onsite and offsite project construction activities were calculated using CalEEMod, Version 2022.1.1.29, which was described in **Section 4.3.7**. The results of this analysis are presented in **Table 4.8-1**. The total construction GHG emissions would be **600 metric tons of CO_2e**. Consistent with SCAQMD recommendations and to ensure that construction emissions are assessed in a quantitative sense, construction GHG emissions have been amortized over a 30-year period. The amortized value, **20 $MTCO_2e$**, has been added to the Pioneer Place Mixed Use Project's annual operational GHG emissions. (See below.) Modeling results are in **Appendix B**. For each construction year, annual GHG emissions would be far below the threshold of 3,000 MT of CO_2e per year and therefore would be less than significant.

Table 4.8-1
PROJECT CONSTRUCTION-RELATED GHG EMISSIONS

Year	Annual Emissions (MT)				
	CO_2	CH_4	N_2O	R	CO_2e
2026	154	0.01	0.01	0.09	157
2027	269	0.01	0.01	0.14	273
2028	168	0.01	0.01	0.08	170
Total	**591**	**0.03**	**0.03**	**0.31**	**600**

Operational GHG Emissions

The operational GHG emissions calculated by CalEEMod Version 2022.1.1.29 are shown in **Table 4.8-2**. Total annual unmitigated emissions from the Pioneer Place Mixed Use Project, including the amortized construction emissions, would be **741.2 $MTCO_2e$ per year**. Energy production and mobile sources account for about 88 percent of the emissions.[13]

Table 4.8-2
PROJECT OPERATIONAL GHG EMISSIONS

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Mobile (Motor Vehicles)	519
Area Sources	29
Energy Demand (Electricity)	137
Water Demand	11.3
Solid Waste Generation	24.4
Refrigerants	0.51
Construction Emissions [a]	20
Total	**741.2**

[a] Total construction GHG emissions were amortized over 30 years and added to those resulting from the operation of the project.

Therefore, under the first significance criterion, GHG emissions would be less than significant.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?

Less than Significant Impact

The City of Artesia does not have a Climate Action Plan to specifically address GHG reductions. However, the project's compliance with Title 24 Building Energy Efficiency Standards would help reduce GHG emissions.

An approach to identifying potential conflict with GHG reduction plans, policies, or regulations is to examine General Plan provisions that prescribe or enable GHG emissions control. The Artesia General Plan 2030 lists policies that reduce GHG emissions. However, the policies prescribe actions to be taken by the City and not measures to be implemented by a project proponent. Nevertheless, the proposed project would not conflict with any of the GHG emission reduction policies. As was demonstrated in **Section 4.11**, the proposed project would have less than significant impacts in relation to consistency with local land use policies or regulations. Therefore, the project would not hinder the GHG emission reductions of the Artesia General Plan 2030. The proposed project would be designed and built in compliance with the California Green Building Standards (CAL Green) Code (California Code of Regulations, Title 24, Part 11). In conclusion, GHG impacts would be less than significant.

13 Calculations are provided in **Appendix B**.

4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school?				**X**
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				**X**
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				**X**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		**X**		
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				**X**

The analysis in this section is based in part on the Phase I Environmental Site Assessment (Phase I ESA) prepared by GeoTek Development, Inc., Inc. dated July 31, 2024 (GeoTek, 2024) (**Appendix F**). Phase I ESA presents information obtained from site reconnaissance of the project area, historical development of the project site, and a comprehensive database search to determine whether the project site contains recognized environmental conditions (RECs).

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact

The project site is located in an area characterized primarily by a mix of residential and commercial development. To the north, it is bordered by 176th Street, followed by a motel and a commercial building. To the east, it is bordered by the ABC Unified School District building and the transportation center. To the south, it is surrounded by empty land, and to the west, it is bordered by Pioneer Boulevard, followed by further commercial development. None of the adjacent properties seem to

present any RECs or concerns for the site.

The project site is currently unoccupied land. Power lines run through the central area of the project in a north-south direction. Some debris has been observed on the site. However, this debris is considered of minimal significance. No visible evidence of hazardous substances or waste materials was found during the initial site assessment. There were also no signs of spills or leaks, and no strong or unpleasant odors were detected within the vicinity of the project site (GeoTek, 2024).

The site is listed in the environmental database report obtained for the Phase I Environmental Site Assessment (ESA). The listing is associated with proposed construction projects on the site. However, based on the Phase I ESA, it was determined that the listing does not indicate any RECs affecting the project (GeoTek, 2024).

Construction

Transportation of hazardous materials/waste is regulated by *California Code of Regulations* (CCR) Title 26. The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce federal and state regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary among federal, state, and local governmental authorities and private persons through a state-mandated Emergency Response Plan.

Construction of the proposed project would involve the transport, storage, and use of chemical agents, solvents, paints, and other hazardous materials commonly associated with construction activities. Chemical transport, storage and use would comply with the Resource Conservation and Recovery Act (RCRA); Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); Occupational Safety and Health Administration (OSHA); California hazardous waste control law (California Health and Safety Code, Division 20, Chapter 6.5, Hazardous Waste Control); California Division of Safety and Health (DOSH); South Coast Air Quality Management District (SCAQMD); and the Los Angeles County Fire Department (LACFD) requirements.

The construction contractor would maintain equipment and supplies onsite for containing and cleaning up small spills of hazardous materials, and in the event of a release of hazardous materials of quantity and/or toxicity that onsite workers could not safely contain and clean up, they would notify LACFD immediately. LACFD is a Certified Unified Program Agency (CUPA) with jurisdiction over the project location. LACFD administers the following programs within the County of Los Angeles: the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, the California Accidental Release Prevention Program (Cal-ARP), the Aboveground Storage Tank Program, and the Underground Storage Tank Program (County of Los Angeles, 2024e).

Therefore, compliance with applicable laws and regulations during the construction of the project would reduce the potential for accidental release of hazardous materials, and the impacts of construction hazards would be less than significant.

Operation

The project operation would involve the transport, storage, use, and disposal of small amounts of hazardous materials for cleaning and landscaping purposes, such as commercial cleaning agents, paints, and lubricants for the maintenance of the proposed buildings and landscaping. These materials would be stored, handled, and disposed of in accordance with applicable regulations.

The proposed project would not involve the routine transport, use, or disposal of quantities of hazardous materials that may create a significant hazard to the public or the environment. Therefore, the impact of hazardous materials from project operation would be less than significant.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact

Construction

As mentioned above, the Phase I ESA report found no potential areas of concern/contamination on the project site (GeoTek, 2024). Additionally, the construction of the proposed project would adhere to applicable federal, state, and local regulations regarding the safe handling and transportation of hazardous materials during construction. The construction contractor would maintain equipment and supplies onsite for containing and cleaning up small spills of hazardous materials and would train construction workers on such containment and cleanup. In the event of a release of hazardous materials in quantity and/or toxicity that construction workers on the site could not contain and clean up safely, the project promoter would immediately notify LACFD. Therefore, the impacts would be less than significant during construction.

Prior to the commencement of site preparation, a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) will be prepared and implemented during all construction activities. This includes good housekeeping of construction equipment, stockpiles, and active construction areas, ensures that spill and leak prevention procedures are established, and that clean-up kits and materials are readily available for use onsite during all construction activities. Compliance with all existing federal, state, and local safety regulations governing the transportation, use, handling, storage, and disposal of potentially hazardous materials would ensure that the impacts due to temporary construction will be less than significant.

Operation

The project operation would involve the handling and storage of materials such as commercial cleaners, solvents, and other materials for janitorial use, paints; and landscape fertilizers/pesticides during project operations. However, these materials would be stored, handled, and disposed of according to applicable regulations and would not be stored in amounts that would create a significant hazard to the public or the environment through reasonably foreseeable problems and accidents. The project would have a less than significant impact in this regard.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact

As noted in **Section 4.15** of this Initial Study, the Ross Academy of Creative and Media Arts Middle School is the closest school to the project site, located approximately 0.4 miles southeast. There are no existing or proposed schools within 0.25-mile of the proposed project site. Therefore, there would be no impact in this regard.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact

Government Code § 65962.5 requires the Department of Toxic Substances Control (DTSC) to compile and update, at least annually, lists of the following:

- Hazardous waste and substances sites from the DTSC EnviroStor database.
- Leaking Underground Storage Tank (LUST) sites by county and fiscal year in the State Water Resources Control Board (SWRCB) GeoTracker database.
- Solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste level outside waste management units.
- SWRCB Cease and Desist Orders (CDOs), and Cleanup and Abatement Orders (CAOs).
- Hazardous waste facilities subject to corrective action pursuant to § 25187.5 of the Health and Safety Code, identified by DTSC.

These lists are collectively referred to as the "*Cortese List*." The Phase I Environmental Site Assessment completed for the project did not reveal evidence of a recognized environmental condition in connection with the project site and did not recommend further investigation (GeoTek, 2024, p. 37).

As noted in the Phase I ESA and shown in **Figure 4.19-1** below, there are 11 Cortese sites within approximately 0.5 miles of the project property. However, due to the lack of current violations, spills, and/or leaks, and the type of listing, it is the opinion of Phase I ESA that these facilities have not created a recognized environmental condition at the project site (GeoTek, 2024, p. 19). Therefore, there would be no impact in this regard.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact

The nearest airport is Long Beach Airport (LGB), located approximately five miles southwest of the project site. As shown in **Figure 4.9-2**, the project is not located within the airport notification area or impact zones. Therefore, given the distance of the project from the nearest active airports, the project would not expose people to safety hazards due to proximity to a public airport and no impacts would occur.

Figure 4.9-1
CORTESE ACT SITE

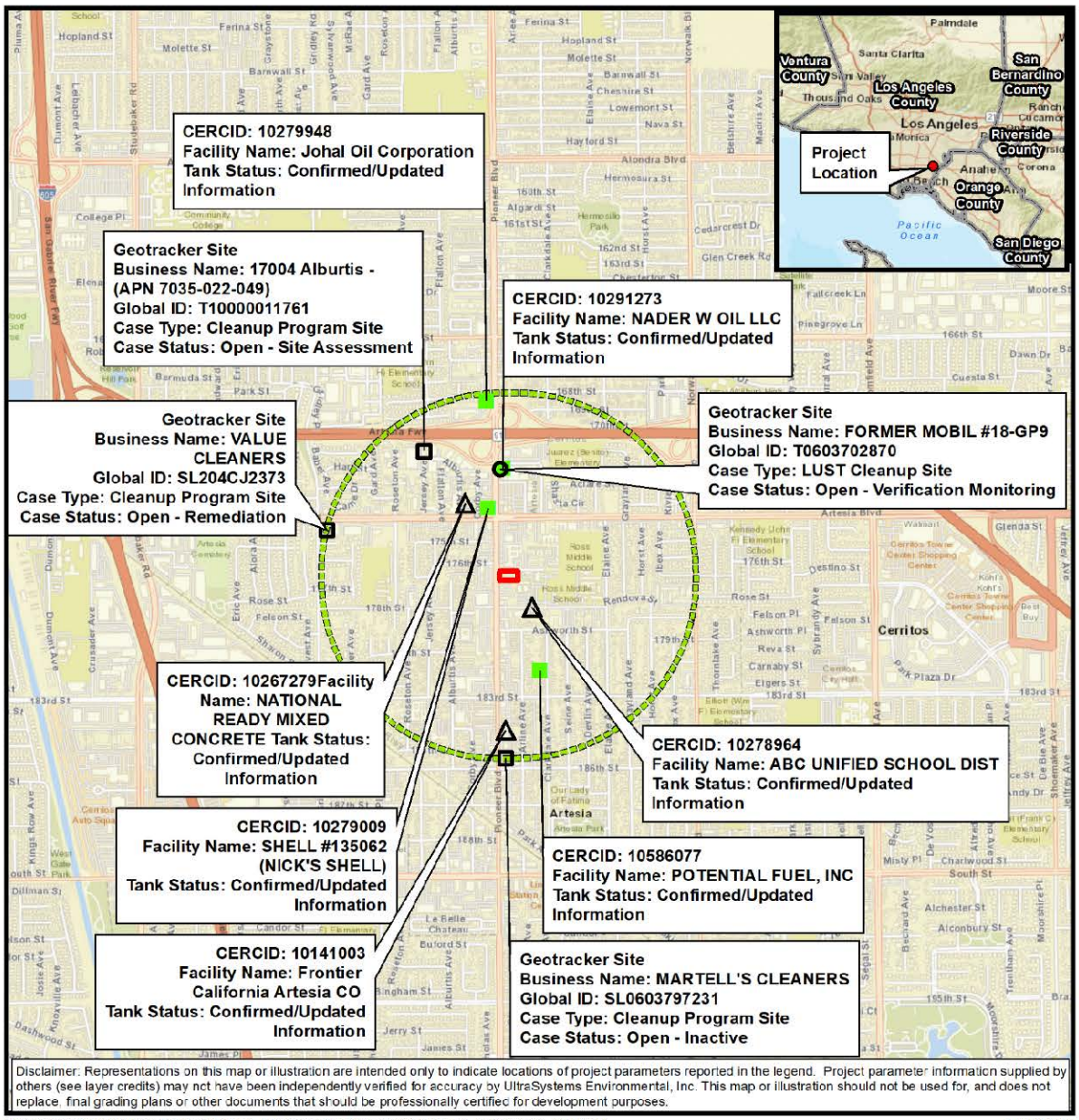
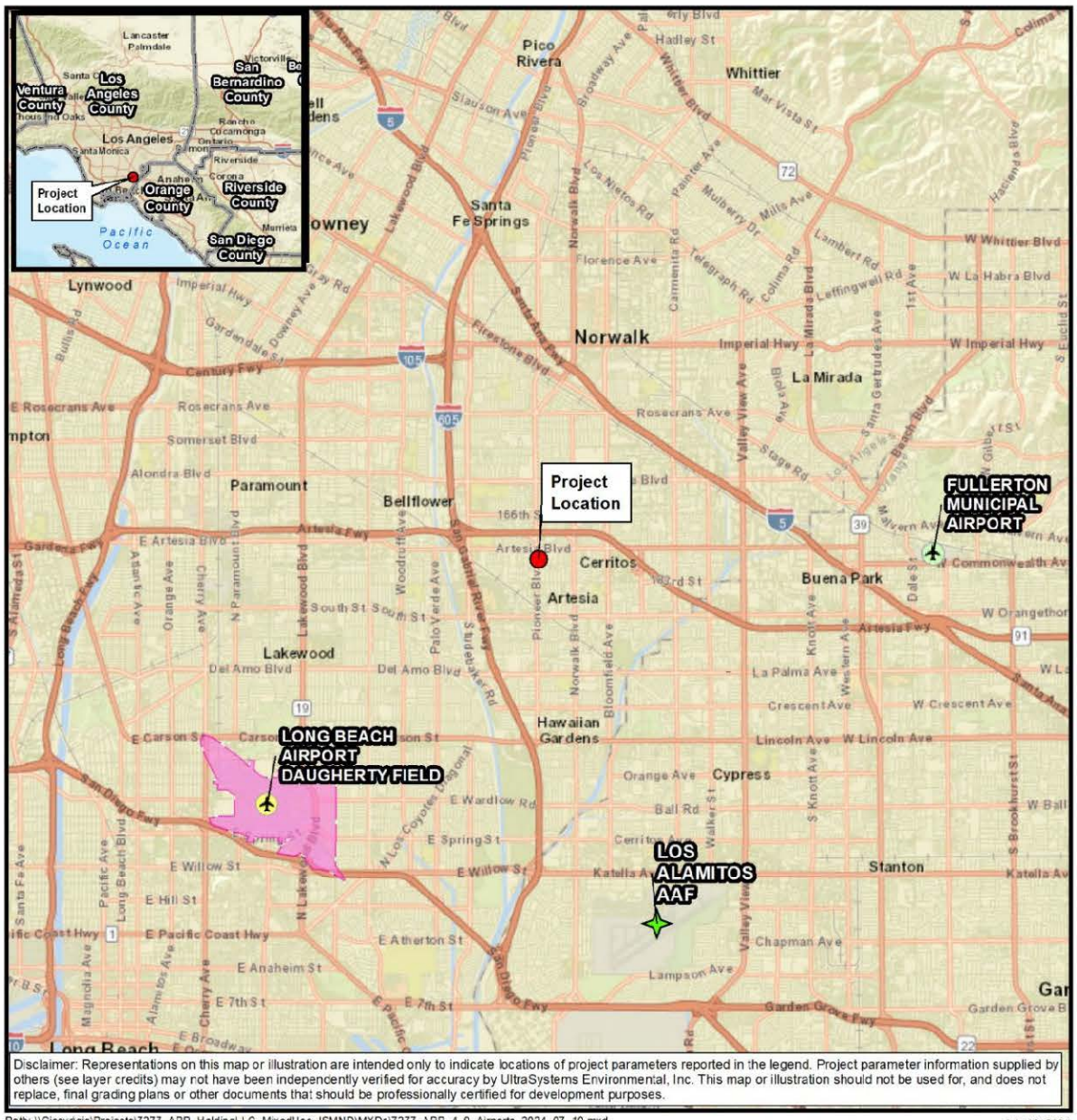


Figure 4.9-2
AIRPORTS



f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact with Mitigation Measures Incorporated

Construction

The project would comply with applicable City regulations, such as the City's Fire Code, in regard to providing adequate emergency access. Prior to the issuance of building permits, the City would review project site plans, including the location of all buildings, fences, access driveways, and other features that may affect emergency access. Fire lanes would be provided for adequate emergency access. The design of the site for the proposed project includes access and fire lanes that would accommodate emergency ingress and exit by fire trucks, police units, and ambulance/paramedic vehicles. All onsite access and sight-distance requirements would be in accordance with City design requirements. The City's review process and compliance with applicable regulations and standards would ensure that adequate emergency access would be provided at the project site at all times.

During the construction phase, the project could temporarily impact the street traffic adjacent to the project due to construction activities on the right-of-way (ROW). The project construction could reduce the number of lanes or temporarily close a portion of Pioneer Boulevard and/or 176th Street. The public ROW near the project site is within the jurisdiction of the City of Artesia. Before the start of construction activities on the public ROW, the General Contractor shall submit a detailed Construction Management Plan (CMP) to be reviewed and approved by the City of Artesia Traffic Engineer. The typical CMP requires things such as the installation of K-Rail between the construction area and open traffic lanes, the use of flagmen and directional signs to direct traffic where only one travel lane is available or when equipment movement creates temporary hazards, and the installation of steel plates to cover trenches under construction. Emergency access must be maintained. Compliance with the City of Artesia requirements for traffic management during construction in the public ROW would ensure that the project would have a less than significant impact in this regard. The **TRANS-1** mitigation measure is recommended to address the impacts of potential hazards during the construction phase.

Mitigation Measures

Refer to the mitigation measure **TRANS-1** in **Section 4.17.**

Level of Significance After Mitigation

After implementation of the mitigation measure **TRANS-1** above, the project would have less than significant impact from the construction phase on emergency access.

Operation

City of Artesia's Local Hazard Mitigation Program

The City of Artesia is dedicated to enhancing community safety and preparedness through its Local Hazard Mitigation Plan (LHMP). Artesia recognizes the importance of proactive planning to create a more resilient environment for residents, businesses, and visitors. The LHMP serves as a roadmap for public safety officials, City personnel, elected representatives, and the public to understand the potential risks that could arise from natural and human-caused hazards. This plan outlines actionable recommendations to reduce these risks before a disaster strikes (City of Artesia, 2024e).

As mentioned above, the project design would undergo a review to ensure that there would be adequate emergency ingress and egress within the project site in accordance with City of Artesia Fire Code requirements. Project operation would not conflict with the City's LHMP, and the project would have a less than significant impact in this regard.

City of Artesia's Emergency Operations Plan

The City of Artesia's Emergency Operations Plan (EOP) addresses the City's planned response to emergency situations associated with natural or man-made disasters under an all-hazards approach. This plan does not apply to normal day-to-day emergencies, or the established departmental procedures used to cope with such emergencies. Instead, this plan focuses on operational concepts that would be implemented in large-scale disasters, which can pose major threats to life, property, and the environment and require robust emergency responses (City of Artesia, 2024e).

Prior to the issuance of any construction permits, the City of Artesia will conduct a project plan review of all building locations, including the placement of walls, fences, entrances, driveways, and other elements which may impede emergency response access. The proposed site plan includes access and fire lanes adequate for fire department vehicles, law enforcement units, and emergency medical transportation. All onsite visibility requirements and access points will align with the construction standards defined by the City of Artesia and the California Department of Transportation (Caltrans).

The City's review process will evaluate the project for compliance with the City's Fire Code, LHMP, EOP, and all applicable City regulations and standards ensuring adequate emergency access would be provided at the project site. Therefore, project operations would not conflict with impair. or interfere with the implementation of an adopted emergency response plan or evacuation plan and the project would have a less than significant impact.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact

The California Department of Forestry and Fire Protection (CAL FIRE) developed Fire Hazard Severity Zones (FHSZ) for State Responsibility Areas (SRA) and Local Responsibility Areas (LRA).

As defined by CAL FIRE, the designation of the Very High Fire Hazard Severity Zone (VHFHSZ) refers to either:

a. Wildland areas supporting high- to extreme fire behavior resulting from climax fuels typified by well-developed surface fuel profiles (e.g., mature chaparral) or forested systems where crown fire is likely. Additional site elements include steep and mixed topography and climate/fire weather patterns that include seasonal extreme weather conditions of strong winds and dry fuel moisture. The burn frequency is typically high and should be evidenced by numerous large historical fires in the area. Firebrands from both short (<200 yards) and long-range sources are often abundant.

b. Developed/urban areas typically with high vegetation density (greater than 70 percent cover) and associated high fuel continuity, allowing for frontal flame spread over much of the area with progress impeded by only isolated non-burnable fractions. Often, where tree cover is abundant, these areas look very similar to adjacent wildland areas. Developed areas may have less vegetation cover and still be in this class when in the immediate vicinity (0.25 mile) of wildland areas zoned as Very High (see above).

As discussed in **Section 4.20**, *Wildfire,* the project site is not located within an SRA FHSZ or a VHFHSZ in LRA for the County of Los Angles. The project site is in an urbanized developed area where no wildfire hazards are present. The development of the project would not expose people or structures to wildfire risks and no impact would occur.

4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or offsite;			**X**	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			**X**	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			**X**	
iv) impede or redirect flood flows?			**X**	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			**X**	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			**X**	

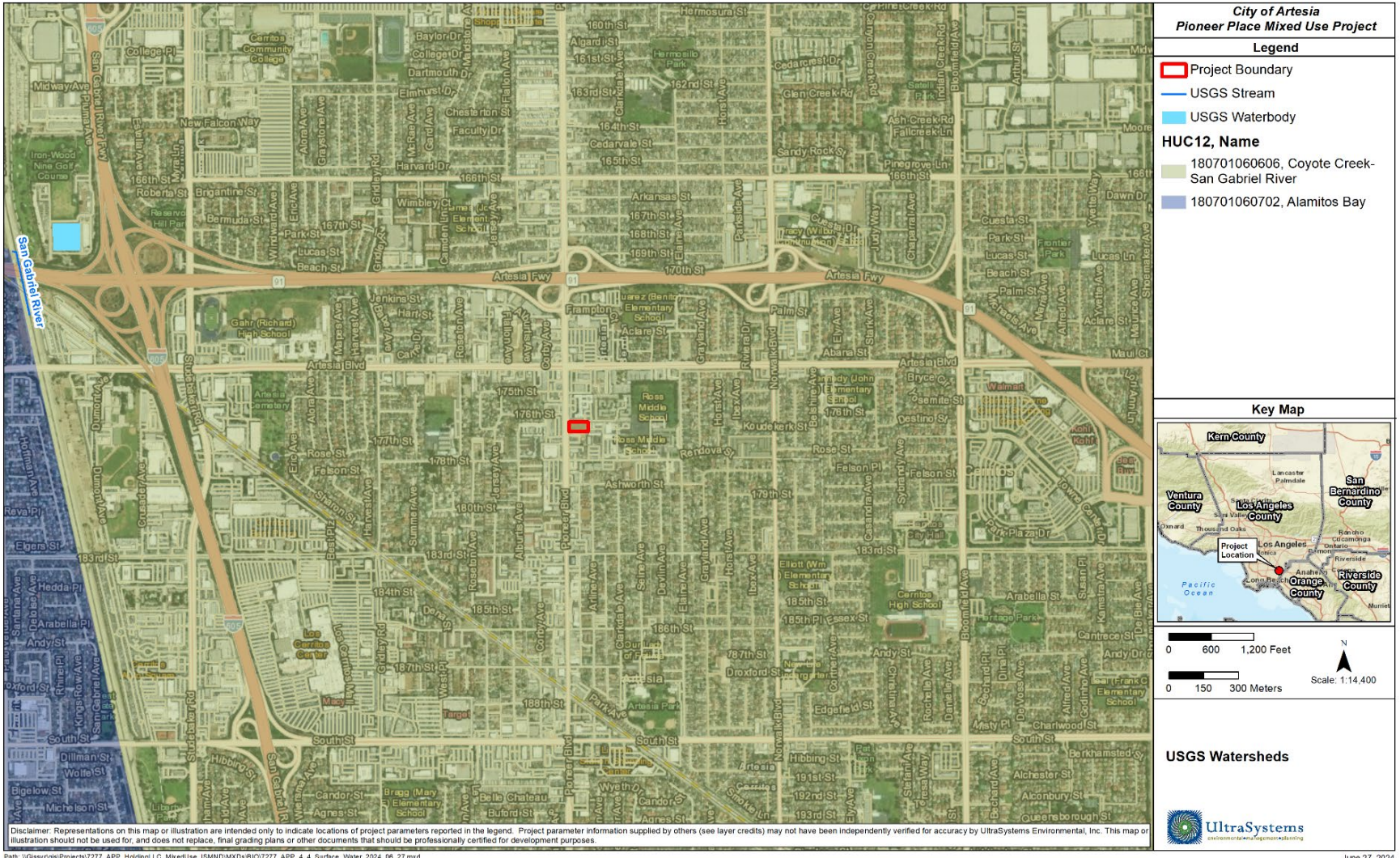
a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact

The project site is in the Coyote Creek-San Gabriel River Hydrologic Unit (HU; HU Code 180701060606), which drains an area of approximately 59.3 square miles (USEPA 2024; see **Figure 4.10-1**, *USGS Watersheds*). The project site is currently undeveloped, and measures approximately 0.83 acre. The project site contains ruderal vegetation and scattered piles of debris, including concrete debris. The project site is relatively flat; under existing conditions, stormwater and surface water onsite generally discharges to the existing gutter on Pioneer Boulevard as sheet flow or as then conveyed westerly to County storm drain BI 0533 and conveyed south to the Artesia-Norwalk Drain prior to discharging to Coyote Creek, San Gabriel River and ultimately, San Pedro Bay and the Pacific Ocean (Hunsaker and Associates 2024, p. 4).

Development of the project has the potential to result in two types of water quality impacts: (1) short-term impacts due to construction-related discharges; and (2) long-term impacts from operation. Soil disturbance would temporarily occur during project construction, due to earth-moving activities such as excavation and trenching for the semi-subterranean parking garage

Figure 4.10-1
USGS WATERSHEDS



and utilities, soil compaction and moving, cut and fill activities, and grading. Disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project area. Erosion and sedimentation affect water quality through interference with photosynthesis, oxygen exchange and respiration, growth, and reproduction of aquatic species.

Runoff from construction sites may include sediments and contaminants such as oils, fuels, paints, solvents, suspended solids, sediments, nutrients, heavy metals, pathogens, and trash and debris. Pollutants such as nutrients, trace metals, hydrocarbons, and bacteria can attach to sediment and be carried by stormwater into local storm drains which ultimately discharge into the Pacific Ocean.

Construction Pollutants Control

Temporary impacts to water quality, such as those described above, could occur during construction of the project. Project construction would require ground-disturbing activities, clearing of existing vegetation, paving and grading for construction of building foundations. Disturbed soils accelerate erosion and increase sediment in stormwater runoff to receiving waters, causing increased turbidity and sedimentation. Additionally, fuel, oil, and other fluids used in construction vehicles, equipment, and heavy machinery could leave the site, enter the storm drain system and create or add to contaminant loads in the San Gabriel River.

Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit; Order WQ 2022-0057-DWQ, NPDES NO. CAS000002). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility (SWRCB 2022)[14].

The General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD). The SWPPP would include site-specific construction stormwater BMPs which would be implemented as part of project design, and maintained or replaced, as necessary. These BMPs would minimize or avoid erosion through wind or stormwater and would also minimize or avoid sediment- or pollutant-laden stormwater from leaving the construction site and entering receiving waters (e.g., the San Gabriel River). For these reasons, potential violations of water quality standards or waste discharge requirements during construction would be less than significant.

Operational Pollutant Controls

In 2022 the Los Angeles Regional Water Quality Control Board (RWQCB) issued Order No. R4-2021-0105/NPDES No CAS004004, Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties (MS4 permit); the City of Artesia is a signatory to this MS4. The MS4 regulates the discharge of pollutants in urban storm water runoff from anthropogenic (generated from human activities) sources and/or activities within the

[14] Although the site is less than one acre, it is assumed that the project will obtain coverage under the General Permit.

jurisdiction and control of the permittees own and operate storm drains, including flood control facilities.

The MS4 requires new development and significant redevelopment projects to develop a Water Quality Management Plan (WQMP) that incorporates post-construction low-impact development (LID) BMPs to reduce the quantity of rainfall runoff and improve the quality of water that leaves a site. LID is a leading stormwater management strategy that seeks to minimize the impacts of runoff and stormwater pollution as close to its source as possible. LID comprises a set of site design approaches and structural BMPs that are designed to address runoff and pollution at the source. Structural LID BMPs can effectively remove nutrients, bacteria, and metals from stormwater while reducing the volume and intensity of stormwater flows.

The project would consist of one drainage management area (DMA-1), which will ultimately discharge at two points along 176th Street. The Final Low Impact Development Plan (LID Plan; Hunsaker and Associates, 2024; see **Appendix G**) is a WQMP and presents the LID BMPs proposed for the project site. These BMPs include storm drain messaging and signing; education of property owners, tenants, and occupants; designated and protected outdoor trash storage/waste handling areas; street sweeping of private streets; runoff-minimizing landscaping (planters) around the perimeter of the site; and a modular wetland along the southern perimeter. Overflow from the modular wetland unit will discharge to Pioneer Boulevard. The LID Plan is included herein as **Appendix G**.

Treatment flow requirements as required by the MS4 will be met through implementation of this modular wetland and infiltration tanks. These stormwater treatment methods provide superior pollutant (total suspended solids, nutrients, bacteria, hydrocarbons, and heavy metals) and removal capacity and would be able to effectively remove stormwater pollutants through physical, chemical, and biological filtration processes which are designed to mimic the processes performed by natural wetlands.

The Construction General Permit, MS4, and the associated LID PLAN would require the implementation of non-structural and structural BMPs to ensure that construction and post-construction stormwater runoff is retained and/or treated prior to discharge into the municipal storm drain and receiving waters. Therefore, with adherence to existing water quality control requirements, impacts would be less than significant, and no mitigation would be necessary.

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

Less than Significant Impact

Construction

Construction of the proposed project would use only a minimal amount of water, for purposes such as dust control, from readily available public sources. This water use would be temporary and would not require the substantial use of groundwater. Once construction is completed, the project would be connected to municipal water lines. Project construction would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, impacts would be less than significant.

Operation

The City's main source of water supply is groundwater from the Central Basin East Service Area of the Golden State Water Company (GSWC). GSWC obtains water from a variety of sources, including the Coastal Plain of Los Angeles Groundwater Basin, Central Subbasin (Subbasin), which underlays the project site (DWR 2004). Water delivered to customers in the Artesia System is a blend of groundwater pumped from the Central Groundwater Basin (GSWC 2024).

The Subbasin is an adjudicated basin (*Central and West Basin Water Replenishment District vs. Charles E. Adams, et al*. [Superior Court, County of Los Angeles, Case No. 786656]), and the amount of groundwater that can be pumped annually is limited. GSWC Artesia has six active wells with a total maximum capacity of 7,050 gallons per minute (gpm). GSWC Artesia has direct access to GSWC's Allowed Pumping Allocation (APA) of 16,439 acre-feet per year and captures a portion of GSWC's APA, leased water, and stored water in its annual groundwater extractions. Additionally, GSWC Artesia also anticipates having continued access to the Central Basin supplies in the future as they may manifest from the APA.

GSWC uses additional groundwater supplies from the Central Basin to meet its annual uses in all of its service areas in the Central Basin. The additional groundwater supplies consist of leased groundwater from other users with surplus supply, carryover supplies from the previous year, dry year excess pumping allowed under current basin management scenarios and imported supplies from Central Basin Municipal Water District (GSWC et al., 2020, pp. 3-1 – 3-9).

As of 2020, the GSWC relied mostly on groundwater for its drinking water supply and anticipates being able to meet normal and dry year water demands through 2045 (GSWC et al, 2020, p. 5-3). As an adjudicated groundwater basin, GSWC is not allowed to decrease groundwater supplies in a way that would impede sustainable groundwater management of the basin. Furthermore, the LID BMPs described in Section 4.10 (a) would retain most stormwater runoff generated onsite and allow it to percolate through the soil and add to the volume of the aquifer. Therefore, impacts would be less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on or offsite;

<u>Less Than Significant Impact</u>

Construction

Under existing conditions, the project site does not contain drainages, including streams or rivers, and stormwater runoff generated on the proposed project site that does not infiltrate onsite is discharged north to 176th Street, where it enters the municipal storm drain system. During project construction the drainage pattern of the site would be altered during grubbing and grading; however, due to the location and nature of the proposed project, this alteration would be temporary.

The project is expected to obtain coverage under the General Permit, which includes preparation and implementation of a SWPPP specifying construction stormwater BMPs to be implemented to control erosion and protect the quality of surface water runoff from the project site. The SWPPP must be

prepared before the project owner receives a grading or building permit and must be implemented year-round throughout construction. Project compliance with regulatory requirements would reduce potential erosion/siltation impacts during the construction phase. Construction of the project would not result in substantial erosion or siltation, and potential impacts would be less than significant.

Operation

The proposed LID BMPs described in Section 4.10 (a), including the modular wetland, would capture stormwater and filter sediment before the stormwater enters the municipal storm water system.

With implementation of site-specific stormwater BMPs described in the SWPPP and installation of LID BMPs as described in the LID Plan (see **Appendix G**), potential impacts resulting in substantial erosion or siltation on or offsite would be less than significant and mitigation is not required.

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

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact

Under existing conditions, 98 percent of the site is pervious (natural vegetation, soils) and two percent is impervious. Under proposed (operational) conditions, the site would be 90 percent impervious surfaces and 10 percent pervious surfaces (Hunsaker and Associates, 2024, p. i).

The project design would include a modular wetland biofiltration planter that would capture and retain stormwater generated on the project site; only precipitation events that exceed the 85th percentile, 24-hour storm event (calculated to be 1,984 cubic feet) would overflow the retention and infiltration systems and directly enter the municipal storm drain system. The modular wetland biofiltration planter has been selected to capture 2,976 cubic feet of stormwater (Hunsaker and Associates 2024, pp. 10-11).

Installation and maintenance of the structural LID BMPs described in the LID Plan would reduce the volume of stormwater runoff leaving the project site. Therefore, the potential for the proposed project to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff is less than significant and mitigation is not required.

iv) Impede or redirect flood flows?

Less than Significant Impact

The project site is located in Zone X, *Other Flood Areas*, as shown in **Figure 4.10-2**. Zone X includes *areas of 0.2 % annual chance* [500-year] *flood, areas of 1% annual chance* [100-year] *flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.* The 500-year flood Zone describes a flood event that has a 0.2

percent chance of occurring in any year, and the 100-year flood Zone describes a flood event that has a one percent chance of occurring in any year.

The waterbody nearest to the project site is the San Gabriel River, approximately 1.4 miles west of the project site. The San Gabriel River is protected by a levy, which reduces the flood risk to sites located in Zone X. For this reason, the proposed project is not anticipated to significantly impede or redirect flood flows. The potential for the project to impede or redirect flood flows is less than significant and mitigation is not required.

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

Less than Significant Impact

Flood Hazard

As discussed above, the project site is in an area of reduced flood hazard and is not anticipated to become inundated due to flood. Impacts would be less than significant, and mitigation is not required.

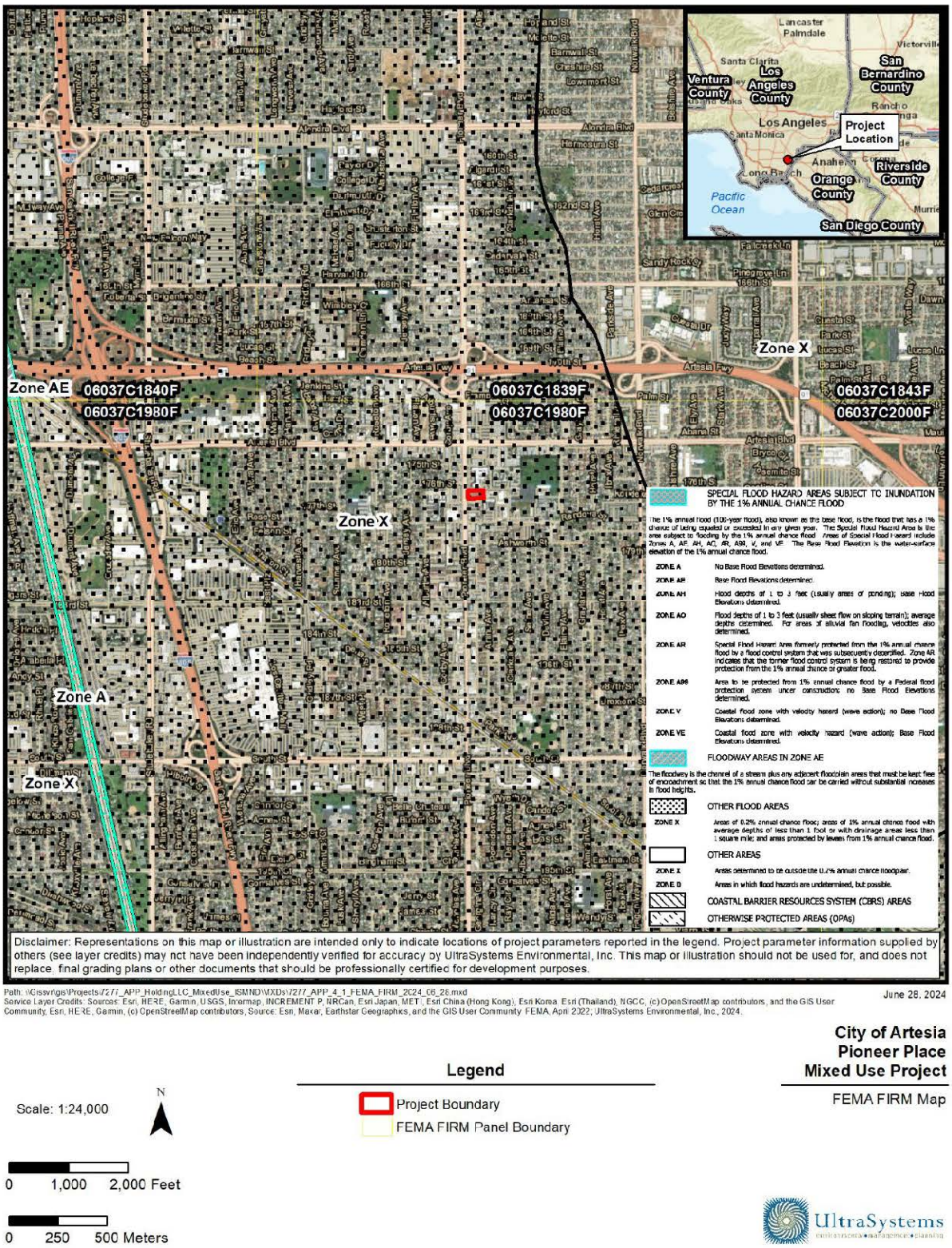
Tsunami

A tsunami is a sea wave (or series of waves) of local or distant origin that results from large-scale seafloor displacements associated with large earthquakes, major submarine slides, or exploding volcanic islands (California Seismic Safety Commission, 2022). The project is not located within a tsunami inundation zone (State of California, 2021). The project site is at least 8.6 miles from the Pacific Ocean and would not be affected by a tsunami. No impact would occur, and mitigation is not required.

Seiche Zones

A seiche is an oscillating wave caused by wind, tidal forces, earthquakes, landslides and other phenomena in a closed or partially closed water body such as a river, lake, reservoir, pond, and other large inland water body. The closest open bodies of water capable of producing a seiche would be the ponds at El Dorado Park in the City of Long Beach, approximately three miles south of the project site. No impact would occur, and mitigation is not required.

Figure 4.10-2
FEMA FIRM



e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact

The California Porter-Cologne Water Quality Control Act (Porter-Cologne) defines water quality objectives as the "allowable limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses of water or the prevention of nuisance within a specific area." Thus, water quality objectives are intended to protect the public health and welfare, and to maintain or enhance water quality in relation to the existing and/or potential beneficial uses of the water. Water quality objectives apply to both waters of the United States and waters of the State.

As required by Porter-Cologne, the State Water Resources Control Board (SWRCB) requires individual Regional Water Quality Control Boards (RWQCBs) to develop Water Quality Control Plans (Basin Plans), which are "designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy, and (iii) describes implementation programs to protect all waters in the Region[s]. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

The proposed project is under the jurisdiction of the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan; RWQCB 2014, as amended). As discussed in **Sections 4.10 a)** and **4.10 b**), the proposed project would not conflict with or obstruct implementation of the water quality control plans or sustainable groundwater management plans of the RWQCB. Impacts would be less than significant.

4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?				**X**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			**X**	

a) Would the project physically divide an established community?

No Impact

The surrounding area of the project site comprises several existing land uses. On the north, there is a commercial center and a hotel. Across Pioneer Boulevard, to the west, there is a commercial shopping center. To the south, there is the church and vacant land to the east there is the ABC Unified School District's Business, Industrial and School Bus Yard.

The proposed mixed-use project site is located on the southeast corner of the intersection of Pioneer Boulevard and 176th Street at 17610-17618 Pioneer Boulevard. The project seeks to develop a six-story mixed-use building that incorporates a total of 83 residential units. These residential units, along with other components, will be located above a two-level parking garage. In addition to living spaces, the project will offer a variety of outdoor amenities, such as a courtyard serving as a common area intended for gatherings. In addition, an outdoor bar and dining area with kitchen service and restroom facilities will be provided.

The development would occur within the Artesia Live Specific Plan area, a rectangular site comprised of 35,772 square feet. The vacant site is relatively flat and has a surface elevation of approximately 57 feet. In addition, the site is located approximately 1.5 miles east of the San Gabriel River channel and one mile north of the future Artesia Light Rail Station.[15]

The development plans adhere to the guidelines outlined in the 2030 Artesia General Plan and the Artesia Live Specific Plan and the project would not physically divide the established community. The site is not used to travel between surrounding areas; therefore, there would be no impact.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact

The General Plan Land Use designation for the project site is City Center Mixed-Use with a zoning designation of Artesia Live Specific Plan (City of Artesia, 2010a, p. LU-8) (City of Artesia, 2016a, p. 5). The City Center Mixed-Use Designation encourages the development and redevelopment of a

[15] The Metro Southeast Gateway Line is a planned light rail line between the City of Artesia and downtown Los Angeles, with opening planned for 2035 (Metro, 2024).

complementary mix of commercial retail, office and residential uses to expand economic vibrancy and livability in the City's core commercial area. The City Center Mixed-Use designation is intended to serve as the City's core. The City Center Mixed-Use designations encourage physical and functional integration of adjacent residential areas to ensure the protection and enhancement of adjacent residential neighborhoods (City of Artesia, 2010a, p. LU-10).

The purpose of the Artesia Live Specific Plan is to facilitate development, especially mixed-use development, in the City Center area (City of Artesia, 2016, p. 3).

The proposed project incorporates residential, commercial and public aspects for a cohesive mixed-use concept. This project's design involves vertical integration, positioning four stories of residential uses over a two-story parking garage with an outdoor bar and dining area with kitchen service and restroom facilities located on the sixth floor. This interlaces residential and commercial uses with public amenities creating a design that enhances the City's core.

As a result, the impact of the project relating to the consistency with local land use plans, policies, or regulations would be less than significant.

4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact

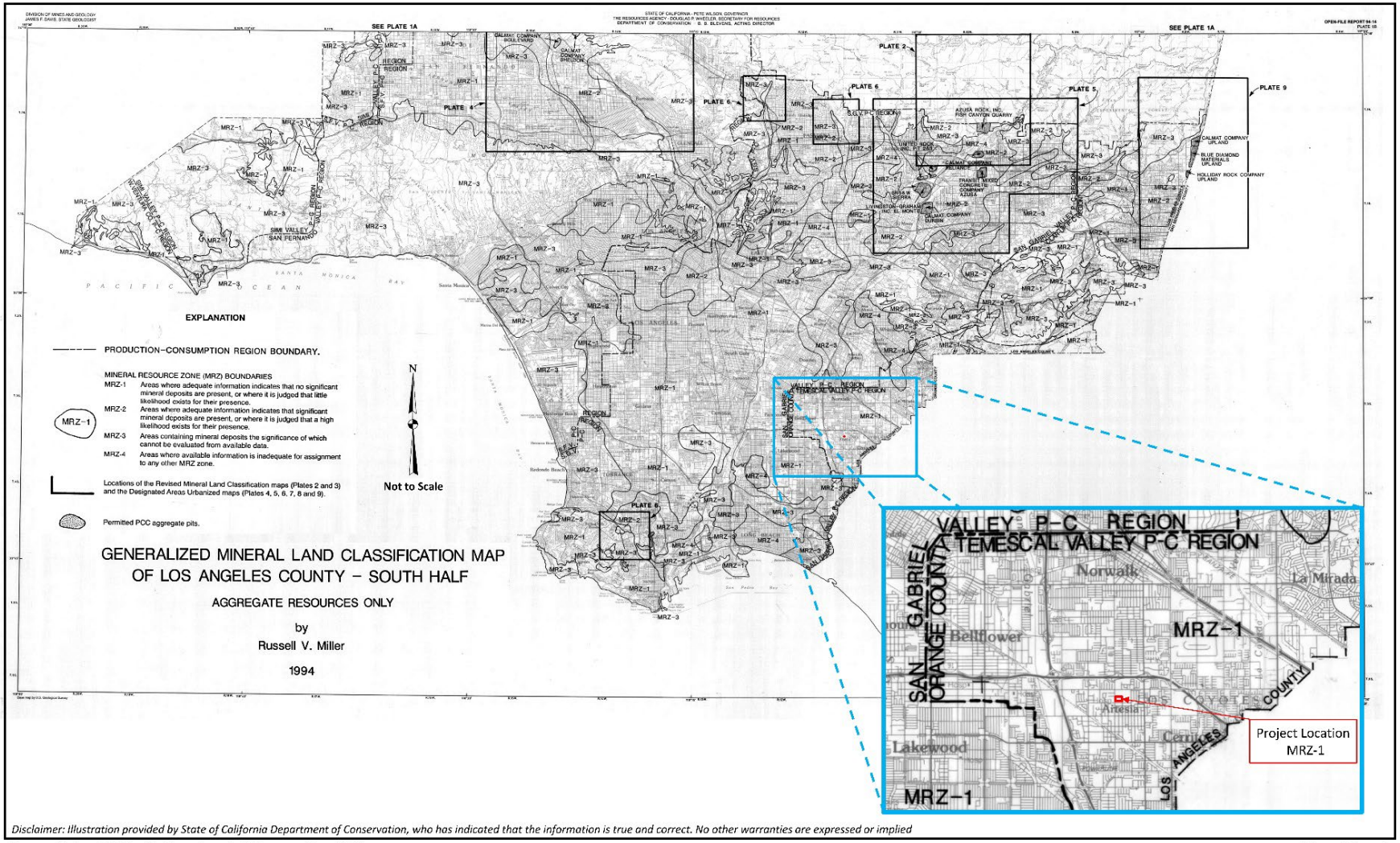
As shown in **Figure 4.12-1** below, the project site is located within Mineral Resource Zone (MRZ)-1, which is an area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (DOC, 1998).

This corresponds with 2014 data from the US Geological Survey (USGS) from the Artesia LIVE Specific Plan, which comprises the full extent of the project site, that the project area has no notable mineral deposits (City of Artesia, 2016).

Furthermore, according to the Department of Conservation Division of Oil, Gas & Geothermal Resources Well Finder, there are no oil and gas wells within one mile of the project site. The nearest active well is approximately 4.6 miles northwest of the project site as shown in **Figure 4.12-2**. No oil or gas wells were identified on or in the immediate vicinity of the project site.

Therefore, the project would have no impact on the availability of known mineral resources of value to the region or state residents, or a locally important mineral resource recovery site delineated in the City of Artesia General Plan, the Artesia LIVE Specific Plan, or other land use plan.

Figure 4.12-1
DESIGNATED MINERAL RESOURCE ZONES



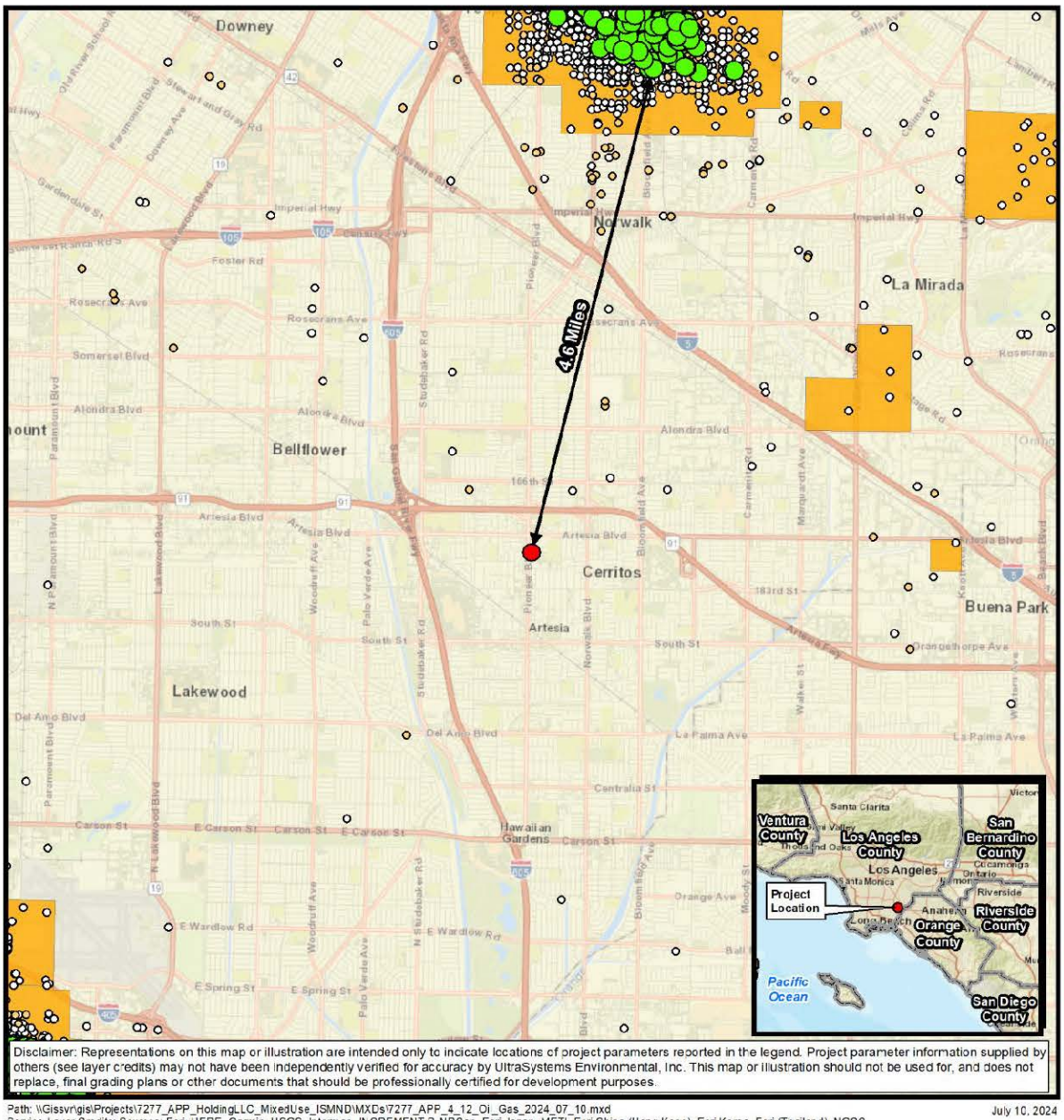
Disclaimer: Illustration provided by State of California Department of Conservation, who has indicated that the information is true and correct. No other warranties are expressed or implied

Source: State of California Department of Conservation, 1994

UltraSystems
environmental • management • planning

City of Artesia
Pioneer Place Mixed Use Project
Designated Mineral Resource Zones

Figure 4.12-2
GAS & OIL WELLS AND FIELDS



4.13 Noise

Would the project result in:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			**X**	
b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			**X**	

4.13.1 Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The decibel (dB) scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micropascals (zero dBA). The scale ranges from zero (for the average least perceptible sound) to about 130 (for the average human pain level).

4.13.2 Noise Measurement Scales

Several rating scales have been developed to analyze adverse effects of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people depends largely upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq}, the equivalent noise level, is an average of sound level over a defined time period (such as 1 minute, 15 minutes, 1 hour or 24 hours). Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.
- L_{90} is a noise level that is exceeded 90 percent of the time at a given location; it is often used as a measure of "background" noise.

- L_{max} is the root mean square (RMS) maximum noise level during the measurement interval. This measurement is calculated by taking the RMS of all peak noise levels within the sampling interval. L_{max} is distinct from the peak noise level, which only includes the single highest measurement within a measurement interval.
- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 4.77-dBA "penalty" added to noise during the hours of 7:00 p.m. to 10:00 p.m., and a 10-dBA penalty added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime (Caltrans, 2013). The logarithmic effect of these additions is that a 60-dBA 24-hour L_{eq} would result in a calculation of 66.7 dBA CNEL.
- L_{dn}, the day-night average noise, is a 24-hour average L_{eq} with an additional 10-dBA "penalty" added to noise that occurs between 10:00 p.m. and 7:00 a.m. The L_{dn} metric yields values within 1 dBA of the CNEL metric. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

4.13.3 Existing Noise

The City of Artesia's General Plan lists sensitive receptors as locations where human populations (especially children, senior citizens, and sick persons) are present, and where there is a reasonable expectation of continuous human exposure to noise. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers and long-term care and mental care facilities. Some jurisdictions also consider day care centers, single-family dwellings, mobile home parks, churches, and libraries to be sensitive to noise. Moderately sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories and outpatient clinics. Land uses less sensitive to noise are business, commercial and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, motorcycle parks, rifle ranges, warehousing, liquid and solid waste facilities, salvage yards and transit terminals. Some of these land uses generate high noise levels (City of Artesia, 2010a, p. N-5). Additionally, the City's Municipal Code has noise controls that apply to the proposed project, which require residential acoustical designs to prevent significant noise exposure.

The nearest sensitive receptors to the project are a Days Inn & Suites north of the project site boundary, a single-family residence south of the site, and Cerritos Presbyterian Church southeast of the site. These and other sensitive receptors are shown in **Figure 4.13-1**. **Table 4.13-1** summarizes information about sensitive receivers[16] nearest the project site.

[16] A sensitive *receiver* is a sensitive receptor that represents many similar receptors in a specified location, such as one house on a block of houses.

Figure 4.13-1
SENSITIVE NOISE RECEPTORS IN PROJECT GENERAL AREA

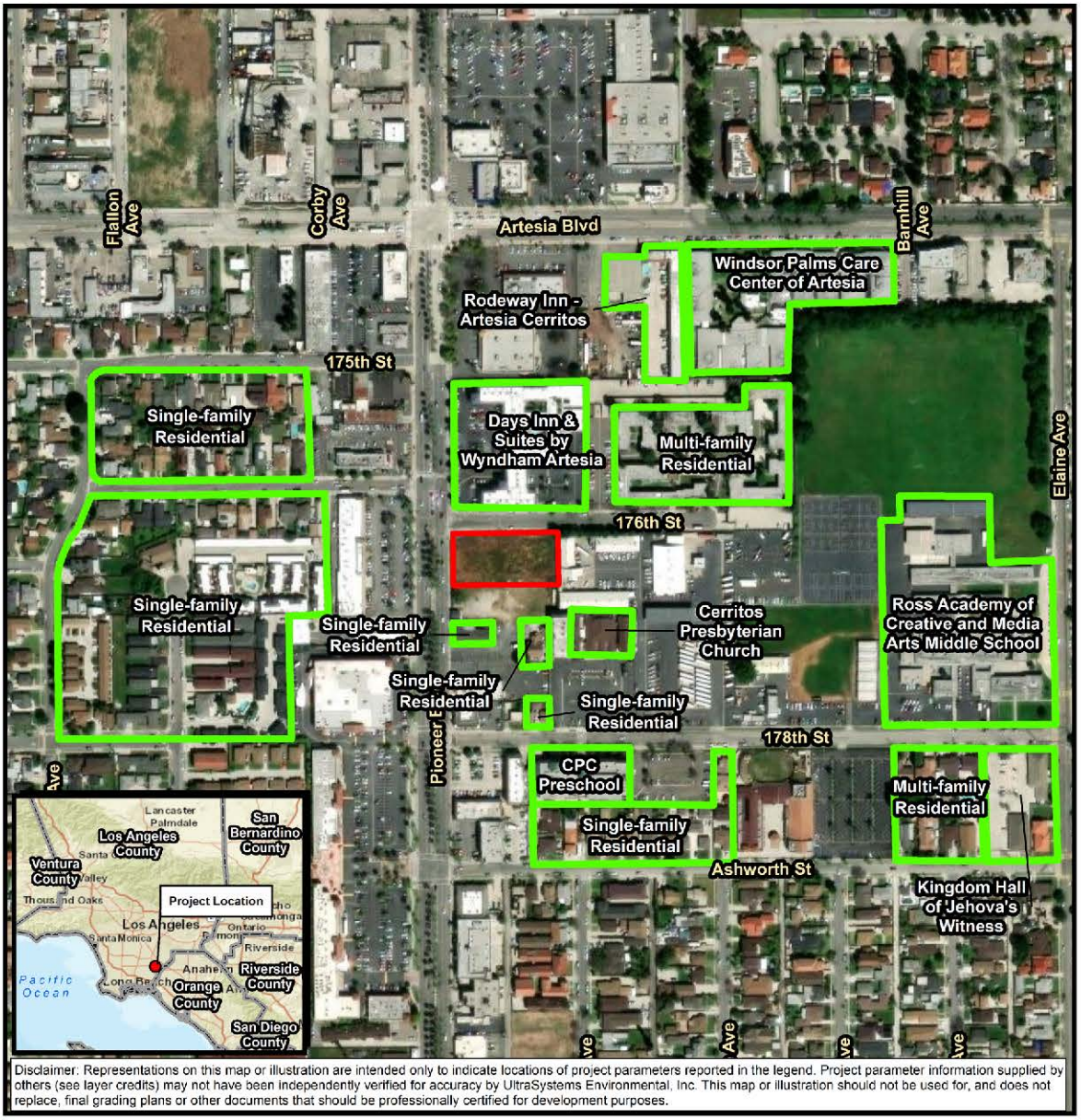


Table 4.13-1
SENSITIVE RECEIVERS IN PROJECT AREA

Description	Location	Distance From Site Boundary (feet)[a]	Nearest Ambient Sampling Point[b]
Days Inn & Suites by Wyndham	17510 Pioneer Boulevard	60	1
Cerritos Presbyterian Church	11841 178th Street	74	2
CPC Preschool	11840 178th Street	456	2
Single-family Residence	11733 176th Street	420	3
Single-family Residence	17718 Pioneer Boulevard	126	2
Ross Academy of Creative & Media Arts Middle School	17707 Elaine Avenue	779	4

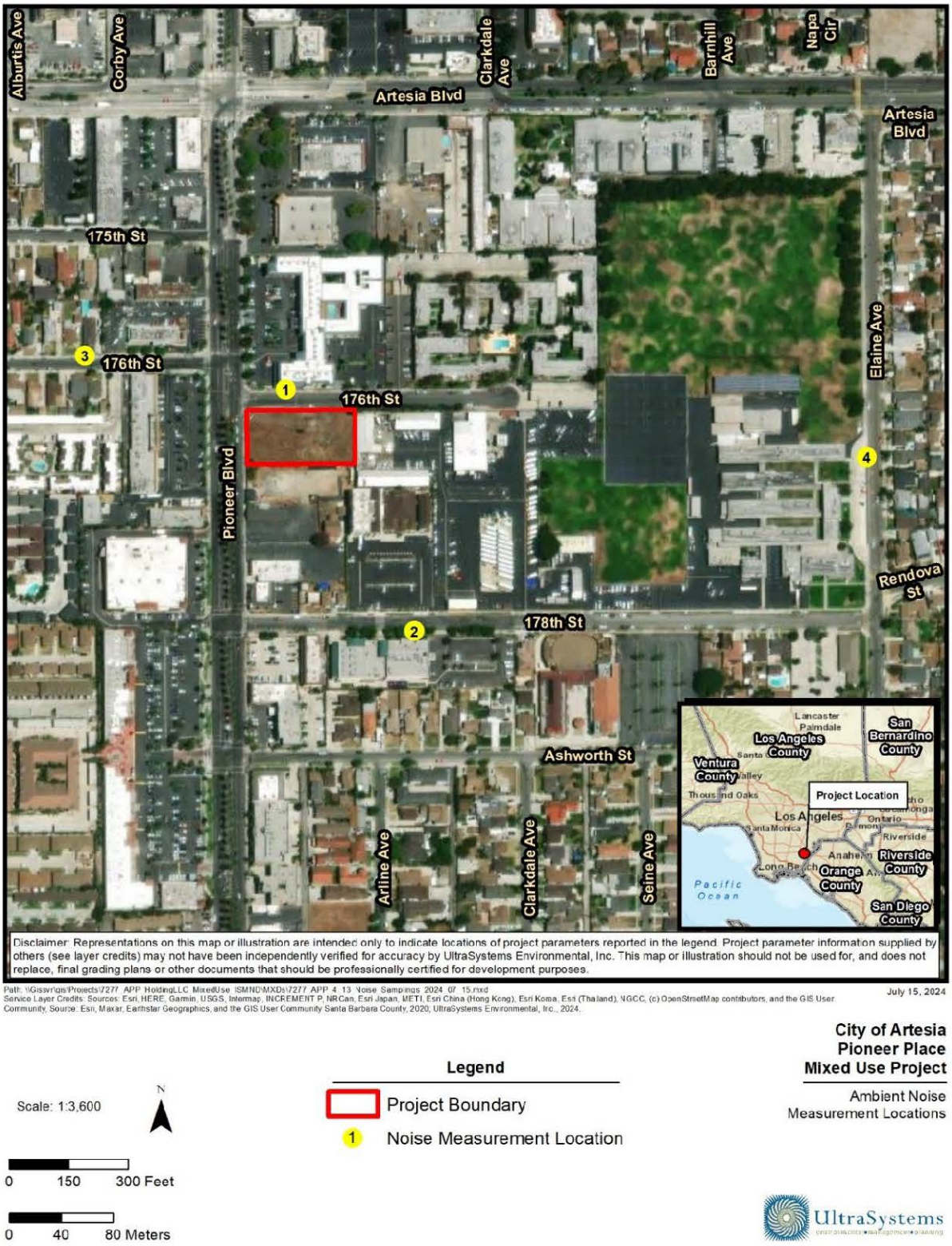
[a]These distances were not used for the construction noise calculations. See **Section 4.13.6**.
[b]See **Figure 4.13-2** for locations of ambient noise sampling points.

On July 10, 2024, UltraSystems made 15-minute ambient noise level measurements at four locations in the general area of the project in the City of Artesia. These are shown in **Figure 4.13-2**. (See **Appendix G**.) Measurements were made between 11:17 a.m. and 1:36 p.m. As shown in **Table 4.13-2,** average short-term ambient noise levels (L_{eq}) ranged from 55.3 to 59.1 dBA L_{eq}. The highest L_{max} (73.3 dBA) was recorded along Elaine Avenue. All monitored noise levels were within the range considered typical for the nearby land uses for the City of Artesia.

Table 4.13-2
AMBIENT NOISE MEASUREMENT RESULTS

Point	Data Set	Sampling Time	Address	Sound Level (dBA)			Notes
				L_{eq}	L_{max}	L_{90}	
1	S013	1236 - 1251	17510 Pioneer Boulevard	58.1	69.0	53.2	In front of Days Inn & Suites by Wyndham Artesia.
2	S012	1152 - 1207	11840 178th Street	55.9	72.5	45.7	In front of Kindred Presbyterian Church and CPC Preschool southeast of project site.
3	S014	1311 - 1326	11733 176th Street	55.3	71.1	47.1	In front of a single-family residence west of the project site.
4	S011	1117 - 1132	17707 Elaine Avenue	59.1	73.3	44.5	In front of the Ross Academy of Creative and Media Arts Middle School east of the project site.

Figure 4.13-2
AMBIENT NOISE MONITORING LOCATIONS



4.13.4 Regulatory Setting

State of California

The California Department of Health Services (DHS) Office of Noise Control has studied the correlation of noise levels with effects on various land uses[17]. The most current guidelines prepared by the state noise officer are contained in the *General Plan Guidelines* issued by the Governor's Office of Planning and Research in 2003 and reissued in 2017 (Governor's Office of Planning and Research, 2017). These guidelines establish four categories for judging the severity of noise intrusion on specified land uses:

- **Normally Acceptable**: Is generally acceptable, with no mitigation necessary.
- **Conditionally Acceptable**: May require some mitigation, as established through a noise study.
- **Normally Unacceptable**: Requires substantial mitigation.
- **Clearly Unacceptable**: Probably cannot be mitigated to a less-than-significant level.

The types of land uses addressed by the state standards, and the acceptable noise categories for each, are presented in **Table 4.13-3**. There is some overlap between categories, which indicates that some judgment is required in determining the applicability of the numbers in a given situation.

Title 24 of the California Code of Regulations requires performing acoustical studies before constructing dwelling units in areas that exceed 60 dBA L_{dn}. In addition, the California Noise Insulation Standards identify an interior noise standard of 45 dBA CNEL for new multi-family residential units. Local governments frequently extend this requirement to single-family housing.

[17] The Office of Noise Control no longer exists.

Table 4.13-3
CALIFORNIA LAND USE COMPATIBILITY FOR COMMUNITY NOISE SOURCES

Land Use Category	Noise Exposure (dBA, CNEL)						
	55	60	65	70	75	80	
Residential – Low-Density Single-Family, Duplex, Mobile Homes							
Residential – Multiple Family							
Transient Lodging – Motel, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

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

Source: Governor's Office of Planning and Research, 2017.

City of Artesia

General Plan Noise Element

The Noise Element of the City of Artesia General Plan (City of Artesia, 2010a) identifies sources of noise in the City and provides objectives and policies that ensure that noise from various sources would not create an unacceptable noise environment. **Table 4.13-4** and **Table 4.13-5** show the City's guidelines for interior and exterior noise exposure.

Table 4.13-4
CITY OF ARTESIA GENERAL PLAN INTERIOR AND EXTERIOR NOISE STANDARDS

Time Period	Permissible Noise Level (dBA)
Exterior Noise Limits	
7:00 a.m. – 10:00 p.m.	55
10:00 p.m. – 7:00 a.m.	50
Interior Noise Limits	
7:00 a.m. – 10:00 p.m.	55
10:00 p.m. – 7:00 a.m.	45

Source: City of Artesia, 2010a

Table 4.13-5
CITY OF ARTESIA GENERAL PLAN INTERIOR AND EXTERIOR SHORT TERM PERMITTTED INCREASES IN NOISE

Permitted Increases in Noise (dBA)	Duration of Increase in Minutes Per Hour
Exterior Noise Limits	
5	15
10	5
15	1
20	Less than 1 minute
Interior Noise Limits	
5	1
10	Less than 1 minute

Source: City of Artesia, 2010a

For a mixed-use development such as the proposed project, conservative exterior noise levels of 65 dBA CNEL or less are desirable. As mentioned in the General Plan, the City sets forth requirements for the insulation of multiple-family residential dwelling units, such as those in the project, from excessive and potentially harmful noise. Whenever multifamily residential dwelling units are proposed in areas with excessive noise exposure, the developer must incorporate construction features into the building's design that reduce interior noise levels to 45 dBA CNEL or lower (City of Artesia 2010a, p. N-6).

The General Plan Noise Element has the following applicable goals, associated policies, and actions for addressing noise issues in the community (City of Artesia, 2010a, p. N-10-N-13):

> **Community Goal N 1: Land use planning decisions, including planning for new development, consider noise impacts.**
>
> **Community Policy N 1.1**

Permit only those new development or redevelopment projects that have incorporated appropriate mitigation measures, so that standards contained in the Noise Sub-Element or adopted ordinances are met.

Policy Action N 1.1.1

Enforce noise standards, as contained in the City's Noise Ordinance.

Policy Action N 1.1.2

Require a noise impact evaluation for projects, if determined necessary through the environmental review process. If noise abatement is found necessary, implementation mitigation measures based on a technical study prepared by a qualified acoustical professional.

Policy Action N 1.1.3

Implement noise mitigation by placing conditions of approval on development projects and require a clear description of mitigation on subdivision maps, site plans, and building plans for inspection purposes.

Community Policy N 1.2

Continue to enforce noise standards consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as a noise ordinance, building codes, and subdivision and zoning regulations.

Policy Action N 1.2.1

Require that any proposed development near existing residential land uses demonstrate compliance with the City's Noise Ordinance prior to the approval of the project.

Policy Action N 1.2.2

Review the Noise Ordinance to determine if additional or modified standards are necessary to address mixed use development.

Policy Action N 1.2.3

Require the design of mixed-use structures to incorporate techniques to prevent the transfer of noise and vibration from the non-residential to residential uses.

Policy Action N 1.2.4

Encourage commercial uses that are not noise intensive in mixed use developments.

Policy Action N 1.2.5

Orient residential uses away from major noise sources, particularly in mixed use areas.

Community Goal N 2: Noise impacts from transportation sources are minimized.

Community Policy N 2.1

Encourage outside agencies to minimize impacts of noise from regional transportation corridors.

Policy Action N 2.1.2

Coordinate sound attenuation projects with Caltrans to mitigate noise to keep interior residential levels below the State standard of 45 dBA CNEL.

Community Policy N 2.2

Reduce noise impacts from transportation corridors under the City's jurisdiction.

Policy Action N 2.2.2

Evaluate truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.

Community Goal N 3: Noise impacts from non-transportation sources are minimized.

Community Policy N 3.1

Ensure non-transportation sources of noise have incorporated appropriate mitigation measures, so that standards contained in the Noise Sub-Element or adopted ordinances are met.

Policy Action N 3.1.1

Require that noise mitigation techniques be incorporated into all construction-related activities.

Policy Action N 3.1.2

Enforce the Noise Ordinance to ensure that stationary noise and noise emanating from construction activities, private development, and/or special events are minimized.

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

Community Policy N 4.1

Ensure Community Noise Equivalent Levels (CNEL) for noise sensitive land uses meet normally acceptable levels, as defined by State standards.

Policy Action N 4.1.1

Require buffers or appropriate mitigation of potential noise sources on noise sensitive areas.

City of Artesia Municipal Code

The City of Artesia's regulations with respect to noise are included in Municipal Code Title 5 Chapter 2 (Noise).[18] They include limitations on noise levels within mixed-used places as shown below.

Title 5 Chapter 2 of the Municipal Code has the following project-related provisions:

§ 5-2.05 Prohibited Noises - General Standard.

Notwithstanding any other provision of this chapter, and in addition thereto, it is unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, or unusual noise, sound or vibration which unreasonably disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The factors which shall be considered in determining whether such noise violates the provisions of this section shall include, but not be limited to, the following (Ord. 599, § 1):

(a) The volume of the noise;
(b) The intensity of the noise;
(c) Whether the nature of the noise is usual or unusual;
(d) Whether the origin of the noise is natural or unnatural;
(e) The volume and intensity of the background noise, if any;
(f) The proximity of the noise to residential sleeping facilities;

[18] https://ecode360.com/43217219#43217219.

(g) The nature and zoning of the area within which the noise emanates;
(h) The density of the inhabitation of the area within which the noise emanates;
(i) The time of the day or night the noise occurs;
(j) The duration of the noise;
(k) Whether the noise is recurrent, intermittent, or constant; and
(l) Whether the noise is produced by a commercial or noncommercial activity.

§ 5-2.06 Prohibited Noises—Specific Violations.

Except as set forth in Section **5-2.07** of this chapter, the following acts and the causing or permitting thereof, are specifically declared to be a violation of this chapter (Ord. 599, § 1):

(a) *Radios, Phonographs, Etc*. The using, operating or permitting to be played, used or operated between the hours of 10:00 p.m. and 7:00 a.m. of any radio, musical instrument, phonograph, television set, or instrument or device similar to those heretofore specifically mentioned (hereinafter "device") for the production or reproduction of sound in volume sufficiently loud as to be plainly audible at a distance of 50 feet or more from the property line of the property from which the noise, sound or vibration is emanating, and the using, operating or permitting to be played, used or operated between the hours of 7:00 a.m. and 10:00 p.m. of any such device for the production or reproduction of sound in volume sufficiently loud as to be plainly audible at a distance of 200 feet or more from the property line of the property from which the noise, sound or vibration is emanating.

(b) *Band or Orchestral Rehearsals.* The conducting of or carrying on, or allowing the conducting or carrying on of band or orchestral concerts or rehearsals or practice between the hours of 10:00 p.m. and 7:00 a.m. sufficiently loud as to be plainly audible at a distance of 50 feet or more from the property line of the property where the concert, rehearsal or practice is occurring, and the conducting of or carrying on, or allowing the conducting or carrying on of band or orchestral concerts or rehearsals or practice between the hours of 7:00 a.m. and 10:00 p.m. sufficiently loud as to be plainly audible at a distance of 200 feet or more from the property line of the property where the concert, rehearsal or practice is occurring.

(c) *Engines, Motors and Mechanical Devices Near Residential District*. The sustained, continuous or repeated operation or use between the hours of 8:00 p.m. and 7:00 a.m. of any motor or engine or the repair, modification, reconstruction, testing or operation of any automobile, motorcycle, machine, contrivance, or mechanical device or other contrivance or facility unless such motor, engine, automobile, motorcycle, machine or mechanical device is enclosed within a sound insulated structure so as to prevent noise and sound from being plainly audible at: (1) a distance of 50 feet or more from the property line of the property from which the noise, sound or vibration is emanating or (2) the exterior wall of any adjacent residence, whichever is less.

(e) *Loading and Unloading.* Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between the hours of 8:00 p.m. and 7:00 a.m. in volume sufficiently loud as to be plainly audible at a distance of 50 feet or more from the property line of the property where the activity is occurring.

(f) *Construction*. Operating or causing the operation of any tools, equipment, impact devices, derricks or hoists used on construction, drilling, repair, alteration, demolition or earthwork, between the hours of 7:00 p.m. and 7:00 a.m. on weekdays or at any time on Sunday or Federal holiday.

4.13.5 Significance Thresholds

This analysis incorporated is based upon the noise thresholds prescribed in Appendix G of the CEQA Guidelines, as amended (AEP, 2024) and shown as checklist questions **a)** through **c)** at the beginning of this section. There are normally two criteria for judging noise impacts. First, noise levels generated by the proposed project must comply with all relevant federal, state and local standards and regulations. The second measure of impact used in this analysis is the significant increase in noise levels above existing ambient noise levels as a result of the introduction of a new noise source. An increase in noise level due to a new noise source has a potential to adversely impact people.

Based on the applicable noise regulations stated above, the proposed project would have a significant noise impact if it would:

- Conflict with applicable noise restrictions or standards imposed by regulatory agencies.
- Result in short-term exposures exceeding 80 dBA (FTA, 2018).
- Cause the **permanent** ambient noise level at the property line of an affected land use to increase by 5 dBA CNEL or more.
- Contribute to a significant cumulative noise impact.

4.13.6 Impact Analysis

a) Would the project result in generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact

Noise impacts associated with mixed use projects include short-term and long-term impacts. Construction activities, especially heavy equipment operation, would create noise effects on and adjacent to the construction site. Long-term noise impacts include project-generated onsite and offsite operational noise sources. Onsite (stationary) noise sources from the apartment homes would include operation of mechanical equipment such as air conditioners and building maintenance. Offsite noise would be attributable to project-induced traffic, which would cause an incremental increase in noise levels within and near the project.

Short-Term Construction Noise

The construction of the proposed project may generate temporary increases in ambient noise levels that exceed the thresholds of significance for this analysis. Noise impacts from construction activities are a function of the noise generated by the operation of construction equipment and offroad delivery and worker commuter vehicles, the location of equipment, and the timing and duration of the noise-generating activities.

For the purpose of this analysis, it was estimated that the proposed project would be built in six phases, which are listed in **Table 4.13-6**. Construction is anticipated to run from early July 2026 to mid-September 2028.

The types and numbers of pieces of equipment to be deployed during each construction phase were determined as part of the air quality and greenhouse gas emissions analyses for this project (see **Section 4.3** and **Section 4.8**). For each equipment type, the table shows an average noise emission level (in dB at 50 feet, unless otherwise specified) and a "usage factor," which is an estimated fraction

of operating time that the equipment would be producing noise at the stated level. Equipment characteristics for the six phases are shown in **Table 4.13-6**.

Using calculation methods published by the Federal Transportation Administration (FTA, 2018), UltraSystems estimated the average hourly exposures at four sensitive receiver locations, as seen in **Figure 4.13-1**: two churches, one school, one preschool, a Days Inn & Suites by Windham Artesia, and single-family houses. The distances used for the calculation were measured from the receivers to the approximate center of activity of each construction phase, since that would be the average location of construction equipment.

Several of the sensitive receivers analyzed would be shielded from the project noise sources by existing buildings in the surrounding area. The effects of the shielding from existing buildings were taken into account according to Caltrans guidance (Caltrans, 2009, p. 2-35). Shielding by partially constructed new buildings was not taken into account.

Table 4.13-6
CONSTRUCTION EQUIPMENT NOISE CHARACTERISTICS

Construction Phase	Equipment Type	Horse-power	No. of Pieces	Usage Factor	dBA @ 50 Feet	Composite dBA
1 – Site Preparation	Tractor/Loader/Backhoes	84	1	0.37	85	80.68
2 – Grading	Graders	187	1	0.41	85	82.61
	Excavators	158	1	0.38	80	
	Off-Highway Trucks	376	1	0.38	75	
3 – Building Construction	Cranes	231	1	0.29	83	81.97
	Forklifts	89	2	0.30	67	
	Generator Sets	84	1	0.5	73	
	Welders	46	1	0.45	74	
	Tractor/Loader/Backhoes	84	1	0.37	85	
4- Paving	Pavers	81	1	0.42	77	74.40
	Rollers	36	1	0.38	74	
5 – Architectural Coating	Air Compressors	78	1	0.48	81	77.81

Sources: Equipment deployment determined by CalEEMod (2022.1.1.29) (CAPCOA, 2024). Noise emissions characteristics from Knauer et al. (2006).

Table 4.13-7 summarizes the maximum estimated construction-related short-term noise exposures at the nearest sensitive receiver for each construction phase. Grading is the activity producing the maximum exposures. Short-term noise exposures due to construction activities would be about 56.3 to 71.2 dBA L_{eq}. Exposures above 70 dBA L_{eq} are due mainly to a combination of proximity to the sources and lack of intervening structures to attenuate the noise.

Table 4.13-7
ESTIMATED MAXIMUM ONE-HOUR CONSTRUCTION NOISE EXPOSURES

Receiver	Phase	Distance (feet)	Ambient (dBA L_{eq})	Construction (dBA L_{eq})	New Total (dBA L_{eq})[b]
1 - Days Inn & Suites by Wyndham	Grading	325	58.1	66.4	67.0
2 - Cerritos Presbyterian School	Grading	185	55.9	71.2	71.3
3 - Single-family house	Grading	580	55.3	56.3[a]	58.8
4 - Ross Academy (Classroom)	Grading	918	59.1	52.3[a]	59.9
5 - Ross Academy (Playing Field)	Grading	1129	59.1	49.3[a]	59.5
6 - Single-family house	Grading	205	55.9	70.3	70.5

[a] Blocking from intervening structures taken into account.
[b] Total = ambient + contribution from construction,

Construction activity in the City of Artesia is limited to 7:00 a.m. to 7:00 p.m. on weekdays and is prohibited on Sundays and federal holidays.[19] Noise exposure from construction of the proposed project would not exceed the FTA's 80 dBA threshold. Impacts would be less than significant.

Operational Noise

Mobile Sources

According to the CalEEMod analysis prepared for this project, the project would generate a maximum of 557 new trips per day in the operational phase (**Appendix J**). The average daily traffic was obtained from data supplied by Kunzman Associates, Inc. in a traffic impact analysis. The average daily traffic on Pioneer Boulevard between 176th Street and 178th Street Avenue was 16,200 vehicles per day in 2015 (Kunzman Associates, Inc., 2015). Assuming a growth rate of two percent per year, the current year traffic in the same segment of Pioneer Boulevard would be 19,360 vehicles per day. The increase due to the project would be about 2.9 percent. Given the logarithmic nature of the decibel, traffic volume needs to be doubled—that is, a 100 percent increase—in order for the noise level to increase by 3 dBA (ICF Jones & Stokes, 2009), the minimum level perceived by the average human ear. Because the maximum increase in traffic in any road segment would be far below 100 percent, the increase in roadway noise experienced at sensitive receivers would not be perceptible to the human ear. Therefore, roadway noise associated with project operation would not expose a land use to noise levels that are considered incompatible with or in excess of adopted standards, and impacts would be less than significant.

Onsite

Onsite noise sources from the proposed mixed-use project would include operation of mechanical equipment such as air conditioners and building maintenance equipment; and motor vehicles accessing, driving on, and exiting the parking lot and garbage trucks accessing the parking lot. Noise levels associated with operation of the project are expected to be comparable to those of nearby residential areas and activities.

Noise impacts from onsite sources would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in dB is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 vibration decibels

[19] Artesia Municipal Code § 5-2.06 (f).

(VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Vibration

Construction activities for the project have the potential to generate groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminish in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

The FTA (2018) has published standard vibration levels for construction equipment operations, at a distance of 25 feet. The construction-related vibration levels for the nearest sensitive receivers for major construction phases are shown in **Table 4.13-8**. These calculations were based on the distances from the onsite construction activity and onroad loaded trucks to the centers of the closest sensitive receivers.

Table 4.13-8
VIBRATION LEVELS OF TYPICAL CONSTRUCTION EQUIPMENT

Equipment	PPV @ 25 ft. (in/sec)	Vibration dB @ 25 ft. (VdB)	PPV @ 288 ft (in/sec)[a]	Vibration dB @ 288 ft. (VdB)[a]	PPV @ 194 ft. (in/sec)[b]	Vibration dB @ 194 ft. (VdB)[b]
Loaded Trucks	0.076	86			0.008	59
Jackhammer	0.035	79	0.0024	47		
Small bulldozer	0.003	58	0.00020	26		
Large bulldozer	0.089	87	0.0061	55		

Source: Calculated by UltraSystems.
Note: PPV = peak particle velocity, VdB = vibration decibels, in/sec = inches per second.
[a]Applies to onsite construction activities to the nearest sensitive receiver (Cerritos Presbyterian Church).
[b]Applies to onroad truck activities to the nearest sensitive receiver (Days Inn & Suites by Windham Artesia).

As shown in **Table 4.13-7**, the PPV of construction equipment at the nearest sensitive receiver (Days Inn & Suites by Windham Artesia) is at most 0.008 inch per second, which is less than the FTA damage threshold of 0.12 inch per second PPV for fragile historic buildings. The maximum VdB are 59 VdB, which is below the FTA threshold for human annoyance of 80 VdB. Unmitigated vibration impacts would therefore be less than significant.

Operational Vibration

The project involves the operation of residential-related and low-grade commercial-related equipment and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large manufacturing and industrial projects. Groundborne vibrations at the project site and immediate vicinity currently result from heavy-duty vehicular travel

(e.g., refuse trucks and transit buses) on the nearby local roadways, and the project would not result in a substantive increase of these heavy-duty vehicles on the public roadways. Therefore, vibration impacts associated with operation of the project would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact

The nearest active public airport is the Long Beach Airport, located approximately 5.3 miles southwest of the project site. Fullerton Municipal Airport, the only municipal airport in Orange County, is located approximately 5.5 miles east of the project and the project is located outside of its 60 dBA CNEL noise contour. Further, the project is located outside of the 60 dBA CNEL noise contour for Long Beach Airport. Thus, project development would not expose residents onsite to excessive airport-related noise levels, and impacts would be less than significant.

4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

d) Would the project induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact

The existing and projected demographic data for Artesia for 2019 and 2050 are shown in **Table 4.14-1**. The population in the City is forecast to increase approximately 3.1 percent, the number of households is forecast to increase 8.7 percent, and employment is forecast to increase 4.4 percent during that period (SCAG, 2024). The estimated total number of housing units in the City as of April 2021 was 4,731, consisting of 3,382 (71.5 percent of total) single-family detached, 364 (7.7 percent) single-family attached, 949 (20.1 percent) multifamily and 36 (0.8 percent) mobile homes (SCAG, 2021, p. 10/18).

Table 4.14-1
CITY OF ARTESIA DEMOGRAPHIC AND GROWTH FORECAST

	2019	2050	Difference (2019 – 2050)	Percent Change (2019 – 2050)
Population	16,400	16,900	500	3.1%
Households	4,600	5,000	400	8.7%
Employment	6,800	7,100	300	4.4%

Sources: SCAG, 2024

The Southern California Association of Governments (SCAG) forecasts a net increase over the 30-year period of approximately 500 residents, or an increase of 3.1 percent.

Population Impacts

The project proposes the development of a total of 83 multi-family residential units. The average household size in the City of Artesia in 2024 is 3.32 persons (CDF, 2024). Thus, the project at full occupancy is estimated to house 276 persons, well within the estimated increase of 500 residents between 2019 and 2050.

Housing Impacts

The project proposes a density of 100 dwelling units per acre (du/ac). The Artesia LIVE Specific Plan currently allows for up to 70 du/ac. The project includes an amendment to the Artesia Live Specific Plan increasing the allowed to allow a proposed 100 du/ac. With approval of this request, the project would remain consistent with the projected growth of the City laid out in the General Plan and Artesia LIVE Specific Plan. The proposed 83 housing units would be well within the forecast increase of 400 households (that is, occupied housing units) in the City and no adverse housing impact would occur.

Employment Impacts

Project operation is estimated to generate about 18 jobs: 15 in the restaurant and three building management (Zhang, 2024). Operational employment generation would be well within the employment forecast for the City of Artesia and would not have an adverse impact.

Project construction would generate a small number of temporary construction jobs. The unemployment rate in Los Angeles County in July 2024 was 6.5% (EDD, 2024). Thus, construction employment is expected to be absorbed from the regional labor force and is not expected to have an adverse impact regarding employment forecasts for the City of Artesia.

The implementation of the project is consistent with the overall intent of the City's goals to provide adequate housing opportunities to meet its fair share of projected housing needs, while incorporating mixed-use development. Roads and other infrastructure are present abutting two sides of the project site. Therefore, no indirect impacts associated with the extension of roads and other infrastructure would occur.

e) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact

The project site is currently a 0.83-acre vacant lot in the City of Artesia. No housing or residents are currently located on site. Therefore, the project would not displace any housing or people, and the project would not require the construction of replacement housing. No impact would occur.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			**X**	
b) Police protection?			**X**	
c) Schools?			**X**	
d) Parks?			**X**	
e) Other public facilities?			**X**	

a) Fire protection?

Less than Significant Impact

The Los Angeles County Fire Department (LACFD) provides fire services for the City of Artesia through a contract with the City (City of Artesia, 2024a). The LACFD has 168 fire stations that are divided into 22 battalions. The LACFD provides fire protection services to all unincorporated county land plus 59 contract cities, as well as the Angeles and Los Padres National Forests. Battalion 9 is primarily responsible for serving the City of Artesia (City of Artesia, 2016, p. 36). The nearest station to the project site is Station 30, the Headquarters of LACFD Battalion 9, approximately one mile south of the project site at 19030 Pioneer Boulevard in the City of Cerritos (Google Earth Pro, 2024).

The project proposes the development of a six-story mixed-use building on an approximately 0.83-acre vacant site. Implementing the project with 83 residential units could cause a small increase in the residential and employment population within the project limits. There are no fire facilities fees in effect for the City. Property tax and special tax revenue generated by the City funds Fire Department services in the City. These revenues would continue to fund the fire department services for future developments in the City. In the event additional resources are needed, the property tax growth within the City would meet the increased demand (City of Artesia, 2016).

Given the modest number of residential units and resultant minimal population growth, the proposed project would not require the construction or expansion of new fire department facilities, and the project should have a less than significant impact.

b) Police protection?

Less than Significant Impact

The Los Angeles County Sheriff's Department (LACoSD) provides police protection to the City of Artesia through a contract with the City (City of Artesia, 2024a). The nearest station to the project site is the LACoSD Lakewood Sheriff's Station, located approximately 3.25 miles southwest of the project site at 5130 Clark Avenue in the City of Lakewood (Google Earth Pro, 2024).

The General Plan Program EIR concluded that existing police protection staffing levels were sufficient to meet the service demands associated with the projected population growth permitted under the General Plan and built according to the proposed General Plan Update, including mixed-use projects (City of Artesia, 2016). The Lakewood Station is primarily responsible for providing law enforcement services to the project area (City of Artesia, 2016, p. 36).

Therefore, the proposed project would not require the construction or expansion of new police stations or facilities, and the project would have a less than significant impact.

c) Schools?

Less than Significant Impact

The project is located within the boundaries of the ABC Unified School District (ABCUSD), which provides public education to residents of Artesia. The district includes nineteen elementary schools, five junior high schools, three comprehensive high schools, a college preparatory grade 7-12 school, a continuation high school, infant/children centers, extended day care, and an adult school (City of Artesia, 2016).

The nearest public elementary school is Elliott Elementary School, located 1.2 miles southeast. Ross Academy of Creative and Media Arts Middle School is 0.4 miles southeast, and Cerritos High School is 1.6 miles southeast of the project site (Google Earth Pro, 2024).

The Residential and Commercial/Industrial Development School Fee Justification Study prepared for the School District (Cooperative Strategies, 2020) projects an increase in student enrollment attributable to new development. As a result, the school district has established that school fees are levied on new development projects consistent with the requirements of AB 2926, AB 1600, AB 181, and the provisions of § 66001 of the Government Code. According to § 65996 of the California Government Code § 65996 deems school development impact fees to be "full and complete school facilities mitigation" (Cooperative Strategies, 2020, p. 5).

ABCUSD has residual capacity for 2,705 students consisting of 1,871 students in elementary schools, 100 students in middle schools, and 734 students in high schools (Cooperative Strategies, 2020, p. 10).

As shown in **Table 4.15-1** below, the proposed project would increase existing housing by 83 residential units, potentially increasing the student population of the school district by approximately 45 students. This nominal growth in the student population is not anticipated to require new or expanded facilities, since the district's facilities are adequate and meet current and anticipated student demand.

Table 4.15-1
ESTIMATED PROJECT STUDENT GENERATION

School Level	Student Generation Factor Multi-Family Attached Units	Dwelling Units / Multi-Family Attached	Total Student Generation
Elementary (K-5)	0.2758	83	23
Middle (6-8)	0.0863	83	7
High (9-12)	0.1754	83	15
Total	**0.5375**	**83**	**45**

Source: Cooperative Strategies, 2020, p. 14

As discussed above, the School District imposes developer fees for new development for residential and commercial uses. The impact of the project on the facilities of the School District would be less than significant after paying the required developer fees for the schools.

d) Parks?

Less than Significant Impact

The City of Artesia is largely built out with little vacant land available for the dedication of parkland. Additionally, the proposed project does not include any areas which are currently parkland or have been designated for parkland. The City of Artesia has an estimated population of 15,597 people (US Census, 2024) and the increase in the number of residents is just 1.9 percent of the existing population. Demands for parks are generated by the population within the park service area, and the project's 83 units would result in a minor increase in population. The City of Artesia does not have an established standard for City-provided parkland. The City General Plan references a target park acreage of 52.65 acres based on the target acreage of 3 acres per 1,000 population in the Quimby Act (California Government Code § 66477) (City of Artesia, 2010, p. OS-8). At the target park acreage of 3 acres of parkland per 1,000 residents, project development would create demand for 0.678 acres of parkland[20]. The proposed project does not significantly increase the need for parkland beyond what was analyzed in the General Plan Program EIR. Additionally, under the provisions of the Quimby Act, the project would be required to dedicate parkland or pay an in-lieu fee as an alternative. Therefore, the impacts would be less than significant.

e) Other Public Facilities?

Less than Significant Impact

The Artesia Public Library is operated by Los Angeles County. The library is located at 18801 Elaine Avenue, about 1.1 miles southeast (Google Earth Pro, 2024) of the project site on the Artesia Park grounds (Library Artesia, 2024). As noted above, the increase in residents associated with the project would have a negligible effect on the demand for library services. Therefore, the impact of the proposed project on libraries would be less than significant.

[20] Proposed increase of 226 residents = (1,000/226)/3 = 0.678 acres

4.16 Recreation

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			**X**	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			**X**	

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

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

Less than Significant Impact

The City of Artesia Parks and Recreation Department operates 65.8 acres of open space (6.3 percent of the total City land area) for parks and recreational facilities. The nearest park to the project site is the regional Artesia Park located at 18750 Clarkdale Avenue approximately 4,200 feet to the southeast.

The City of Artesia is largely built out with minimal vacant land for park dedication. In addition, the project site does not contain any areas currently or previously dedicated as land for park use (City of Artesia, 2010a, p. OS-2).

The demand for parks is determined principally by the number of people residing in the service area of the park. The project involves the development of a mixed-use development that contains 83 residential dwelling units with various open space amenities. The project is estimated to house approximately 290 residents. based on the average number of residents per household in the City of Artesia in 2023, which is 3.49 according to the 2023 US Census QuickFacts (US Census, 2024). The City of Artesia does not have an established standard for City-provided parkland. The City General Plan references a target park acreage of 3 acres per 1,000 population in the Quimby Act (California Government Code Section 66477) (City of Artesia, 2010, p. OS-8). At the target park acreage, project development would create demand for 0.87 acres of parkland.

In addition to the various open space amenities proposed by the project, a dedication of parkland or payment of an in-lieu fee consistent with the Quimby Act shall be required upon approval. Therefore, the impact would be less than significant.

4.17 Transportation

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			**X**	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)??			**X**	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		**X**		
d) Result in inadequate emergency access?		**X**		

The following analysis is based upon the Artesia Mixed-Use Project VMT Analysis dated August 21, 2024 for the proposed project (RK Engineering, 2024), included as **Appendix J** to this document.

a) Would the project conflict with a program plan, ordinance or policy addressing circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact

Applicable Plans, Ordinances, and Policies

Connect SoCal 2024 (RTP/SCS)

Connect SoCal 2024, the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), is a long-term plan for the Southern California region that details the investment in our transportation system and development in our communities to meet the needs of the region.

As demonstrated in Threshold b) below, the proposed project would not conflict with the Connect SoCal 2024 RTP/SCS. Therefore, it would have a less than significant impact.

City of Artesia General Plan— Traffic and Circulation Element

The General Plan contains goals and policies that are applicable to the proposed project. Applicable goals and policies are summarized below:

Community Goal CIR 4: Reduced vehicle miles traveled.

Policy Action CIR 4.1.1: Encourage mixed use developments that combine residential and/or commercial or recreational uses, thereby improving convenience and reducing trip generation.

- Project Compliance: The proposed project would not conflict with Policy Action CIR 4.1.1 because the proposed project is a mixed-use development with both residential and commercial uses. Therefore, the project would comply with this policy.

Policy Action CIR 4.1.3: Increase residential and commercial density around bus transit facilities and major corridors.

- Project Compliance: The project proposes to increase the residential density up to 100 dwelling units per acre while including a commercial element to the project.

The proposed project would not conflict with City of Artesia General Plan— Traffic and Circulation Element and would have a less than significant impact.

City of Artesia Municipal Code

Parking

As discussed in **Section 3.0** of this Initial Study, vehicular ingress and egress would be along two driveways along the northern portion of the project site along 176th Street that would lead to two levels of parking – one level of semi-subterranean parking and another level of above-ground parking; the project would have 163 total parking spaces comprised of 119 standard parking stalls, five ADA stalls, 12 tandem stalls, 20 compact tandem stalls for the residential use and seven parking stalls for the commercial use. The number of parking spaces would adhere to the required parking spaces required by Title 9 Chapter 2 Article 11 of the City's Municipal Code.

Landscaping

As discussed in **Section 3.0** of this Initial Study, all areas subject to landscaping as required by Title 9 Chapter 2 Article 15 of the City's Municipal Code, the landscaping will be developed in accordance with its provisions. The landscape irrigation concept for the site will be designed to provide the most efficient and conserving means to distribute irrigation water and provide the property management company with the latest technology for water conservation.

The total building footprint is approximately 31,254 square feet. The project would be required to provide five percent of the building's footprint, equal to 1,825 square feet of landscaping. The project would provide approximately 3,114 square feet of landscaping.

In conclusion, the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Impacts regarding conflict with a program plan, ordinance, or policy addressing the circulation system would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact

CEQA Guidelines section 15064.3(b) pertains to the use of Vehicle Miles Traveled (VMT) as a method of determining the significance of transportation impacts. The County's guidelines provide screening and impact criteria to determine if the project would cause a significant transportation impact.

If the proposed project meets any of the following VMT screening criteria, the proposed project should be expected to have a less than significant impact without conducting a detailed project-level assessment:

- Non-Retail Project Trip Generation Screening Criteria: Project generates less than 110 Net Daily Trips.
- Retail Project Site Plan Screening Criteria: Project is a local serving retail land use with less than 50,000 Square Feet of Gross Floor Area.
- Proximity to Transit-Based Screening Criteria: Project is located near a major transit stop or high-quality transit corridor, AND the following is true:
    - Project has an FAR Ratio is Greater than 0.75,
    - Project does not provide more parking than required by the County Code,
    - Project is consistent with the SCAG RTP/SCS.
    - Residential Land Use Based Screening Criteria: Project is 100% affordable housing.

As shown in **Table 4.17-1**, the retail component meets the retail project site plan screening criteria and would therefore screen out of further VMT analysis. However, the residential component does not meet any of the screening criteria identified above. Therefore, further VMT analysis for the Project's residential component is required.

Table 4.17-1
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Code	Qty.	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
ITE Trip Generation Rate									
Multifamily Housing (Mid-Rise)	221	n/a	23%	77%	0.37	61%	39%	0.39	4.54
Strip Retail Plaza (<40k)	822	n/a	60%	40%	2.36	50%	50%	6.59	54.45
Project Trip Generation Forecast									
Multifamily Housing (Mid-Rise)	221	83 D/U	7	24	31	20	12	32	377
Strip Retail Plaza (<40k)	822	1.25 TSF	2	1	3	4	4	8	68
Total Project Trip Generation			**9**	**25**	**34**	**24**	**16**	**40**	**445**

Source: RK Engineering, 2024, Table 2
[1] Trip Generation, 11th Edition (Institute of Transportation Engineers [ITE], 2024)

The County of Los Angeles VMT Guidelines recommend the following impact criteria:

> *"A residential project would result in a potentially significant VMT impact if the project's residential VMT per capita would not be 16.8% below the existing residential VMT per capita for the Baseline Area in which the project is located."*

The VMT analysis was conducted using the 2024 SCAG RTP travel demand model, with a base model year of 2019. The 2024 SCAG RTP travel demand model was used to calculate the City of Artesia's VMT per capita and VMT Threshold of Significance. **Table 4.17-2** shows the citywide average and the threshold. The Threshold of Significance has been calculated to be 22.9 homebased VMT per capita (RK Engineering, 2024, p. 6).

The Project's socio-economic data was calculated based on the average household size of 3.35 per the California Department of Finance Population and Housing Estimate for Artesia for 2024. As such, the 83 multifamily dwelling units (DU) are anticipated to house approximately 278 residents (RK Engineering, 2024, p. 7).

Table 4.17-2
VMT THRESHOLD OF SIGNIFICANCE

Analysis Scenario	Geographic Area	Total Home-Based VMT	Total Residents	Total Home-Based VMT Per Capita
SCAG Base 2019	City of Artesia	515,401.28	18,726	27.5
16.8% Reduction in Citywide Average Home-Based VMT per Capita				-4.6
			VMT Threshold of Significance	**22.9**

Source: 2024 RTP SCAG Travel Demand Model

The calculation for the home-based VMT for the project was determined by multiplying the average trip length of the Project's Traffic Analysis Zone (TAZ) for home-based trips by the average daily traffic (ADT) of the residential component, which is equal to 377 daily trips with a TAZ average trip length of approximately 8.43 miles (RK Engineering, 2024, p. 7). The proposed commercial use is considered an ancillary use and is not considered a direct trip generator; thus, it is omitted from the trip generation calculations. As shown in **Table 4.17-3**, the project VMT per capita is 11.4, a VMT per capita 11.5 below the threshold of significance of 22.9 VMT per capita. Therefore, the project impact is less than significant.

Table 4.17-3
VEHICLE MILES TRAVELED SUMMARY

Traffic Analysis Zone	Avg. Trip Length[1]	Avg. Daily Trips[2]	Project VMT	Residents[3]	VMT per capita
21824100	8.43 miles	377	3,178.1	278	11.4
				City of Artesia Average VMT per Capita	22.9
				Difference	**-11.5**

Source: RK Engineering, 2024, p. 8.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact with Mitigation Incorporated

Construction

During the construction phase, the project could temporarily impact street traffic on Pioneer Boulevard and/or 176th Street adjacent to the project site due to construction activities in the ROW. Project construction could reduce the number of lanes or temporarily close a portion of Pioneer Boulevard or 176th Street. This impact would be significant without mitigation. Mitigation measure **TRANS-1** is recommended to address potential hazard impacts during the construction phase.

Mitigation Measure

MM TRANS-1

Prior to the start of construction activities in the public right-of-way, the General Contractor shall submit a detailed Construction Management Plan to be reviewed and approved by the City of Artesia Traffic Engineer. The Construction Management Plan shall specify that the Construction Manager will schedule truck traffic and employee shifts to avoid creating trips during the peak traffic periods, as is feasible for construction operations. All measures including identified truck routes and designated employee parking areas shall be included in

the Construction Management Plan. The Plan shall include but is not limited to the following provisions:

a) Identification of permitted hours for construction related delivery and removal of heavy equipment and materials;
b) Identification of where construction workers would park their personal vehicles during project construction with a requirement that at no time shall construction worker vehicles block any driveways. If complaints are received by the project applicant or City of Artesia regarding issues with construction worker vehicle parking, the project applicant shall identify alternative parking options for construction workers so as not to interfere with adjacent parking availability;
c) Identification of how emergency access to and around the project site will be maintained during project construction;
d) Identification of haul routes for delivery or removal of heavy and/or oversized equipment or material loads. Where feasible, delivery or removal of oversized equipment or material loads shall be conducted during off-peak-hour traffic periods;
e) Maintain pedestrian and bicycle connections around the project site and safe crossing locations shall be considered for all pedestrian and bicyclist detours; and
f) Maintain the security of the project site by erecting temporary fencing during the construction phase of the project. Any onsite night lighting used during the construction phase of the project shall be in compliance with City of Artesia lighting requirements.

Level of Significance After Mitigation

After implementation of mitigation measure **TRANS-1** above, the project would have less than significant construction-phase impacts regarding a substantial increase in hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact with Mitigation Incorporated

Construction

Project construction could temporarily close sidewalks and street lane(s) along Pioneer Boulevard and/or 176th Street., which could temporarily impact emergency access. Mitigation Measure (MM) **TRANS-1** is recommended to reduce potential project impacts regarding emergency access during the construction phase of the proposed project.

Mitigation Measure

Refer to **MM TRANS-1** above.

Level of Significance after Mitigation

MM TRANS-1 would reduce potential impacts regarding emergency access to a less than significant level because this mitigation measure requires the identification of how emergency access to and around the project site would be maintained during project construction.

Operation

The project would comply with applicable City regulations, such as the requirement to comply with the City's fire code to provide adequate emergency access. Prior to the issuance of building permits, the Los Angeles County Fire Department would review project site plans, including the location of all buildings, fences, access driveways, and other features that may affect emergency access. The site design includes access and fire lanes that would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. All onsite access and sight distance requirements would be in accordance with all applicable design requirements (City of Artesia Fire Code § 503 regarding fire access, and Caltrans Highway Design Manual § 201 regarding sight distances). The review process and compliance with applicable regulations and standards would ensure that adequate emergency access would be provided. Therefore, the project would not result in inadequate emergency access and there would be less than significant impacts.

4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?				**X**
b) Cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?		**X**		

Information from the Phase I Cultural Resources Inventory Report, dated July 31, 2024 (see **Appendix D**), prepared by UltraSystems for the Pioneer Place Mixed Use Project in the City of Artesia, has been included in this section.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?

No Impact

No resources as defined by Public Resources Code §21074 have been identified. Additionally, the project site has not been recommended for historic designation for prehistoric and Tribal Cultural Resources (TCRs). No tribal cultural sites were documented in the Native American Heritage Commission's Sacred Lands File (SLF) search (refer to Section 4.2 and Attachment C: "Native American Heritage Commission Records Search and Native American Contacts" in **Appendix D** to this IS/MND). No specific tribal resources have been identified.

No prehistoric or historic archaeological resources were observed during the field survey conducted on July 5, 2024, by Stephen O'Neil, M.A., RPA as part of the cultural resources investigation (see Section 4.3, **Appendix D**). The results of the pedestrian assessment indicate that it is unlikely that prehistoric resources will be adversely affected by construction of the project given the disturbed condition of the ground surface. The cultural resource records search at the SCCIC (the local California Historic Resources Information System facility) on June 26, 2024, indicated there are no prehistoric or historic sites on the project parcel (Section 4.1 in **Appendix D**).

No tribal cultural resources onsite are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k). Therefore, the project would have no impact in this regard.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?

Less than Significant Impact with Mitigation Incorporated

Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American Tribes on potential impacts on tribal cultural resources (TCRs), as defined in Public Resources Code § 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (CNRA, 2007).

As part of the AB 52 process, Native American tribes must submit a written request to the lead agency to be notified of projects within their traditionally and culturally affiliated area. The lead agency must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receiving this notification if they want to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or (2) one of the parties, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

Senate Bill 18 (SB 18) requires meaningful consultation with California Native American Tribes on potential impacts on tribal cultural resources (TCRs) that may result from zoning and master plan changes. The State of California Governor's Office of Planning and Research developed these Tribal Consultation Guidelines in order to provide guidance to cities and counties on the process for consulting with Native American Indian tribes during the adoption or amendment of local general plans or specific plans (defined in Government Code § 65450 et seq.). SB 18 requires local agencies to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process, thereby providing tribes an opportunity to participate in local land use decisions at an early planning stage.

The project has been filed with the City of Artesia which is the Lead Agency. Peter Kahn, Planning Manager, with the City of Artesia (the Lead Agency) was contacted on July 23, 2024, inquiring about when they will be initiating AB 52 and SB 18 consultation notice to local tribes for the project. October 21, 2024, Okina Dor, Community Development Director, stated that AB 52 consultation had not yet started (O. Dor to S. O'Neil, personal communication via email; October 21, 2024). On November 5, 2024, a set of 18 tribal consultation request letters were provided to Art Bashmakian and Okina Dor (City Planning Department) for mailing.

The Lead Agency has prepared and sent letters via certified mail and emails to the several tribes on the tribal list provided to UltraSystems from the NAHC, informing them of the project. The letters conveyed that the recipient has 30 days from the receipt of the letter to request AB 52 consultation regarding the project. Also, in accordance with SB 18, a tribe has 90 days in which to respond and request opening consultation, unless a shorter timeframe has been agreed to by the tribe. This section will be updated once the City has concluded the AB 52 consultation.

Mr. Dor initiated AB 52 and SB 18 consultation to local tribes for the Pioneer Place Project. Consultation invitations were sent to the participating tribes through email and certified mail informing them of the project on November 27, 2024. The tribes contacted included:

- Anthony Madrigal, THPO; Cahuilla Band of Indians
- Erica Schenk, Chairperson; Cahuilla Band of Indians
- BobbyRay Esparza, Cultural Director; Cahuilla Band of Indians
- Andrew Salas, Chairperson; Gabrieleno Band of Mission Indians – Kizh Nation
- Chistina Swindall Martinez, Secretary; Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Moralez, Chairperson; Gabrielino/Tongva San Gabriel Band of Mission Indians
- Robert Dorame, Chairperson; Gabrielino Tongva Indians of California Tribal Council
- Christina Conley, Cultural Resource Administrator; Gabrielino Tongva Indians of California Tribal Council
- Sandonne Goad, Chairperson; Gabrielino/Tongva Nation
- Charles Alvarez, Chairperson; Gabrielino-Tongva Nation
- Sam Dunlap, Cultural Resource Director; Gabrielino-Tongva Tribe
- Joyce Perry, Cultural Resources Director; Juaneño Band of Mission Indians, Acjachemen Nation - Belardes
- Matias Belardes, Chairperson; Juaneño Band of Mission Indians, Acjachemen Nation - Belardes
- Heidi Lucero, Chairperson & THPO; Juaneño Band of Mission Indians, Acjachemen Nation – 84-A
- Vanessa Minott, Tribal Administrator; Santa Rosa Band of Cahuilla Indians
- Steven Estrada, Chairman; Santa Rosa Band of Cahuilla Indians
- Isaiah Vivanco, Chairperson; Soboba Band of Luiseño
- Joseph Ontiveros, THPO; Soboba Band of Luiseño
- Jessica Valdes, Cultural Resources Specialist; Soboba Band of Luiseño

The Gabrielino Band of Mission Indians – Kizh Nation, responded by email to O. Dor on December 10, 2024, requesting consultation. A meeting was held between the tribe and Dor on January 21, 2025. Following the meeting the Kizh Nation Administrator provided an email on January 23, 2025 describing their concerns for the project, stating that the project location is "within the Gabrieleno community of *Naxaaw'nga* whose land area is now known as the city of Artesia"; that all mainland villages overlapped each other to help facilitate the movement of cultural resources throughout the landscape with village use areas were usually shared between village areas and were commonly used by two or more adjoining villages, and therefore, human activity can be pronounced within the shared use areas due to the combined use by multiple villages and TCR's may be present in the soil from the thousands of years of human activity within that landscape. They also note the presence of sacred water ways and traditional trade routes in the project area. The Kizh Nation provided three TCR mitigation measures which the City accepted. See below. On January 27, 2025, the City informed the Kizh Nation of accepting their suggested mitigation measures which the Band acknowledged and provided the Band with a soil study report of the project site as requested. (Art Bashmakian [Acting Planner Manager] to S. O'Neil, personal communication via telephone and email; January 2, 2025, and emails January 27, 2025). Mr. Bashmakian let Chairperson Salas know that the Gabrielino Tongva Indians of California Tribal Council have requested to be included in Tribal monitoring and asked that they approve a revision to their mitigation measure TCR_1 through email on February 25, 2025, A formal response from Chairperson Salas indicating that the Gabrieleño Band of Mission Indians – Kizh Nation are the "…the designated tribal entity responsible for monitoring due to their direct lineal descent and ancestral ties to this land…" and that "a rotation would compromise the integrity of cultural

preservation efforts" on February 26, 2025. Mr. Bashmakian provided modified mitigation measures that include both interested tribes for the tribe to review on March 11, 2025. A letter from the tribe's attorney, Kara E. Grant, was received on the same day, indicated that they do not support the revision of these measures. Consultation with the Gabrieleño Band of Mission Indians – Kizh Nation is ongoing.

The City sent emails to all non-responding tribes to follow up the mailing on January 16, 2025. The Santa Rosa Band of Cahuilla Indians replied the same day, declining consultation and stating they defer to the Soboba Band of Luiseno Indians. (A. Bashmakian to S. O'Neil, personal communication via telephone; January 27, 2025).

Telephone calls were conducted February 10, 2025, to the Cahuilla Band of Indians, and a message was left for Anthony Madrigal, Tribal Historic Officer. The Gabrielino/Tongva San Gabriel Band of Mission Indians, and a message was left for Anthony Morales, Chairperson. The Gabrielino/Tongva Nation, and a message was left for Sandonne Goad, Chairperson. The Gabrieleno-Tongva Tribe, and a message was left for Chairperson Charles Alvarez at two numbers provided by the NAHC. The Juaneño Band of Mission Indians Acjachemen Nation – Belardes, a message was left for Joyce Perry, Cultural Resources Director. The Juaneño Band of Mission Indians Acjachemen Nation – 84A, and a message was left for Heidi Lucero, Chairperson and THPO. There has been no reply from any of these seven tribes. On a call to the Soboba Band of Luiseño Indians, Mr. Bashmakian spoke with Jessica Valdez, Cultural Resources Specialist who stated that the project was not within their tribal area and to contact the Gabrielino Tongva Indians of California Tribal Council (Chairperson Robert Dorame and administrator Christine Conley). (A. Bashmakian to S. O'Neil, personal communication via email; February 11, 2025.) To date none of other tribes have responded to either request or decline consultation.

Christina Conley with the Gabrielino Tongva Indians of California Tribal Council responded via email January 29, 2025, stating that the project "is near a cultural site" and asked if there had been "cultural reporting." Bashmakian and Conely had a telephone meeting February 10, 2025, following which Conley sent an email again noting "close proximity to a recorded tribal site and asked again if "any cultural reporting had been conducted." Mr. Bashmakian provided the draft cultural resources inventory report on February 19, 2025. In an email on February 21, 2025, Ms. Conley indicated that the Gabrielino Tongva Indians of California Tribal Council would like to be included in Tribal monitoring and that if "… there is more than one interested tribe with respect to monitoring, a rotation may be implemented for equity and respect."

No TCRs were documented in the Native American Heritage Commission's SLF search. During outreach to the tribes in preparation of the Phase I Cultural Resources Inventory, the Gabrielino Tongva Indians of California Tribal Council noted the presence in the region of a specific traditional cultural resource, the village of Jaisobet and recommended monitoring during subsurface construction activities.

No resources as defined by Public Resources Code § 21074 have been identified (refer to Section 4.2 and Attachment C: "Native American Heritage Commission Records Search and Native American Contacts" in **Appendix D** to this IS/MND). Additionally, the project site has not been recommended for historic designation for prehistoric and TCRs. No specific tribal resources have been identified.

No prehistoric or historic archaeological resources were observed during the field survey. The previous cultural resources surveys within the 0.5-mile buffer zone found no recorded archaeological sites or isolates. One historic structure, a one-story single-family home was located approximately 0.32 mile to the northwest within the half-mile buffer of the project boundary. The cultural resource study findings at the SCCIC indicate that there is a low potential for finding tribal resources.

Land at the project site is disturbed by past construction in the upper several feet of soil. The prior fully built environment of the project site with the commercial uses that had taken place here suggests that the ground has been significantly disturbed. The cultural resource study findings

suggest that there is a low potential for finding resources during the residential construction work. There will be subsurface grading for the new structure foundations up to 11 feet below ground surface for the bottom of the first floor, elevator pits and utility vaults. This would reach into previously undisturbed native soil.

However, given the local Native American tribal concerns for potential traditional cultural resources, mitigation measures provided by the Kizh Nation will be implemented to further reduce potential impacts to a less than significant level.

Tribal monitoring of subsurface construction activities will be implemented with **MM TCR-1**. In the unlikely event of an unexpected discovery, implementation of mitigation measure **MM TCR-2** dealing with associated funerary objects and **MM TCR-3** dealing with human remains are recommended to ensure that impacts related to the accidental discovery of human remains would be less than significant.

Mitigation Measures:

MM TCR-1: Tribal Cultural Resources and Archaeological Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Artesia, shall develop an Archaeological Monitoring Plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include:

1. Monitoring of project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) coordinated with these construction-related activities;
2. The development of a simultaneous monitoring schedule in coordination with the developer and the project archeologist for the designated Native American Tribal Monitors from the two consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with the project archaeologist.;
3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent TCR discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor(s) to monitor all ground-disturbing activities in an effort to identify any unknown TCRs.

Pursuant to the AMP, a tribal monitor from the consulting tribe(s) shall be present during the initial grading activities. The tribal monitor(s) shall be present during all ground disturbing work, not only if something is found during initial grubbing.

MM TCR-2: Treatment and Disposition of Tribal Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries:

1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process;
2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman

remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Artesia with evidence of same:

a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality;

b. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the Fowler Museum at UCLA or the Natural History of Los Angeles County by default;

At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be prepared by the project archaeologist and submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist and the tribal monitor(s). All reports produced will be submitted to the City, Fowler Museum at UCLA or the Natural History of Los Angeles County and consulting tribes.

MM TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Level of Significance After Mitigation

With implementation of **MM TCR-1** and **MM TCR-2** above, potential project impacts on TCRs would be less than significant. With implementation of **MM TCR-3** above, the proposed project would result in less than significant impacts to human remains and associated funerary objects.

4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			**X**	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

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

Less than Significant Impact

As discussed in **Section 3.0,** Project Description, the proposed project would require sewer, domestic water, fire water, stormwater drainage, and electrical connections to existing utility infrastructure in the City of Artesia.

Domestic Water – As detailed in **Threshold 4.19 b)** below the City would have sufficient water supplies available to serve the project and any future development during normal, dry, and multiple dry years. Therefore, any impacts would be less than significant.

Wastewater Treatment – As detailed in **Threshold 4.19 c)** below, the current wastewater conveyance and treatment system servicing the project site would have the wastewater capacity to serve the proposed project. Therefore, any impact would be less than significant.

Stormwater – The City of Artesia is 99 percent built out and has an existing stormwater infrastructure provided through the County of Los Angeles. There is a 24-inch storm drain line that runs along Artesia Boulevard, extending from Roseton Avenue west approximately 500 feet and

continuing 200 feet northwest to Caine Drive. Another storm drain line begins south of the Gridley Road intersection and 183rd Street and varies in diameter from 18-24 inches. Another drain line extending north-south in Fallon Avenue has a varying size of 63-inch diameter north and 75-inch diameter south of Artesia Boulevard (City of Artesia, 2016, p. 33).

Electric Power - Electric power for the City of Artesia is provided by Southern California Edison (SCE) (City of Artesia, 2010a, p. 5.12-37). The proposed project is located in a developed area and the infrastructure for providing electric power to the area is well established. SCE typically utilizes existing utility corridors to reduce environmental impacts and has energy efficiency programs to reduce energy usage and maintain reliable service throughout the year (SCE, 2018, p. 45). The SCE has existing facilities that would provide electricity to the Specific Plan area (City of Artesia, 2016, p. 35). Therefore, a less than significant impact would occur.

Natural Gas -SoCalGas is the primary distributor of natural gas throughout Southern California, including the City of Artesia. However, the project does not include the use of natural gas.

Telecommunications Facilities - Cable services, including internet, phone, and television, are provided in the City of Artesia by DirecTV, Dish, Frontier, Spectrum, and Verizon (City of Artesia, 2024c). Project development would not interfere with the operation of telecommunications facilities and impacts would be less than significant.

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

Less than Significant Impact

The City of Artesia receives its water from the Golden State Water Company (GSWC). Most of Artesia's water supplies have been local groundwater resources. Specifically, Artesia's water supply contains adjudicated groundwater from the Central Basin, purchased water through the water supply nexus between GWSC, Central Basin Municipal Water District (CBMWD), and the Metropolitan Water District of Southern California (MWD). There is also water purchased from the City of Cerritos, emergency connections with the cities of Lakewood, Long Beach, Cerritos, the GSWC West Orange Service Area and the Norwalk Municipal Water System. Recycled water is purchased from CBMWD through the Central Basin Recycled Water Project (GSWC, 2020). The estimated project water demands are shown in **Table 4.19-1**. The State-mandated Water Use Objectives will mandate water budgets that include residential, indoor, and landscape usage, as well as nonresidential allowances. These unit demands include all current savings from building codes and water efficient requirements, including the California Green Building Standards Code (CALGreen)(GSWC, 2020, p. 4-5). As demonstrated in **Table 4.19-2** and **Table 4.19-3**, there would be sufficient water supply available to meet the project demands and the City of Artesia during normal, single-dry, and multiple-dry years.

Table 4.19-1
PROJECTED WASTEWATER GENERATION AND WATER DEMANDS

Land Use	Quantity	Wastewater Generation Rate	Water Demand[1]	Annual Demand[1]
Multi-Family	83 du	156 gpd/du	15,279 gpd	17.1 afy
Restaurant	4,414 sq. ft.	125gpd/1,000 sq. ft.	706.5 gpd	0.79 afy
Total Projected Demand			**13,500 gpd**	**17.8 afy**

Source: Los Angeles County Sanitation Districts, 2021, p. 20
Note: [1]Water consumption rates are assumed as 128 percent (nonresidential) and 118 percent (residential)of the wastewater generation rates.

Table 4.19-2
NORMAL AND SINGLE DRY YEAR WATER SUPPLY AND DEMAND (AFY)

Normal Year	**2025**	**2030**	**2035**	**2040**	**2045**
Supply totals	5,109	5,152	5,196	5,240	5,284
Demand totals	5,109	5,152	5,196	5,240	5,284
Difference	0	0	0	0	0
Potential Impact	0.35%	0.35%	0.34%	0.33%	0.34%
Single Dry Year	**2025**	**2030**	**2035**	**2040**	**2045**
Supply totals	5,620	5,668	5,716	5,764	5,813
Demand totals	5,620	5,668	5,716	5,764	5,813
Difference	0	0	0	0	0
Potential Impact	0.32%	0.31%	0.31%	0.31%	0.31%

Source: GSWC, 2020, p. 5-3

Table 4.19-3
MULTIPLE DRY YEAR WATER SUPPLY AND DEMAND (AFY)

	2025	**2030**	**2035**	**2040**	**2045**
First Year					
Service Area Supply	5,620	5,668	5,716	5,764	5,813
Service Area Demand	5,620	5,668	5,716	5,764	5,813
Difference	0	0	0	0	0
Potential Impact	**0.32%**	**0.31%**	**0.31%**	**0.31%**	**0.31%**
Second Year					
Service Area Supply	5,630	5,677	5,725	5,774	5,813
Service Area Demand	5,630	5,677	5,725	5,774	5,813
Difference	0	0	0	0	0
Potential Impact	**0.32%**	**0.31%**	**0.31%**	**0.31%**	**0.31%**
Third Year					
Service Area Supply	5,639	5,687	5,735	5,784	5,813
Service Area Demand	5,639	5,687	5,735	5,784	5,813
Difference	0	0	0	0	0
Potential Impact	**0.32%**	**0.32%**	**0.31%**	**0.31%**	**0.31%**
Fourth Year					
Service Area Supply	5,649	5,696	5,745	5,793	5,813
Service Area Demand	5,649	5,696	5,745	5,793	5,813
Difference	0	0	0	0	0
Potential Impact	**0.31%**	**0.31%**	**0.31%**	**0.31%**	**0.31%**
Fifth Year					
Service Area Supply	5,658	5,706	5,754	5,803	5,813
Service Area Demand	5,658	5,706	5,754	5,803	5,813
Difference	0	0	0	0	0
Potential Impact	**0.31%**	**0.31%**	**0.31%**	**0.31%**	**0.31%**

Source: GSWC, 2020, p. 5-3

The project would require approximately 17.8 acre feet per year (afy) of water distributed by the water sources of the GSWC service area through 2045. The impact of the project on excess water supply in normal, single, and multiple dry years would have projected a demand of from a low of 0.31 percent

during normal years to a high of 0.35 percent for a single normal, single-dry year, or multiple-dry year through 2045.

The project would not require or result in the construction of new water treatment facilities or the expansion of existing facilities and would have sufficient water supply available for the reasonably foreseeable future during normal, dry and multiple dry years. Additionally, the project applicant would be required to implement the applicable requirements of the 2022 California Green Building Standards Code (CALGreen) that would further reduce water demand. The impact on water supply would be less than significant.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact

Wastewater in the Artesia system is transported to the Los Angeles County Sanitation Districts' (LACSD), Los Coyotes Water Reclamation Plant (LCWRP) in Cerritos and San Jose Creek WRP (SJCWRP) in Whittier for treatment (City of Artesia, 2012, p. 5.12-5). The LCWRP has capacity of 37.5 MGD; in 2023, average daily influent flows were 21.5 MGD, with residual capacity of about 16 MGD. The SJCWRP has capacity of 100 MGD; in 2023 average daily influent flows were 62.4 MGD, with residual capacity of 37.6 MGD (LACSD, 2023).

The project operation is estimated to generate 13,500 gpd of wastewater, as shown in **Table 4.19-1** above (County of Los Angeles, 2021). This is roughly 0.025 percent of the residual capacity of the two affected WTPs. In the region, there is sufficient wastewater treatment capacity for project-generated wastewater and project development would not require the construction of new or expanded wastewater treatment facilities. Therefore, the impacts to wastewater treatment would be less than significant.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact

Construction

The construction of the project would generate solid waste that would be disposed of in local landfills. Materials generated during the construction of the project would include paper, cardboard, metal, plastics, glass, concrete, lumber scrap, and other materials. During construction, bulk solid waste, excess building materials, fill, and other construction waste would be disposed of in a manner consistent with the State of California Integrated Waste Management Act of 1989. Section 4.408 of the 2022 California Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires that at least 65 percent of non-hazardous construction operations be recycled and/or salvaged for reuse. Project construction would include recycling and/or salvaging at least 65 percent of construction and demolition waste according to the 2022 CALGreen.

Operation

Waste Haulers - Since November 2015, CR&R Environmental Services has been the franchised waste hauler for the City of Artesia and has been responsible for providing recycling, refuse, and green waste services to residents (City of Artesia, 2024d). The waste stream generated by the City of Artesia is processed and sorted at the CR&R location in Santa Fe Springs at 12739 Lakeland Road (County of Los Angeles, 2024d).

Transfer Station - The Solid Waste Department manages the City's transfer station. The City of Artesia does not maintain an operational landfill. Transfer stations are facilities that move waste from small vehicles to larger transfer trailers or railway cars, which are then used to transport the waste to a remote landfill.

Landfills –In 2023 about 97 percent of the solid waste landfilled from the City of Artesia was disposed of at two facilities described below in **Table 4.19-4:** Azusa Land Reclamation in the City of Azusa, and the Sunshine Canyon Landfill in the Community of Sylmar in the City of Los Angeles. The remaining daily disposal capacity of the two landfills combined is over 11,000 tons.

Table 4.19-4
LANDFILLS SERVING THE CITY OF ARTESIA

Facility Name	Remaining Capacity	Permitted Daily Disposal	Actual Daily Disposal*	Residual Daily Capacity	Est. Closing Date
Sunshine Canyon Landfill	77,900,000	12,100	7,862.83	4,237.17	10/31/2037
Azusa Land Reclamation	51,512,201	8,000	1,058.73	6941.27	1/1/2045
Total	129,412,201	20,100	8,921.56	**11,178.44**	

* Daily disposal calculated based on annual disposal tonnage assuming 300 operating days per year: that is, six days per week less certain holidays.
Sources: LADPW, 2024a; CalRecycle, 2024a/b/c.

As shown in **Table 4.19-5**, the estimated increase in solid waste from the project of 64.6 tons per year represents a miniscule fraction of the remaining estimated permitted capacity (0.0000005 percent). Since there is sufficient permitted landfill capacity to support the operation of the proposed project, no adverse impact would occur on the solid waste collection service or the landfill disposal system. Therefore, the impact of the project on existing solid waste disposal facilities would be less than significant.

Table 4.19-5
ESTIMATED PROJECT-GENERATED SOLID WASTE

Land Use	Qty.	Generation Rate	Pounds per year (tons)
Multi-family Residential	83 du	4 lbs./du/day	121,180 lbs. per year (60.59 tons)
Restaurant	4,414 sq. ft.	0.005 lbs./sq ft/day	8,056 lbs. per year (4 tons)
Total			**129,236 lbs. per year (64.6 tons)**

Note: lbs./du/day = pounds per dwelling unit per day
Source: CalRecycle, 2024d

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact

In 1989, the California Legislature enacted the California Integrated Waste Management Act (AB 939), to address solid waste problems and capacities comprehensively. The law required each city and county to divert 50 percent of its waste from landfills by the year 2000.

Assembly Bill 341 (AB341; Chapter 476, Statute of 2011) increases the statewide waste diversion goal to 75 percent by 2020 and mandates recycling for commercial and multi-family residential land uses.

Assembly Bill 1826 (AB 1826; California Public Resources Code §§ 42649.8 et seq.) requires the recycling of organic matter by businesses, and multifamily residences of five or more units, generating such waste in amounts over certain thresholds. Organic waste means food waste, green waste, landscape and pruning waste, non-hazardous wood waste, and paper waste spoiled with food mixed with food waste.

Senate Bill 1383 (SB 1383; California Health and Safety Code §§ 39730.5 et seq.) set targets to achieve a 50 percent reduction in the level of statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law is intended to reduce the emissions of methane, a short-lived climate pollutant, from the decomposition of organic waste in landfills, for the protection of people in at-risk communities, and to reduce GHG emissions.

Section 5.408 (Construction Waste Reduction, Disposal, and recycling) of the 2022 California Green Building Standard code (CALGreen; Title 24, California Code of regulations, part 11) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

Section 6-2.109 of the Artesia Municipal Code requires owners of residential, commercial, and industrial properties in the City to have a service for soil waste and recyclable materials collection (City of Artesia, 2024b).

Ordinance 22-927 was adopted by the City of Artesia, eliminating the practice of stopping waste collection services due to nonpayment and instead placing solid waste charges on accounts that are delinquent for 60 days or more against the owner's property (City of Artesia, 2024b).

The proposed project would comply with applicable local, state, and federal solid waste disposal standards; therefore, the impacts would be less than significant.

4.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				**x**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				**X**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				**X**

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

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

No Impact

The project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA) as shown in **Figure 4.20-1**. An LRA is where cities or counties are responsible for the costs of wildfire prevention and suppression. The nearest VHFHSZ in an LRA is about 5.7 miles to the east of the project site.

The project site is not located in a VHFHSZ within a State Responsibility Area (SRA; where the State is responsible for the costs of wildfire prevention and suppression), as shown in **Figure 4.20-2.** . The nearest SRA to the project site is approximately 9.5 miles to the northeast.

Given the significant distance of the project site to any land classified as VHFHSZ, no impact would occur.

Figure 4.20-1
FIRE HAZARD SEVERITY ZONE IN LOCAL RESPONSIBILITY AREA

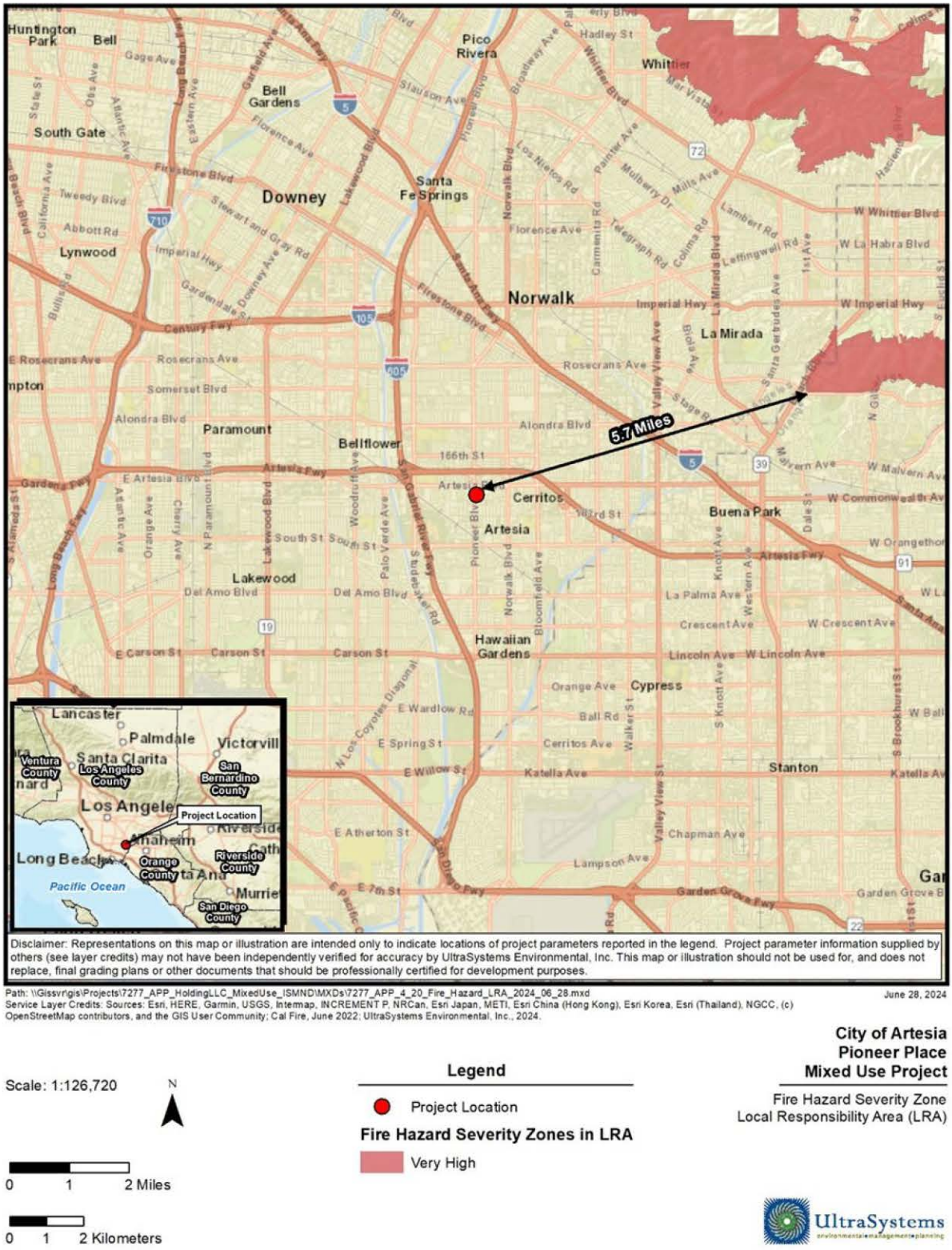
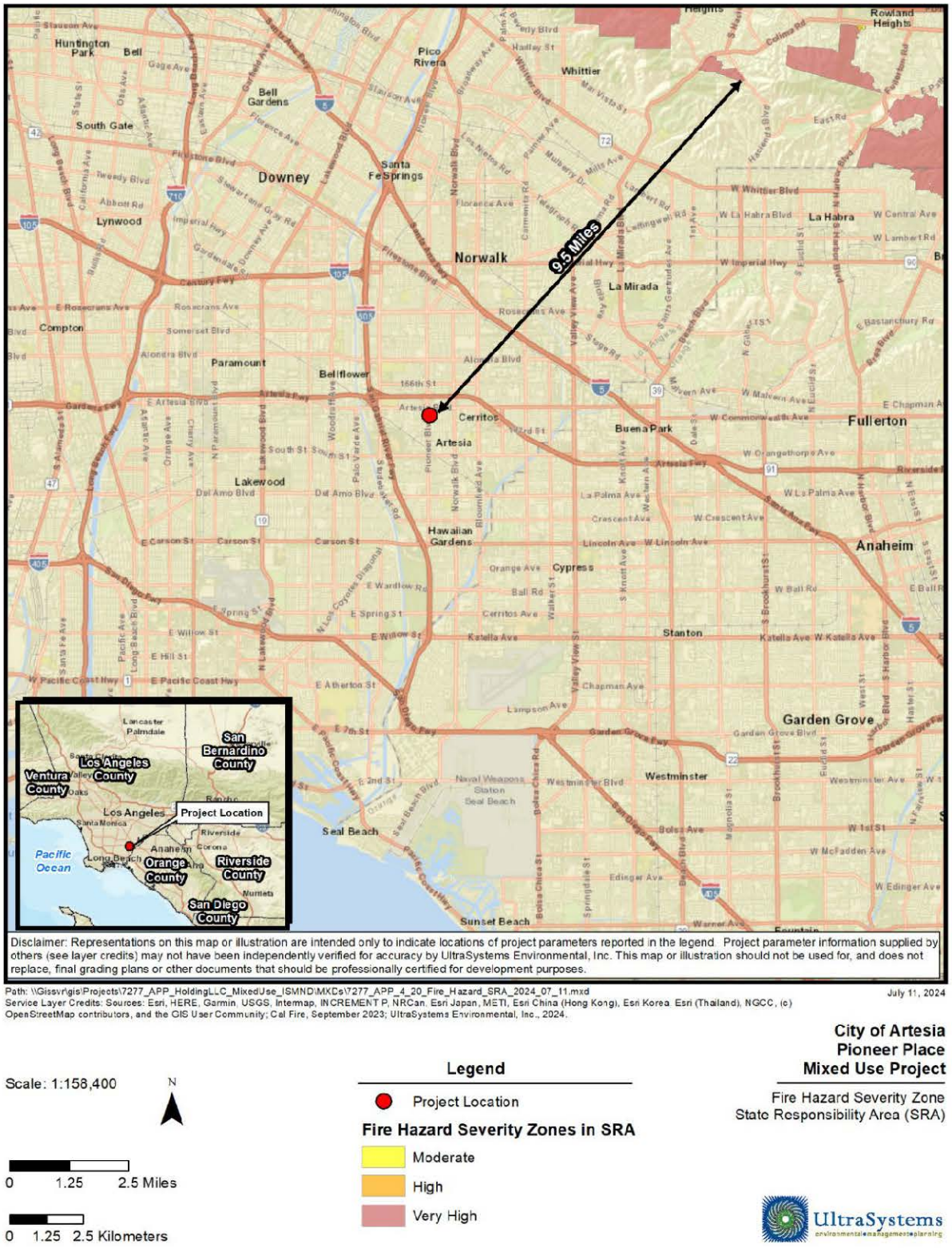


Figure 4.20-2
FIRE HAZARD SEVERITY ZONE IN STATE RESPONSIBILITY AREA



b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact

As discussed above, the project site is not located in or near a VHFHSZ. The project site is not located on or near a slope that could exacerbate the risks of wildfires. The Santa Ana winds can cause extreme winds to descend to the Pacific Coast around Los Angeles from inland desert regions. These winds can occur at any time of the year, but are most known for bringing hot, dry weather and low humidity, typically between October and March (NWS, 2024). Being situated in the southeast part of the County of Los Angeles, the project site would be no more susceptible to the Santa Ana winds than most of the County of Los Angeles. Therefore, the project would not expose the project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire and would have no impact in this regard.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact

As discussed above, the project site is not located in or near an SRA, nor is the project site in or near a VHFHSZ. The project would not require the installation or maintenance of infrastructure that can exacerbate fire risk. Therefore, the proposed project would have no impact.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact

As discussed above, the project site is not located in or near an SRA or land classified as VHFHSZ. The project site is relatively flat; therefore, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

4.21 Mandatory Findings of Significance

Would the project have:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		**X**		
b) Impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			**X**	
c) Environmental effects will cause substantial adverse effects on human beings, either directly or indirectly?		**X**		

a) Would the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation Incorporated

Considering that the project is located in a highly urbanized area with developed and landscaped substrates, optimal habitat for special-status plant and wildlife species is lacking. Thus, with the implementation of mitigation measure **BIO-1** (to protect nesting bird species from noise and dust disturbances), the proposed project would have less than significant impacts on species. As detailed in **Section 4.5**, grading activities associated with the development of the project would cause new subsurface disturbance and could result in the unanticipated discovery of unique paleontological and/or archeological resources. With the implementation of mitigation measures **GEO-1**, **CUL-1** to **CUL-3**, and **TCR-1** to **TCR-3**, potential project impacts on historic and prehistoric resources would be less than significant.

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

Less than Significant Impact

Regarding cumulative projects, the City of Artesia website does not list any current or upcoming projects within two miles of the proposed project site. Therefore, the proposed project would have no significant impacts, and the project would not be cumulatively considerable in connection with other projects being developed in the City.

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

Less than Significant Impact with Mitigation Incorporated

As discussed in **Sections 4.1** through **4.20** of this document, after the implementation of mitigation measures, potential adverse environmental effects were found to be less than significant on human beings, either directly or indirectly. Therefore, less than significant impacts would occur with the implementation of mitigation measures.

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7.0 MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with § 21081.6 of the Public Resources Code and § 15097 of the CEQA Guidelines, which requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon an MND or an EIR. The MMRP ensures the implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified through the use of monitoring and reporting. Monitoring is generally an ongoing or periodic process of project oversight; reporting generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

It is the intent of the MMRP to (1) provide a framework for document implementation of the required mitigation; (2) identify monitoring/reporting responsibility; (3) provide a record of the monitoring/reporting; and (4) ensure compliance with those MM that are within the responsibility of the City and/or Applicant to implement.

The following subjects require mitigation:

Biological Resources
Cultural Resources
Geology and Soils
Hazards and Hazardous Materials
Transportation
Tribal Cultural Resources

Table 7.0-1 lists impacts, mitigation measures adopted by the City of Artesia in connection with the approval of the proposed project, level of significance after mitigation, responsible and monitoring parties, and the project phase in which the measures are to be implemented. Only those environmental topics for which mitigation is required are listed in this Mitigation Monitoring and Reporting Program.

Table 7.0-1
MITIGATION MONITORING AND REPORTING PROGRAM

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
4.4 Biological Resources				
Threshold 4.4a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	**MM BIO-1: Pre-Construction Breeding Bird Survey.** To maintain compliance with the MBTA and Fish and Game Code, and to avoid impacts to or take of migratory non-game breeding birds, their nests, young, and eggs, the following measures will be implemented: a. Project activities that will remove or trim vegetation or otherwise disturb potential breeding and nesting sites will be scheduled outside the breeding bird season to avoid direct impacts to migratory non-game breeding birds protected by the MBTA and Fish and Game Code. The breeding bird nesting season is typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions. b. If project activities cannot be avoided during February 15 through September 15, a qualified biologist will conduct a pre-construction breeding bird survey for breeding birds and active nests or potential nesting sites within the limits of project disturbance. The survey will begin no later than seven days before the onset of scheduled activities, such as mobilization and staging, or other ground-disturbing activities such as vegetation and substrate removal and/or disturbance. The surveys will end no later than three days before onset of the aforementioned activities.	Project Applicant	Field Verification	1. City of Artesia 2. City of Artesia 3. During construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	c. If more than three days pass between the date of preconstruction breeding bird survey completion and the onset of construction activities mentioned in **BIO-1(b)**, another preconstruction breeding bird survey must be conducted as described in **BIO-1(b)**. d. If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted, the site will be mapped on engineering drawings and a no activity buffer zone will be marked (fencing, stakes, flagging, orange snow fencing, etc.) a minimum of 100 feet in all directions for most migratory bird species or 500 feet in all directions for listed bird species and all raptors. The biologist will determine the appropriate buffer size based on the type of activities planned near the nest and the type of bird that created the nest. This no-activity buffer zone will not be disturbed until a qualified biologist has determined that the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities. Periodic monitoring by a biologist will be performed to determine when nesting is complete. Once the nesting cycle has finished, the qualified biologist will allow project activities to begin within the buffer zone. e. If listed bird species are observed within the project site during the pre-construction surveys or monitoring, the biologist will immediately stop nearby construction work, map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and to determine if additional surveys or focused protocol surveys are necessary. Project activities may begin			

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	within the area only when concurrence is received from the appropriate resource agency. f. Birds or their active nests will not be disturbed, captured, handled or moved. Active nests cannot be removed or disturbed; however, nests can be removed or disturbed if determined inactive by a qualified biologist. g. If no breeding birds or active nests are observed during the pre-construction survey or they are observed and will not be impacted, project activities may begin, and no further mitigation will be required.			
4.5 Cultural Resources				
Threshold 4.5b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	**MM CUL-1**: In the event of an unexpected discovery of a cultural resource as defined by CEQA Guidelines § 15064.5, during any project related earth disturbing activities, all earth disturbing activities within 60 feet of the find shall be halted and the City of Artesia shall be notified. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology to assess the significance of the find. Impacts on any significant resources shall be mitigated to a less than significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A L) form and filed with the SCCIC. Construction activities	Qualified Archaeologist Project Contractor	Field Verification	1. City of Artesia 2. City of Artesia 3. During construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	may continue on other parts of the project site while evaluation and treatment of prehistoric archaeological resources takes place. A Monitoring and Treatment Plan shall be prepared by a qualified archaeologist. The qualified archaeologist shall recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area and afforded the necessary time and funds to recover, analyze, and curate the find(s). Construction activities may continue on other parts of the project site while evaluation and treatment of prehistoric archaeological resources takes place.			
	MM CUL-2: Prior to the commencement of grading or excavation, workers conducting construction activities, and their foremen will receive Worker Environmental Awareness Program (WEAP) training from a qualified archaeologist regarding the potential for sensitive archaeological and paleontological resources to be unearthed during grading activities. The workers will be directed to report any unusual specimens of bone, stone, ceramics or other archaeological artifacts or features and paleontological specimens of bone or features observed during grading and/or other construction activities to their foremen and to cease grading activities in the immediate vicinity of the discovery until a qualified archaeologist or Native American cultural monitor is notified of the discovery by the Superintendent of the project site and can assess their significance. The WEAP shall be implemented to educate all construction personnel about the area's environmental conditions and the environmental protection measures that must be adhered to by all workers throughout the duration of project construction.	Qualified Archaeologist	Field Verification	1. City of Artesia 2. City of Artesia 3. Prior to construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	Training materials shall be language-appropriate for all construction personnel. Upon completion of the WEAP, workers shall sign a form stating that they attended the program, understand all protection measures, and shall abide by all the rules of the WEAP. A record of all trained personnel shall be kept with the construction foreman at the project field construction office and shall be made available to any resource agency personnel. If new construction personnel are added to the project later, the construction foreman shall ensure that new personnel receive training before they start working. The archaeologist shall provide hard copies of the WEAP presentation to the construction foreman.			
Threshold 4.5c) Would the project disturb any human remains, including those interred outside of formal cemeteries?	**MM CUL-3:** If human remains are encountered during excavations associated with this project, all work will stop within a 30-foot radius of the discovery and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).	County Coroner Qualified Archaeologist NAHC Project Contractor	Field Verification	1. City of Artesia 2. City of Artesia 3. During construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
4.7 Geology and Soils				
Threshold 4.7f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	**MM GEO-1:** Before the beginning of project ground disturbing activities, the project proponent shall provide the City of Artesia Planning Manager with evidence that the proponent has retained a qualified paleontologist to be on call during ground disturbing activities. If paleontological resources are uncovered during construction activities, the contractor shall halt construction activities within 50 feet of the find and notify the City of Artesia Planning Manager. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). The fossils must be donated to a permanent accredited repository. Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that may be in the area.	Project Contractor City of Artesia Planning Manager On-Call Paleontologist	Field Verification	1. City of Artesia 2. City of Artesia 3. During construction
4.9 Hazards and Hazardous Materials				
Threshold 4.9f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Refer to the mitigation measure **TRANS-1** in **Section 4.17.** After implementation of the mitigation measure **TRANS-1** above, the project would have less than significant impact from the construction phase on emergency access.	Refer to **TRANS-1**	Refer **TRANS-1**	Refer **TRANS-1**

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
4.17 Transportation				
Threshold 4.17c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? and, **Threshold 4.17 d)**	**MM TRANS-1** Prior to the start of construction activity in the public right-of-way, the General Contractor shall submit a detailed Construction Management Plan to be reviewed and approved by the City of Artesia Traffic Engineer. The Construction Management Plan shall specify that the Construction Manager will schedule truck traffic and employee shifts to avoid creating trips during the peak traffic periods, as is feasible for construction operations. All measures including identified truck routes and designated employee parking areas shall be included in the Construction Management Plan. The Plan shall include but is not limited to the following provisions: a) Identification of permitted hours for construction related deliveries and removal of heavy equipment and material; b) Identification of where construction workers would park their personal vehicles during project construction with a requirement that at no time shall construction worker vehicles block any driveways. If complaints are received by the project applicant or City of Artesia regarding issues with construction worker vehicle parking, the project applicant shall identify alternative parking options for construction workers so as not to interfere with adjacent parking availability; c) Identification of how emergency access to and around the project site will be maintained during project construction;	Project Applicant	Field Verification	1. City of Artesia 2. City of Artesia 3. Prior to the start of construction activity in the public right-of-way

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
Result in inadequate emergency access?	d) Identification of haul routes for delivery or removal of heavy and/or oversized equipment or material loads. Where feasible, delivery or removal of oversized equipment or material loads shall be conducted during off-peak hour traffic periods; e) Maintain pedestrian and bicycle connections around the project site and safe crossing locations shall be considered for all pedestrian and bicyclist detours; and f) Maintain the security of the project site by erecting temporary fencing during the construction phase of the project. Any onsite night lighting used during the construction phase of the project shall be in compliance with City of Artesia lighting requirements.			
4.18 Tribal Cultural Resources				
Threshold 4.18b) Cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of	**MM TCR-1**: Tribal Cultural Resources and Archaeological Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Artesia, shall develop an Archaeological Monitoring Plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include: 1. Monitoring of project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) coordinated with these construction-related activities;	Project Applicant	Field Verification	1. City of Artesia 2. City of Artesia 3. Prior to commencement of any "ground-disturbing activity"

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
Public Resource Code § 5024.1(c)?	2. The development of a simultaneous monitoring schedule in coordination with the developer and the project archeologist for the designated Native American Tribal Monitors from the two consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with the project archaeologist.; 3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent TCR discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor(s) to monitor all ground-disturbing activities in an effort to identify any unknown TCRs. Pursuant to the AMP, a tribal monitor from the consulting tribe(s) shall be present during the initial grading activities. The tribal monitor(s) shall be present during all ground disturbing work, not only if something is found during initial grubbing.			
	MM TCR-2: Treatment and Disposition of Tribal Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc.,	Construction Contractor Qualified Archeologist	Field Verification	1. City of Artesia 2. City of Artesia

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Artesia with evidence of same: a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality; b. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural			3. During construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	materials, materials shall be curated at the Fowler Museum at UCLA or the Natural History of Los Angeles County by default; At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be prepared by the project archaeologist and submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist and the tribal monitor(s). All reports produced will be submitted to the City, Fowler Museum at UCLA or the Natural History of Los Angeles County and consulting tribes.			
	MM TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public	Construction Contractor Los Angeles County Coroner	Field Verification	1. City of Artesia 2. City of Artesia 3. During construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.			