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RECIRCULATED DRAFT

SUPPLEMENT TO THE CITY OF ARTESIA 2030 GENERAL PLAN ENVIRONMENTAL IMPACT REPORT

MIXED-USE OVERLAY ZONE (MU-O)

SCH No. 2010041003

April 2025

WILLDAN

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MIXED-USE OVERLAY ZONE (MU-O)

SCH No. 2010041003

LEAD AGENCY:
City of Artesia

18747 Clarkdale Avenue
Artesia, California 90701

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City of Artesia

Environmental Checklist Form And Initial Study for a Supplement to the 2030 Artesia General Plan Environmental Impact Report

PROJECT INFORMATION

1. **Project Title**

   Mixed Use Overlay (MU-O) Zone
   (Implementation of General Plan Community Development and Design Element Principle LU 1)

2. **State Clearinghouse Number**

   2010041003

3. **Lead Agency Name and Address**

   City of Artesia
   18747 Clarkdale Avenue
   Artesia, California 90701

   https://cityofartesia.us/

4. **Contact Person, Phone, Email**

   Salvador Lopez, Jr.
   Interim Community Development Director
   (562) 865-6262

   https://cityofartesia.us/
   InterimCDDirector@cityofartesia.us

5. **Project Location**

The MU-O zone will be applied to 569 parcels, totaling approximately 232 acres, located in the City of Artesia (Figure 1), in three areas identified as Overlay Zone Areas 1, 2, and 3 (Figure 2). Specific parcels are identified in Appendix 3 by Assessor's Identification Number (AIN), address, and other attributes (Appendix 3 is an Excel™ workbook that contains data from the Los Angeles County Assessor's Portal). The parcels are generally located along the Pioneer Boulevard, Artesia Boulevard, and South Street corridors.

6. **Project Sponsor's Name and Address**

   City of Artesia
   18747 Clarkdale Avenue
   Artesia, California 90701

Figure 1 – City of Artesia Regional Location

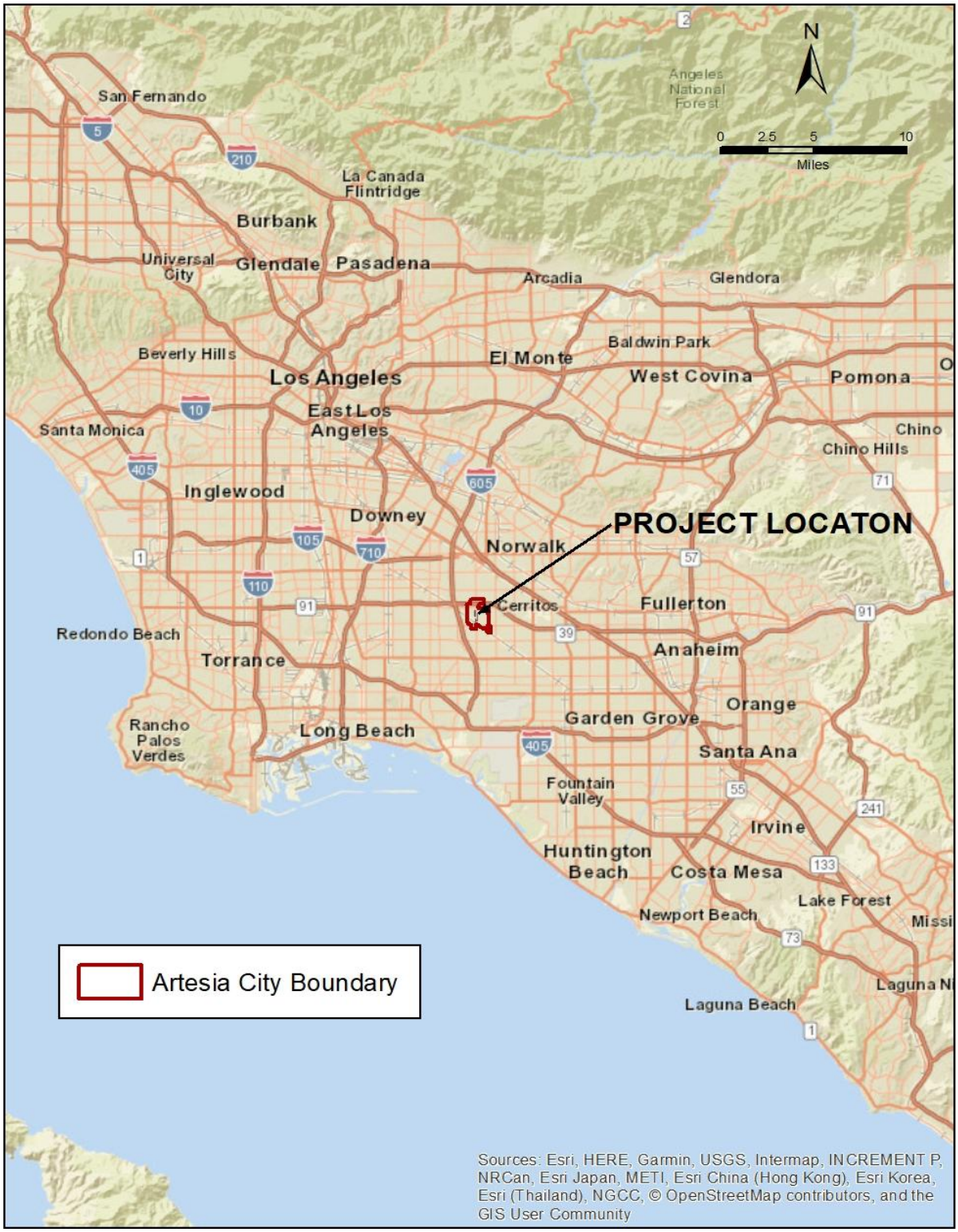
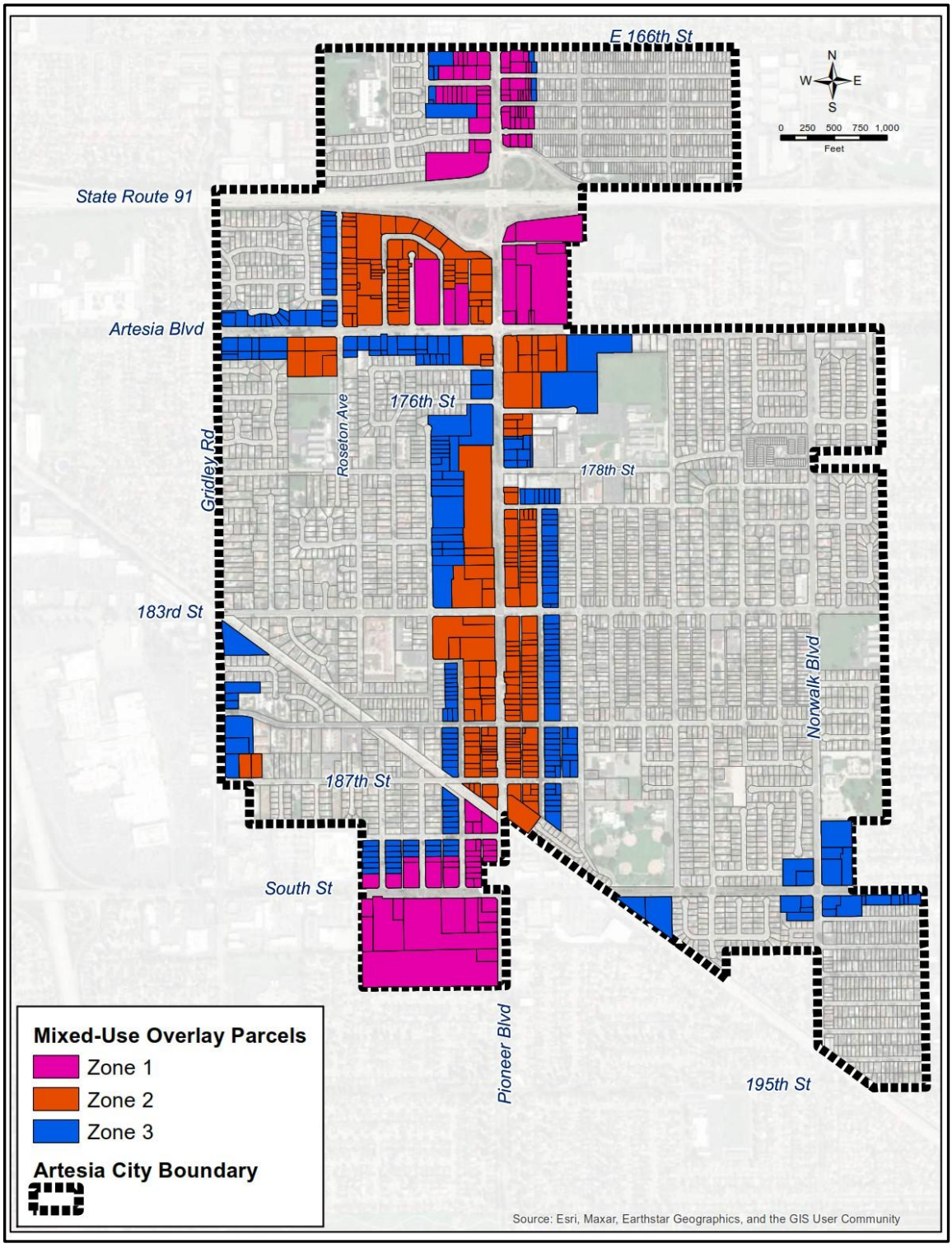


Figure 2 – Mixed Use Overlay Zone Location



7. General Plan Designations

Table PD-1 below lists the existing General Plan designations for the parcels proposed to receive the MU-O zoning designation . See Appendix 3 for parcel-specific General Plan designations.

Table PD - 1 Existing General Plan Designations

General Plan Designations and Abbreviations	
Commercial General (CG)	Norwalk Blvd Commercial (NWBC)
Pioneer Blvd Commercial (PBC)	High Density Residential (HDR)
Gateway Community Commercial (GCC)	Low Density Residential (LDR)
City Center Mixed-Use (CCMU)	Light Manufacturing/Industrial (LMI)
South Street Gateway Commercial (SSGC)	

Table PD - 2 General Plan Land Use Summary

Table LU-3
2030 General Plan Land Use Summary

		Intensity/Density Standard	
Land Use Designation	Acres	Floor Area Ratio[1]	Dwelling Units Per Acre[2]
Low Density Residential (7 du/ac)	413.93 AC	N/A	7 du/ac
High Density Residential (30 du/ac)	59.67 AC	N/A	30 du/ac
Commercial General	13.25 AC	1.0 FAR	N/A
Light Manufacturing and Industrial	4.47 AC	1.0 FAR	N/A
City Center Mixed Use	59.65 AC	2.0 FAR	30 du/ac
Gateway Community Commercial	77.32 AC	1.0 FAR	N/A
Norwalk Boulevard Commercial	12.50 AC	0.5 FAR	N/A
Pioneer Boulevard Commercial	11.90 AC	1.5 FAR	30 du/ac
South Street Gateway Commercial	43.93 AC	1.5 FAR	N/A
Institutional	61.65 AC	N/A	N/A
Open Space	23.05 AC	N/A	N/A
Right-of-Way	255.36		
TOTAL	1,036.68 AC		

Notes:
[1]Floor Area Ratio (FAR) is an expression of non-residential land use intensity. The FAR is calculated by dividing the total gross floor area of all buildings on a lot by the total area of that lot.
[2]Residential density is described in terms of dwelling units per gross acre (du/ac). A dwelling unit is a building or a portion of a building used for human habitation and may vary considerable in size. Residential acreage is defined as the area developed for residential use, exclusive of local serving streets, alleys, or arterials.

8. Zoning

Table PD-2 below lists the existing zoning designations. See Appendix 3 for parcel-specific zoning.

Table PD - 3 Existing Zoning Designations

Zoning Designations and Abbreviations	
Commercial General (CG)	Single Family Residential (SFR)
Commercial Planned Development (CPD)	Artesia Boulevard Corridor Specific Plan (ABC-SP)
Heavy Manufacturing/Industrial (HMI)	Artesia Live Specific Plan (AL-SP)
Historic District (HD)	Artesia Boulevard Specific Plan (AB-SP)
Light Manufacturing/Industrial (LMI)	Pioneer Specific Plan (P-SP)
Multiple-Family Residential (MFR)	South Street Specific Plan (SS-SP)
Service & Professional (S)	City Center Mixed Use (to be added to Zoning Code in 2025)

The City's Zoning Code (Artesia Municipal Code (AMC) § § 9-2.101 – 9-2.4508) does not assign zone-specific residential densities. Specific Plans, created pursuant to AMC § § 9-2.3451 -2.3457, permit greater densities which take precedence over any duplicative or conflicting provisions of the Zoning Code (AMC § 9-2.3456).

Figure 3 – City of Artesia General Plan Land Use Diagram

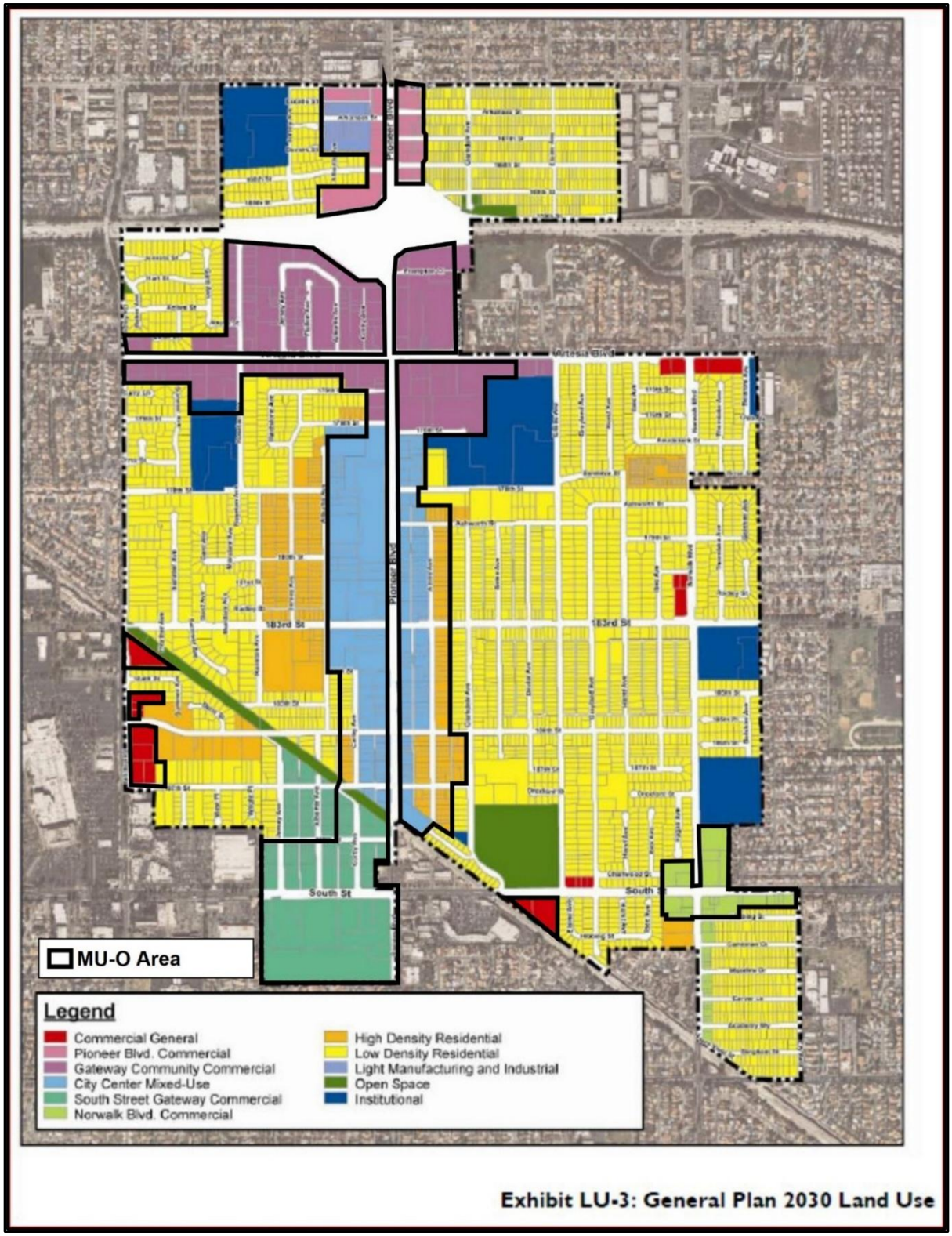


Figure 4 – City of Artesia Zoning Map

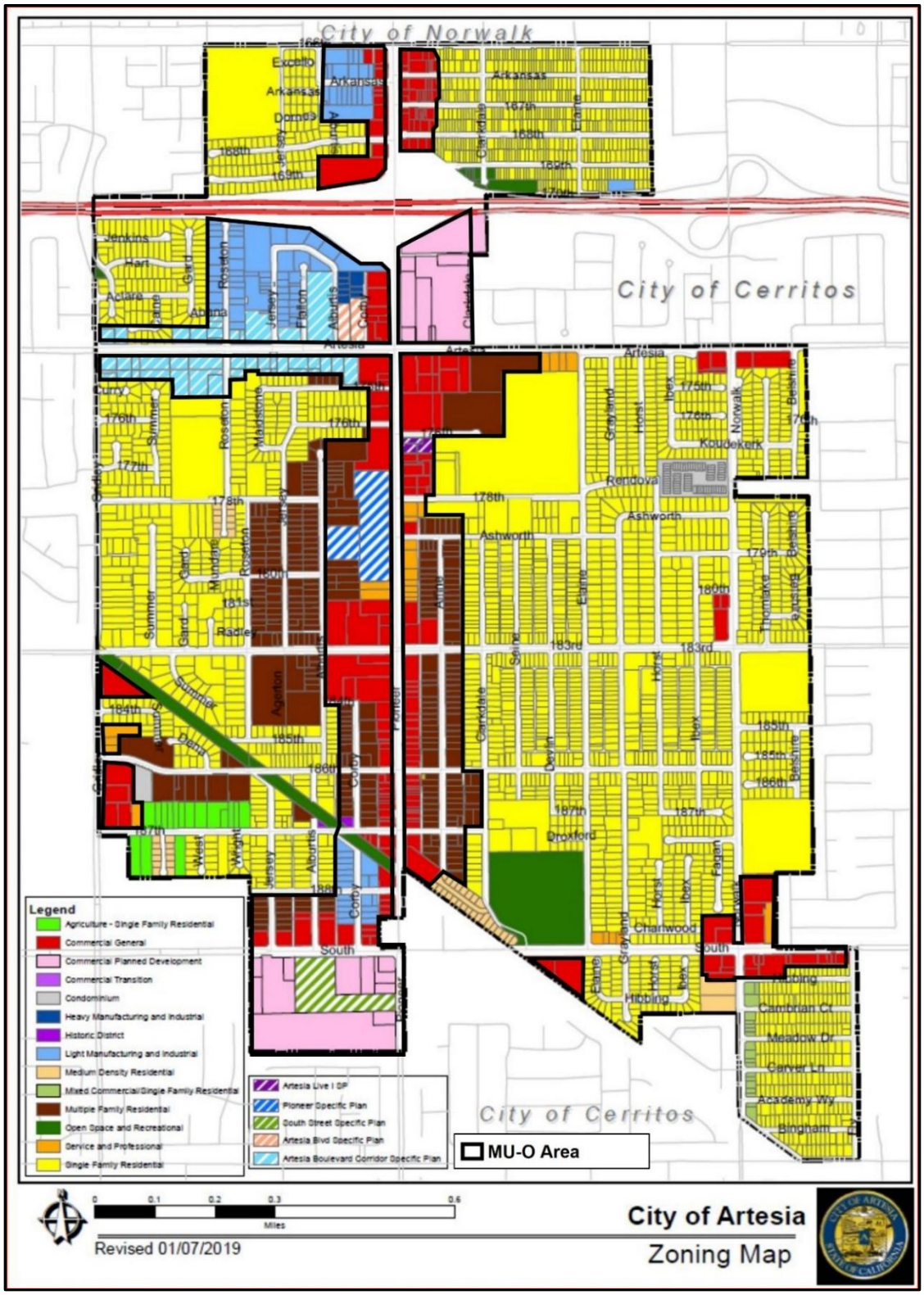
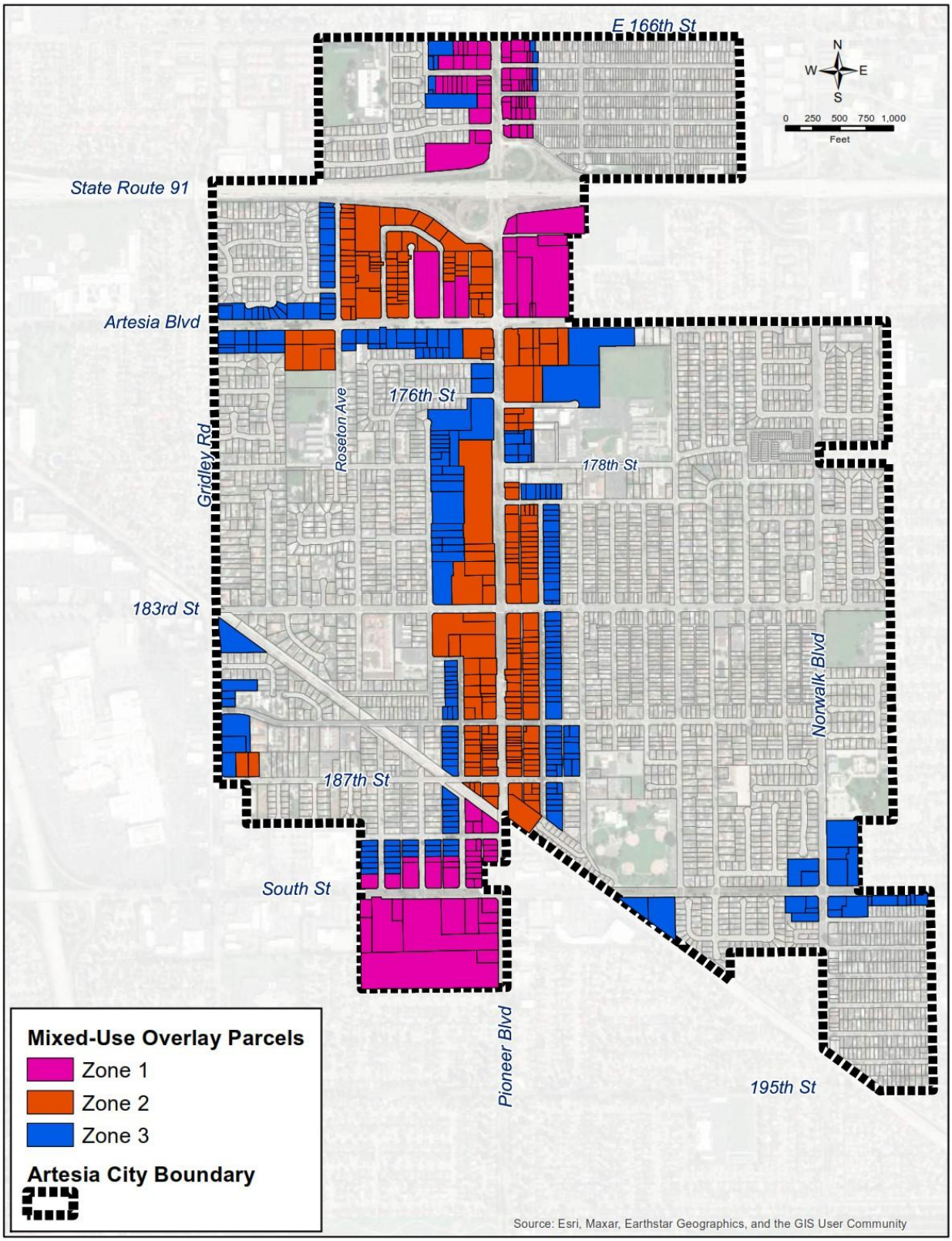


Figure 5 – Mixed-Use Overlay Map A



9. Project Description

The proposed project would establish a new Mixed-Use Overlay (MU-O) zone in the general downtown core of the City of Artesia, California (see Figure 5 above). The MU-O is primarily intended to implement, in part, the City of Artesia 6th Cycle Housing Element of the Artesia General Plan, to encourage and to incentivize new mixed-use infill residential, retail, and commercial development within the city, and to facilitate affordable multi-family housing for very-low and low-income classifications. The ordinance would also establish a Community Benefit Program that would enable accomplishing greater residential density by permitting one additional story above the maximum number of stories within the MU-O, provided that minimum percentages of affordable residential units (dwelling units, or dus) were included. **The ordinance is not intended to alter development rights or standards applicable to the underlying zoning or Specific Plans.**

Specific goals of the MU-O Ordinance include:

- Accomplishing the housing needs of the City per the current Regional Housing Needs Assessment (RHNA) as issued by the Gateway Cities Council of Governments and the State of California;
- Affirmatively furthering fair housing for all income levels;
- Incentivizing affordable housing for lower-income and special-needs households;
- Incentivizing socially and economically inclusive housing;
- Increasing the opportunities for a variety of housing types;
- Facilitating walkable development with multi-modal transportation options;
- Creating new patterns for socially- and economically-inclusive housing that reduce segregated living patterns and work towards truly integrated and balanced living patterns;
- Facilitating increased employment and multi-modal access to jobs in high-resource areas.

The proposed Mixed-Use Overlay Zone (Appendix 1 Draft Mixed-Use Overlay Zone Ordinance) is further intended to implement the City of Artesia Community Development and Design Element, Land Use Sub-Element Community Planning Principle LU 1, and Policy Vicinity Action LU 1.4.1, as set forth in the 2030 City of Artesia General Plan:

Planning Principle LU 1: *The Artesia General Plan 2030 will focus on enhancing areas that will allow the development of mixed-use. This type of development involves a greater utilization of uses that blend residential, commercial, industrial, or civic/institutional. By combining complementary uses, mixed-use developments bring energy and vitality to areas during both daytime and nighttime, and can benefit both residents and the businesses operating within them. In addition, mixed-use allows the advantage of flexibility of design to take full advantage of market shifts and land use trends.*

Policy Action LU 1.4.1: *Amend the Zoning Code to implement mixed-use zoning districts that provide development standards for mixed-use development, which should address minimum density and intensity requirements; allowable uses; horizontal and/or vertical mix of uses; building heights; and parking standards.*

The proposed Mixed-Use Overlay Zone encompasses but does not change the following Specific Plans and respective visions/goals:

Artesia Boulevard Corridor Specific Plan (ABCSP). The ABCSP seeks to establish a healthy and diverse business corridor by emphasizing the area's eclectic character and interesting mix of land uses. This corridor extends west of Pioneer Boulevard to the western City boundary with the City of Cerritos.

See generally City of Artesia, *Artesia Boulevard Corridor Specific Plan (December 13, 2011)*, available at *http://cityofartesia.us/DocumentCenter/View/586/Artesia-Blvd-Corridor-Specific-Plan?bidId=* (accessed April 1, 2025).

Draft Artesia Downtown Specific Plan: The Draft Artesia Downtown Specific Plan (DADSP) area includes the blocks adjoining Pioneer Boulevard, beginning with the area around the future Pioneer Station to the south and ending just beyond 183rd Street to the north; to the east and west, DADSP area is bounded by Arline, Corby, and Alburtis Avenues. The DADSP is intended to facilitate new transit-oriented development around the future Pioneer Boulevard Station along the Los Angeles County Metro Southeast Gateway transit corridor. The DADSP will implement new land use, zoning, and development standards, thereby creating incentives for new investment in the downtown area along Pioneer Boulevard. See City of Artesia, *Artesia Downtown Specific Plan* (February 2025), available at *https://www.cityofartesia.us/522/Artesia-Downtown-Specific-Plan* (accessed April 1, 2025).

Pioneer Specific Plan: The Pioneer Specific Plan (PSP) encompasses eight parcels on the west side of Pioneer Boulevard between 186th and 183rd Streets, which is occupied by a medical complex. The PSP is intended to encourage a pattern of mixed-uses that take maximum advantage of the physical, social, and economic potential of the site without adversely impacting the adjacent viable residential and commercial properties. See City of Artesia, *Pioneer Specific Plan, p. 9 (December 2000)*, available at *https://www.cityofartesia.us/DocumentCenter/View/4750/Pioneer-Specific-Plan* (accessed April 1, 2025).

South Specific Plan: The South Specific Plan (SSP) occupies an L-shaped property consisting of two parcels that front both on South Street and on the west side of Pioneer Boulevard. The SSP is intended to encourage a pattern of commercial retail use, which takes maximum advantage of the physical, social, and economic potential of the site without adversely impacting the adjacent viable residential and commercial properties. See City of Artesia, *South Street Specific Plan*, p. 5 (December 2000), available at *https://www.cityofartesia.us/DocumentCenter/View/4752/South-Street-Specific-Plan-Color* (accessed July 22, 2021).

An "overlay zone" is a regulatory tool that superimposes a new zoning "district" on an underlying zone or zones. Overlay zones are typically used to promote a particular type of development, to protect characteristics unique to a defined area, to add development standards and/or establish design criteria. Overlay zones effectively expand available uses without changing the existing underlying zones. The proposed MU-O zone would promote opportunities for increasing the City's housing supply as well as combining complementary uses.

The City of Artesia is faced with accommodating its share of the Regional Housing Needs Allocation, or RHNA, as determined by the Southern California Association of Governments (SCAG), and as directed by California housing law (Ca. Gov. Code § 65580 *et seq.)*. The RHNA for each city and county includes assigned values for housing units affordable to households of very low, low, moderate, and above-moderate incomes. Artesia's share of the RHNA is 1,069 units, including 312 very-low income, 168 low-income, 128 moderate income, and 461 above-moderate income units (SCAG, SCAG 6th Cycle Final RHNA Allocation Plan, available at *https://scag.ca.gov/rhna* (accessed April 1, 2025).

In its Housing Element, the City describes selected "opportunity sites" that show potential for developing new housing or redeveloping a low-performing use into housing. Artesia is responsible for re-zoning or enacting other mechanisms to remove encumbrances to developing housing on those sites, as well as other sites throughout the city.

Accordingly, the City proposes to amend the Zoning Code and Map to assign a "Mixed-Use Overlay" (MU-O) zone over 559 parcels (approximately 224 acres). The overlay would be organized in three overlay areas, OLs 1-3, illustrated on Figure 2 and listed in Tables 1-6. The proposed overlay zone would allow mixed residential-commercial uses, stand-alone multifamily residential uses under specific conditions, retail establishments, restaurants, and service and professional uses. Objective development standards set forth common zoning requirements such as setbacks, building height, shared areas, etc. Residential developments that incorporate specified percentages of affordable units would be exempt from the City's discretionary design review procedures.

Appendix 1 contains the ordinance text.

In addition to setting conventional maximum residential densities, the MU-O also sets forth a minimum residential density of 70 dwelling units per acre (du/acre), a density which renders certain properties in the Housing Element Sites Inventory capable of achieving the housing numbers called for in the RHNA.

The MU-O proposes the following maximum residential densities and building heights:

a) Overlay Zone 1: 100 du/acre, five (5) stories; six (6) stories with Artesia Density Bonus as described below;

b) Overlay Zone 2: 100 du/acre, four (4) stories; five (5) stories with Artesia Density Bonus;

c) Overlay Zone 3: 70 du/acre, three (3) stories; four (4) stories with Artesia Density Bonus.

Overlay Zone 1 is generally located north of Artesia Boulevard and south of 187th Street; Overlay Zone 2 borders Pioneer Boulevard, and Overlay Zone 3 lies along the north-south local streets parallel to Pioneer Boulevard (see Figure 2 above).

The MU-O additionally establishes a City "density bonus," permitting one additional story for projects that propose 35% or more of low or very-low income housing or 45% or more of moderate-income housing. Projects that propose solely market-rate units are not eligible for additional stories. While not technically increasing permissible density, added stories facilitate construction that accommodates the additional density set forth by the overlay zone.

The MU-O further establishes a "Community Benefit" in-lieu fee program (actual fee to be set by a follow-up fee study and adoption by the City Council) whereby every development project that did not incorporate affordable housing minimums would pay an in-lieu fee to a City Housing Trust Fund to be used to support affordable housing.

Each residential project would be required to include at least ten percent of the units reserved for households earning no more than 80% of the Los Angeles County area median income adjusted for family size appropriate to the unit. Specific terms for affordability and duration of affordability will be established in accordance with California Health and Safety Code Sections 50052.5 and 50053 and California Government Code Section 65915. Although the City's specific Regional Housing Needs Allocation (RHNA) requirements cannot be assigned for any particular parcel given the unknown number of residential projects that could be developed, the MU-O ordinance requirement that residential projects (within the Mixed-Use Overlay zone area) include affordable units would help the City achieve compliance with the RHNA (see also Section XIV, *Population and Housing,* below, for a summary of the City's housing objectives for the 2014-2021 Housing Element planning period; the Housing Element for 2021-2029 is currently being revised as directed by the HCD).

As stated above, there are 569 parcels identified to be designated with the MU-O combining zone, totaling approximately 232 acres. Appendix 2, a Microsoft Excel™ workbook, identifies the individual parcel lot area,

acreage, existing uses, existing and potential residential units, and existing and potential building square footages. Parcels are also identified by location within each Overlay Zone Area 1, 2, or 3. The parcels are generally located along the Pioneer Boulevard, Artesia Boulevard, and South Street corridors.

In the three Overlay Zone Areas, implementation of the MU-O zone has the potential to increase the total residential square footage by 31,078,260 square feet, and by 38,986,070 square feet with the Artesia Density Bonus. Nonresidential building square footage could increase by 7,907,810 square feet. Note that the overlay zone potential building area was based on eighty percent (80%) lot coverage multiplied by the maximum number of stories in a zone. For estimation purposes, stories were assumed to be uniform in height. In theory, the maximum residential densities would allow 20,690 to 24,821 additional new units; however, because building heights would limit the number of units capable of being constructed, the realistic number of units would be substantially lower, e.g., 15,539 to 19,493 units. Development at the minimum 70 du/acre would allow 16,216 units, but as previously noted, maximum building heights would govern the actual numbers of units. See Appendix 2, Sheet 1, *Notes*, for calculation explanations.

There are currently 1,042 total residential units (single-family and multiple-family) located in the three Overlay Zone Areas.

10. Surrounding Land Uses and Setting

The 2030 General Plan describes the City of Artesia as comprising 1,037 acres in urban Los Angeles County, with 4,610 residences and 2.5 million square feet of non-residential uses in 2010. The 2030 General Plan identified eight distinct "areas" or neighborhoods which comprise the City of Artesia. Each of the eight General Plan "areas" include parcels identified to be zoned with the MU-O overlay zone (Figure 2). The eight General Plan "areas" are characterized by identifiable features, and are described as follows (see City of Artesia General Plan Update Program EIR, Chapter 5.1.3, *Existing Environmental Setting*, p. 5.1-9):

Area One is located northwest of the Pioneer Boulevard/Artesia Freeway intersection. This area is principally devoted to single-family use, with a small neighborhood commercial cluster at the 166th Street/Pioneer Boulevard intersection, and commercial and light industrial uses along Pioneer Boulevard to the Freeway.

Area Two is located northeast of the Pioneer Boulevard/Artesia Freeway intersection. The predominant land use in this area is single family residential uses, with a small neighborhood commercial cluster at the intersection of 166th Street and Pioneer Boulevard.

Area Three encompasses the area west of Pioneer Boulevard, between the Artesia Freeway and the LACTC Railroad right-of-way. The various land uses present in this area include:

- Multi-family uses along Roseton Avenue and Alburtis Avenue;
- Professional and office uses along Pioneer Boulevard;
- Central Business District along Pioneer Boulevard from 183rd Street south to the Metro right-of-way;
- Pioneer Boulevard commercial corridor between Artesia Boulevard and the railroad right-of-way;
- Neighborhood commercial clusters at the Artesia Boulevard/Gridley Road intersection;
- Limited industrial uses between the Artesia Freeway and Artesia Boulevard, Pioneer Boulevard, and the westerly Roseton Avenue frontage; and
- Luther Burbank Elementary School.

Area Four is located between the Artesia Freeway and 183rd Street, east of Pioneer Boulevard. It is devoted essentially to single-family uses, with some multi-family clusters between Artesia Boulevard and 176th Street. Neighborhood commercial clusters are located on Artesia Boulevard at Pioneer and Norwalk Boulevards, and on Norwalk Boulevard at 183rd Street. A major commercial, professional, and office facility is located at the Artesia Boulevard/Pioneer Boulevard intersection. Professional office areas are located along the Pioneer and Artesia Boulevards. Multi-family residential uses are located along Arline Avenue and a number of community facility-uses are located nearby.

Area Five is a triangular area formed by the LACTC Railroad right-of-way, South Street, the City corporate boundary, and Gridley Road. It contains a variety of uses that include single-family; large multiple-family clusters on 186th and 187th Streets; commercial uses along South Street; and light industrial uses on Corby Avenue near 188th Street.

Area Six is situated east of Pioneer Boulevard, between 183rd Street and South Street easterly to the City corporate boundary. The majority of uses are single-family residential. Other uses include commercial frontage on Pioneer Boulevard; adjacent multi-family clusters along Arline and Clarkdale Avenues; Artesia Park; William F. Elliott Elementary School; and a number of semi-public facilities.

Area Seven is located south of South Street and west of Pioneer Boulevard and is surrounded to the east, south, and west by the City of Cerritos. This area contains a single large high density residential mobile home park, professional and general commercial uses, with scattered light industrial uses.

Area Eight is located south of South Street and east of Pioneer Boulevard. This area is devoted to single-family uses. Other uses include a neighborhood commercial facility at the intersection of South Street and Norwalk Boulevard, and scattered office and professional uses along South Street.

MU-O parcels are identified in Appendix 2, an Excel™ workbook. This workbook has multiple sheets where parcels are sorted by overlay zone, use, vacancy, etc. Sheets 1b – 1f provide detailed information on the Housing Element opportunity sites (i.e., those parcels that are either vacant or underdeveloped and suitable for RHNA affordable-housing development). There are 48 vacant parcels within the MU-O comprising ten (10) gross acres.

There are approximately 1,042 residential units located throughout Overlay Zone Areas 1, 2, and 3 (Figure 2). Overlay Zone Area 1 has 120 existing residential units, Overlay Zone Area 2 has 242 existing residential units, and Overlay Zone 3 has 680 existing residential units. The units comprise both single and multi-family type housing. These units are predominately located in the following areas in the City: 176th Street (Overlay Zone Area 3); Arline Avenue (Overlay Zone Areas 2 and 3); Caine Drive (Overlay Zone Area 3); Alburtis Avenue (Overlay Zone Area 3); Corby Avenue (Overlay Zone Areas 1, 2, and 3); Jersey Avenue (Overlay Zone Areas 1 and 3); Pioneer Avenue (Overlay Zone Areas 1, 2, and 3); Clarkdale Avenue (Overlay Zone Areas 1 and 3); and 186th Street (Overlay Zone Areas 2 and 3).

The three Overlay Zone Areas include approximately 114 acres of existing commercial uses and approximately 29 acres of existing industrial uses. The existing commercial uses are generally located in the following areas in the City: 186th Street/Gridley Road (Overlay Zone Areas 2 and 3); South Street/Norwalk Boulevard (Overlay Zone Area 3); Pioneer Boulevard Corridor from the railroad north to Artesia Boulevard (Overlay Zone Areas 2 and 3); and Pioneer Boulevard Corridor to the north from Artesia Boulevard to 166th Street (Overlay Zone Areas 1 and 2). The existing industrial uses are generally located in the following areas in the City: Northwest corner area of Artesia Boulevard/Pioneer Boulevard intersection (Overlay Zone Areas 1, 2, and 3); Northwest corner area of the Artesia Freeway/Pioneer Boulevard intersection (Overlay Zone Areas 1 and 3); and South Street north to the railroad (Overlay Zone Areas 1 and 3).

The institutional uses include five churches (Overlay Zone Areas 2 and 3), two congregate care facilities (Overlay Zone Areas 2 and 3), one hospital (Overlay Zone Area 1), two parking lots (Overlay Zone Area 2), and one preschool (Overlay Zone Area 1), encompassing approximately 10 acres. One of the churches is located on 178th Street and the remaining four are located on Arline Avenue; for a combined total of 1.76 acres. One of the congregate care facilities is located on Gridley Road and the other is on Pioneer Boulevard occupying a combined total of 1.63 acres. The hospital is located on a 3.55-acre site on Artesia Boulevard. Both parking lots are located on Corby Avenue with a total of 0.8 acres. The preschool is located on Norwalk Boulevard on a 0.46-acre parcel. The Post Office is located on 183rd Street on a 1.69-acre parcel. The existing recreational use is the "Ice Palace" facility located on approximately 1.27 acres on Artesia Boulevard (Overlay Zone Area 3).

There are 48 vacant parcels in the MU-O area comprising approximately 10 acres

Circulation within and around the three Overlay Zone Areas is provided by several primary boulevards and interior streets, generally laid out in a grid pattern. Pioneer Boulevard is the main north-south roadway serving all three Overlay Areas. It is a four-lane, divided arterial and is classified as a Primary Arterial Highway, with a capacity of 25,000 Average Daily Trips (ADT). The major cross-streets within the Overlay Areas are: 183rd Street, a Secondary Arterial Highway, with a capacity of 20,000 ADT and Artesia Boulevard, a Primary Highway, with a capacity of 30,000 ADT. Collector Streets in the Overlay Areas are 186th Street with a capacity of 5,000 ADT, and 187th Street with a capacity of 5,000 ADT. The Riverside Freeway (SR91) traverses the north portion of the Overlay Areas in an east-west direction. The remainder of the streets in the Overlay Areas are considered "interior local streets" (City of Artesia General Plan Update PEIR, p. 5.4-6).

11. Framework for Environmental Analysis/Approach

This Initial Study has been prepared to analyze the potential effects resulting from adoption and implementation of a MU-O zone. Enacting the MU-O zone would not authorize any particular development. Project developers proposing a mixture of land uses, construction of a commercial project, and/or integration of residential units, must comply with all City policies and codes, including but not limited to General Plan policies, zoning, and planning code requirements, building code requirements, Subdivision Map Act requirements, Design Review requirements, lot line adjustment requirements, and parcel merger requirements.

The General Plan 2030 Final EIR (2010) assumes development pursuant to the 2030 General Plan would total 416,017 square feet of nonresidential development and 338 additional residential units citywide. Full implementation of the MU-O zone, at maximum intensity and density, would substantially exceed the 2030 General Plan assumed development. This SEIR analyzes the maximum potential developable units in Overlay Boundary Areas 1, 2, and 3, contrasted to the 2030 General Plan. As discussed in this SEIR, the project maximum development is estimated to be 333,082 square feet of nonresidential development within the MU-O area, and between 15,539 to 19,493 additional residential units. The maximum developable units may increase at such time as the General Plan is amended, with accompanying CEQA review (including through development-requested General Plan amendments). As stated above, the proposed MU-O ordinance requires that at least 10% of units in each MU-O residential or mixed-use project must be reserved for households earning no more than 80% of the Los Angeles County median income and must be sold at an affordable price as defined by Sections 50052.5 and 50053 of the California Health and Safety Code (see MU-O ordinance, § 9-2.4509(p); see also City of Artesia, *Frequently Asked Questions: Artesia 2021 Housing Element Update*, available at *http://cityofartesia.us/DocumentCenter/View/4613/FAQ-Artesia-2021-Housing-Element_2021-04-07* (accessed April 1, 2025).

12. Purpose and Authority

The California Environmental Quality Act (CEQA) requires that all State and local agencies consider the environmental consequences of projects over which they have discretionary authority. Environmental Impact Reports (EIRs) and subsequent documents to a Program EIR, such as Addendums, Supplements or Subsequent EIRS provide decision-makers and the public with information concerning the environmental effects of a proposed project, possible ways to reduce or avoid the possible environmental damage, and identify alternatives to the project. Program EIRs must disclose significant environmental impacts that cannot be avoided, growth inducing impacts, effects not found to be significant, as well as significant cumulative impacts of all past, present, and reasonably anticipated future projects. CEQA documents that "tier" from programmatic documents must identify impacts that were not previously considered and provide additional mitigation measures if necessary.

This document is a Supplement to the City of Artesia's General Plan Program EIR (State Clearinghouse No. 2010041003). The City of Artesia certified the Program EIR for the General Plan Update and adopted the 2030 General Plan in 2010 (State Clearinghouse No. 2008011004). The purpose of this Supplement is to evaluate the environmental impacts of implementing General Plan Policy Action LU 1.4.1 (which committed the City to establishing an overlay zone), including those impacts that might result from revising the permitted uses, development standards, and design guidelines resulting from combining the overlay zone with the existing underlying district (Artesia Municipal Code Chapter 2, Zoning).

The City of Artesia is the Lead Agency under CEQA and is responsible for preparing the Supplemental EIR (SEIR) for the Mixed Use-Overlay Zone. This supplement to the General Plan Program EIR has been prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.), California CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of Artesia. The principal CEQA Guidelines section governing content of this document is Section 15162 (Subsequent Documents and Negative Declarations).

CEQA Guidelines Section 15162 permits agencies to prepare follow-up, or "subsequent" environmental documents to existing EIRs when, among other factors:

(a) substantial changes are proposed in the project that would require major revisions in that EIR resulting from new significant environmental effects or a substantial increase in the severity of effects previously described;

(b) there are substantial changes in the project's circumstances that would require major revisions;

(c) new information arises that was not known at the time that the document was certified, that shows new significant effects or an increase in their severity;

(d) a project proponent declines to implement mitigation measures that were previously infeasible, but became feasible and would substantially reduce one or more significant effects; or

(e) a project proponent declines to implement newly-discovered mitigation measures that would substantially reduce significant effects.

Alternatively, if there are changes to a project that would not require major revisions to the existing EIR, and only minor additions or changes to that existing EIR would be necessary, CEQA permits use of a Supplement to an existing Program EIR to evaluate the new effects, "tiering" from the Program EIR (CEQA Guidelines Section 15163). (See California Natural Resources Agency, Title 14, California Code of Regulations, Chapter 3, Guidelines for the Implementation of the California Environmental Quality Act, Article 11, Types of EIRs, Sections 15160 – 15170, available at *https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I95DAAA70D48811DEBC02831C6D6C108E&originationContext=documenttoc&transitionType=Default&contextData=(sc.Default)* (accessed April 1, 2025).

CEQA Guidelines Section 15163 (b-e) (a-e) describes a Supplement's scope as follows:

(a) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.

(b) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.

(c) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.

(d) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

The City of Artesia has accordingly prepared this Supplement to the General Plan 2030 Program EIR because the proposed Zoning Code amendment will likely necessitate only minor revisions. The accompanying Initial Study/Environmental Checklist Form evaluates the amendment's environmental impacts and includes additional mitigation measures as required.

13. Incorporation by Reference

This analysis incorporates by reference the 2030 General Plan Update Program EIR (SCH2010041003), the 2030 General Plan Update, the 2030 General Plan Update Findings of Fact and Statement of Overriding Considerations (Resolution No. 10-2241). The General Plan 2030 Program EIR is available for public review at the City of Artesia City Hall, 18747 Clarkdale Avenue, Artesia, California 90701 and online at *http://ca-artesia.civicplus.com/index.aspx?NID=258&ART= 1393&ADMIN=1* (accessed April 1, 2025).

14. Technical Studies/Analyses

- Appendix 1: Draft Mixed-Use Overlay Zone Ordinance
- Appendix 2: MU-O Parcel List (Excel™ Workbook)
- Appendix 3: Urbanisms, Shade/Shadow Analysis for Artesia Overlay District Project, Artesia, California (June 8, 2020)
- Appendix 4: Willdan, Air Quality/GHG Emissions California Emissions Estimator (CalEEMod) Tables (2021)
- Appendix 5: Willdan, VMT Memorandum (2021)

15. Intended Uses of This Supplement to the General Plan 2030 Program EIR

The City of Artesia, as the Lead Agency for this project, will use this Supplement to the General Plan 2030 Program EIR in considering whether to adopt the proposed Mixed Use-Overlay Zone. This document will provide environmental information to other agencies affected by the project, or which are likely to have an interest in the project. Various State and Federal agencies exercise control over certain aspects of the study area. The various public, private, and political agencies and jurisdictions with a particular interest in the proposed project may include, but are not limited to the following:

- California Air Resources Board (CARB)
- California Department of Housing and Community Development
- California Department of Toxic Substances Control
- California Department of Transportation (Caltrans)
- California Emergency Management Agency
- California Energy Commission
- California Environmental Protection Agency (CalEPA)
- California Office of Emergency Services
- California Regional Water Quality Control Board (CRWQB)
- County of Los Angeles Library
- County Sanitation Districts of Los Angeles County
- Golden State Water Company
- Los Angeles County Department of Public Works
- Los Angeles County Fire Department
- Los Angeles County Health Department
- Los Angeles County Metropolitan Transit Authority
- Los Angeles County Sheriff's Department
- South Coast Air Quality Management District (SCAQMD)
- Southern California Association of Governments (SCAG)
- U.S. Environmental Protection Agency
- City of Cerritos
- City of Norwalk

16. Required Approvals

Adoption of the MU-O overlay zone, as well as the related Zoning Ordinance and Zoning Map amendments, is subject to approval of the City of Artesia City Council.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Agriculture/Forestry Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☒ Greenhouse Gas Emissions	☐ Hazards and 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

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.[1]

☐ 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.

Salvador Lopez Jr. 4/16/2025

Signature *Date*

[1] Note: The following discussion is formatted according to the CEQA Guidelines Appendix G checklist but serves as the Supplemental Environmental Impact Report.

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). The "No New Impact" answer concludes that the project will not result in impacts in excess of those identified in the City of Artesia's 2030 General Plan Environmental Impact Report.
2. All answers must take account of the whole action involved, including off-site 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 a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. *Section 15063(c)(3)(D).* In this case, a brief discussion should identify the following:
   a) **Earlier Analyses Used**. Identify and state where they are available for review.
   b) **Impacts Adequately Addressed**. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) **Mitigation Measures**. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. **Supporting Information Sources**: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
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.

10. For subsequent EIRs and Negative Declarations, lead agencies must identify whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time when the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

    a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternative; or

    d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

    Cal. Code Regs., tit. 14, § 15162(a)(3)

I. AESTHETICS

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New Impact/ No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Impact Discussion:

a) **No New Impact.** The General Plan FEIR (GPPEIR) concluded that General Plan implementation would not affect scenic vistas, because no scenic vistas exist in the City.[2] This condition has not changed since the GPFEIR was certified. Accordingly, the degree of impact would not change from that considered by the GPPEIR.

b) **No New Impact.** The General Plan FEIR (GPFEIR) concluded that General Plan implementation would not affect scenic resources within a state scenic highway, simply because no California-designated scenic highways exist in the City (id.). This condition has not changed since the GPFEIR was certified – no State Scenic Highways have since been designated in the City.[3] Accordingly, enacting the MU-O zone would also have no effect on scenic resources within a scenic highway corridor.

c) **No New Impact/GPPEIR Mitigation Measure applies.** The GPPEIR recognized that "future development . . . would permanently alter the visual character/quality of the development sites and their surroundings. The significance of these potential impacts would vary depending upon the scale and location of the future development and the character of the surrounding area."[4] However, the GPPEIR concluded that adherence to General Plan goals and policies, and to Artesia Municipal Code (AMC) Ch. 2 Art. 20 Design Review Approval where applicable, in addition to development standards and regulations for minimizing visual impacts in the MU-O zone, would avoid or minimize impacts to visual character.

[2] City of Artesia, *City of Artesia General Plan Program Environmental Impact Report* (GPPEIR), p. 5.3-10, available at *http://ca-artesia.civicplus.com/DocumentCenter/View/100* (accessed April 1, 2025).

[3] City of Artesia, Artesia General Plan, Circulation Element, p. CIR-4, available at *http://ca-artesia.civicplus.com/DocumentCenter/View/101 (accessed April 1, 2025).*

[4] GPPEIR, p. 5.3-12.

Additionally, to address construction visual impacts, the GPPEIR incorporated Mitigation Measure AES-1 below.[5]

The proposed MU-O zone would not directly affect the existing visual character of the urban settings within the zone since the project itself does not propose or authorize any particular development proposal. Future development would be subject to development standards and regulations for minimizing visual impacts set forth § 9.24607 of the MU-O code, as well as to numerous General Plan policies and goals addressing visual character, neighborhood compatibility, etc.

Projects without affordable housing components would further be subject to Artesia Municipal Code (AMC) Ch. 2 Art. 20, Design Review Approval(§§ 9-2.2001-2.2009), which is discretionary.

Specifically, Article 20 of the City's Planning and Zoning Code subjects projects requiring building permits from the City to a discretionary design review process. While Article 20 does not contain specific design standards, Section 9-2.2005 requires that projects meet several criteria, including:

- The design and layout of the proposed development or structures is consistent with the City's General Plan, any applicable specific plan, any applicable design guidelines, and the development standards set forth in this chapter;
- The design of the structures, including the layout, size, shape, mass, height, architectural elements, and other design factors are appropriate to the size and shape of the lot and are compatible and harmonious with the uses and structures on adjacent properties;
- The design of the project will provide a desirable environment for its occupants, the visiting public, and its neighbors through good aesthetic use of high-quality building materials, design elements, colors, textures, and landscape features; and
- The building materials and design features are of a quality and type that will remain aesthetically appealing over time without necessitating frequent and unrealistic maintenance or replacement.

Projects with various affordable housing components would be exempt from discretionary Design Review, but would be subject to the MU-O objective development standards in § 9-2.4607, which set forth requirements for building height, articulation, massing, setbacks from existing residential development, privacy screening between new residential uses and existing residential uses, etc. Note that recent California legislation[6] limits cities' ability to restrict housing development, particularly affordable housing; however, objective standards are permissible. The MU-O code exempts the following projects from Design Review:

1. Any proposed residential development in the MU-O Zone that is subject to ministerial review by State law;
2. Residential development incorporating four or fewer market-rate residential units;
3. Multifamily residential projects of five or more residential units that include affordable housing;

[5] GPPEIR, p. 2-5.

[6] See generally Gov. Code Article 10.6, Housing Elements, particularly § § 65589(a), (b), (d), (f) available at *https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65589.5&lawCode=GOV* (accessed April 2, 2025).

4. Mixed-use development that includes affordable housing;
5. Residential projects comprising 100% low and/or very low income units or a combination thereof;
6. Single room occupancy residential facilities;
7. Emergency shelters;
8. Employee housing;
9. Transitional housing;
10. Supportive housing;
11. Residential projects designed to accommodate seniors (65+) or people with disabilities.

The MU-O zone development standards are set forth in § 9-2.4607, with design standards listed in § 9-2.4607(i), and requirements for signs, landscaping, air-conditioning units, and lighting in § § 9-2.4507(k-o). These standards are either specific to the MU-O zone or incorporate existing Municipal Code and Specific Plans.

Accordingly, because any new project in the MU-O zone would be required to conform to the General Plan buildout development maximums, to comply with General Plan goals and policies, GPPEIR Mitigation Measure AES-1, the MU-O zone development standards, and unless exempt, the City's Design Review process, development under the MU-O zone is not anticipated to create new significant impacts to the City's visual character.

d) **New Mitigation is Required - Less Than Significant with Mitigation Incorporated**. Enacting the proposed MU-O zone is not anticipated to result *directly* in significant impacts associated with light, glare or shade and shadow effects, since the overlay do not propose or authorize any particular development proposal.

Light and Glare Impacts. The GPPEIR notes that the City of Artesia is 99 percent built-out and fully urbanized, and that new infill development would not likely create light and glare that is substantially different from existing levels.[7] The GPPEIR indicates that compliance with Artesia Municipal Code § 9-2.1252, Exposed Neon Lighting for Signs and Architectural Accents, coupled with individual project Design Review, would adequately mitigate light and glare impacts. Additionally, the MU-O Ordinance, § 9-2.4504 (o) requires that all outdoor parking lot and security lighting, except for ornamental landscape lighting, shall be fully cutoff, directed downwards, and shielded so that illumination from such lighting does not exceed 0.5 foot-candle at the property boundaries. Impacts from new light and glare sources are thus anticipated to be less than significant.

Shade and Shadow Impacts. The GPPEIR considered that shade and shadow impacts would be less than significant, because the Design Review process was considered to be sufficient to avoid impacts to properties adjacent to new development.[8] However, because the MU-O Zone would facilitate greater structural massing and height than the GPPEIR anticipated, and would eliminate Design Review for certain projects, impacts associated with new shade and shadow sources could be significant. Accordingly, a Shade/Shadow Analysis using SketchUp™, a 3-D modeling software program, was

[7] GPPEIR, pp. 5.3-14, 15

[8] Id., p. 5.3-15.

prepared to evaluate the shade and shadow effects of multiple-story buildings in the MU-O area (incorporated by reference in this document as Appendix 3 (Urbansims, *Shade/Shadow Analysis*, December 2023 (Urbansims)). The analysis was based on the total potential buildout in the MU-O zone without regard to the current General Plan buildout, so that the full effects of greater building height and massing could be visualized. Note that the analysis method did not evaluate the changes in shade and shadow that would result from increasing side or rear setbacks in upper stories; generally, these techniques reduce the extent of shadows depending on the structure's orientation to the sun.

The analysis evaluated three scenarios for maximum structure height in each Overlay Zone. Of these alternatives, the Increased Height scenario most closely matches the currently-proposed MU-O maximum heights. This scenario modeled seven (7) stories in Overlay Zone 1, five (5) stories in Overlay Zone 2, and three stories in Overlay Zone 3. Additionally, for modeling purposes, the MU-O area was divided into eight sub-areas (see Figure 5, below).

Shade and shadow effects are dependent upon several factors, including the season of the year, local topography, the height and mass of adjacent structures, the shade-sensitivity of adjacent land uses, and duration of shadow projection. Shadows are visually longest on and around the fall equinox (September 22), and shortest on and around the spring equinox (March 20). Shade and shadows cast by three project-height alternatives onto adjacent shadow-sensitive land uses were analyzed during the summer solstice (June 20) for each hour from 9:00 a.m. to 5:00 p.m., during the winter solstice (December 21) for each hour from 9:00 a.m. to 3:00 p.m., during the spring equinox (March 20) for each hour from 9:00 a.m. to 3:00 p.m., and during the fall equinox (September 22) for each hour from 9:00 a.m. to 5:00 p.m.

The CEQA Guidelines do not set a significance threshold for shade and shadow impacts, and the City of Artesia has not developed one. Like other aesthetic impacts, the significance of the shadows cast by a new development is highly subjective in nature. Previously, as permitted by CEQA Guidelines §15064.7, Artesia used the City of Los Angeles' 2006 shade-shadow thresholds as an objective standard. However, in 2019, Los Angeles updated its CEQA thresholds to conform with the 2018-revised Guidelines Appendix G and no longer publishes a City-specific threshold for shade and shadow impacts. Still, the 2006 thresholds incorporated below provide a gauge to estimate whether a particular shadow effect would be significant.

Overall, in order for the Project to generate a significant shadow impact, it must increase shadows cast upon shadow-sensitive uses, such as single-family residences, plant nurseries, solar panel installations, etc. Shadow impacts can be considered significant if shadow-sensitive uses would be shaded by Project related structures for more than three hours between 9:00 a.m. and 3:00 p.m. between late October and early April (including winter solstice and spring equinox), or for more than four hours between early April and late October (including summer solstice and fall equinox).

Figures 6 through 37 illustrate seasonal maximum shade penetration for potential development under the MU-O. Each area was assessed with respect to shadow-sensitive uses. The analysis concluded that construction of the proposed Project would result in new shadows being cast on shadow-sensitive uses, and that in all sub-areas within the MO-U area, shadows would extend over those uses for durations exceeding the thresholds above.[9]

[9] Urbansims, pp. 33-36.

The sub-areas, and impact significance, are listed in Table 7 below. Discussion of each sub-area's impacts follow Table 7.

Table 1 – Shade and Shadow Impacts

"***PS***" indicates potentially significant impacts
"*NS*" indicates less-than-significant impacts

Sub-area	Winter Solstice (3+ hrs.)	Spring Equinox (3+ hrs.)	Summer Solstice (4+ hrs.)	Fall Equinox (4+ hrs.)
Pioneer Blvd. North of 91 Freeway	***PS***	*NS*	*NS*	***PS***
Pioneer Blvd. South of 91 Freeway	*NS*	*NS*	*NS*	*NS*
Pioneer Blvd. North of 183rd Street	***PS***	*NS*	*NS*	*NS*
Pioneer Blvd. South of 183rd Street	*NS*	*NS*	*NS*	*NS*
South Street	***PS***	***PS***	*NS*	***PS***
South Street East	***PS***	*NS*	*NS*	*NS*
Gridley South	***PS***	*NS*	*NS*	*NS*
Gridley Road-Artesia Boulevard	***PS***	*NS*	*NS*	*NS*

Pioneer Blvd North of the 91 Freeway

Shadows could create significant impacts around the Winter Solstice and around the Fall Equinox.

Winter Solstice (Figure 7): Under the Increased Height Alternative, shadows would be cast up to 209 feet to the northwest in the morning, 118 feet to the north at midday, and 243 feet to the northeast in the afternoon. Between the hours of 9:00 a.m. and 12:00 p.m., the Project would cast shadows upon a small portion (south-east corner) of the Cerritos Mobile Lodge on 166th Street for more than 3 hours. Likewise, single-family homes between 11224 -11660 166th Street would experience shadows for more than 3 hours in the morning. In the afternoon, shadows are cast over a residentially zoned property at 11224 166th Street for more than 3 hours (between 12pm and 3pm).

Fall Equinox (Figure 10): Under the Increased Height Alternative, shadows would be cast up to 94 feet to the north-west in the morning, 60 feet to the north at midday, and about 465 feet to the east in the afternoon. Portions of the side yards of existing residentially zoned properties immediately east of the subarea at 11839 168th St and 11836 167th St would be shaded for a period of greater than four hours between the hours of 1:00 p.m. and 5:00 p.m.

Pioneer Blvd. South of the 91 Freeway:

Shadows are not anticipated to create significant impacts (**Error! Reference source not found.**).

Pioneer Blvd. North of 183rd Street

Shadows could create significant impacts around the Winter Solstice.

Winter Solstice (Figure 15): Under the Increased Height Alternative, the longest shadows (Overlay 2) would be cast up to 153 feet to the northwest in the morning, 86 feet to the north at midday, and 178 feet to the northeast in the afternoon. Between the hours of 9:00 a.m. and 3:00 p.m., the Project would cast shadows upon portions of a residential property on Alburtis Ave, 178th St, Arlene Ave, and Ashworth St but, in most cases for less than 3 hours. Two properties (18020 Alburtis and 11829 Ashworth St) would experience shadows for periods greater than 3 hours.

Pioneer Blvd. South of 183rd Street:

Shadows are not anticipated to create significant impacts (Figure 19).

South Street

Shadows could create significant impacts around the Winter Solstice, and the Spring and Fall Equinoxes.

Winter Solstice (Figure 23 Under the Increased Height Alternative, the longest shadows (Overlay 1) would be cast up to 209 feet to the northwest in the morning, 117 feet to the north at midday, and 243 feet to the northeast in the afternoon. Between the hours of 9:00 a.m. and 3:00 p.m., the Project would cast shadows upon portions of a residential property on portions of Roseton Ave, Pioneer Blvd, Solano Pl, Prado Ct, Park Ave, Jersey Ave, Alburtis Ave, and Corby Ave. but mostly for less than 3 hours. On certain properties along Jersey Ave (18818 – 18829), Alburtis (18802 – 18812), Corby (18813-18819) shadows will impact portions of these properties for more than three hours.

Spring Equinox (Figure 25): Under the Increased Height Alternative, the longest shadows would be cast up to 103 feet to the north-west in the morning, 50 feet to the north at midday, and 103 feet to the north-east in the afternoon. Project would cast shadows upon portions of a residential property on Roseton Ave, Jersey Ave, Alburtis Ave, and Corby Ave but mostly for less than 3 hours. Two properties on Jersey Ave (18828-29) and two properties on Alburtis Ave (18811-12) would be shaded for more than three hours.

Fall Equinox (Figure 26) Under the Increased Height Alternative, shadows would be cast up to 94 feet to the north-west in the morning, 59 feet to the north at midday, and about 465 feet to the east in the afternoon. Between the hours of 9:00 a.m. and 5:00 p.m., the Project would cast shadows upon portions of a residential property on portions of Roseton Ave, Pioneer Blvd, Solano Pl, Prado Ct, Park Ave, Jersey Ave, Alburtis Ave, Poseidon Ave, Wyeth Dr, Park Ave, and Corby Ave. but mostly for less than 4 hours. Two properties on Jersey Ave (18828-29)and two properties on Alburtis Ave (18811-12) would be shaded for more than four hours.

South Street East

Shadows could create significant impacts around the Winter Solstice.

Winter Solstice (Figure 27): Under the Increased Height Alternative, shadow would be cast up to 97 feet to the northwest in the morning, 55 feet to the north at midday, and 113 feet to the northeast in the afternoon. Between the hours of 9:00 a.m. and 3:00 p.m., the Project would cast shadows upon portions of a residential property on portions of Ibex Ave. north and south of

South St, Elaine Ave, Belshire Ave, and Fagan Ave north of South St. and the parking lot of the New Life Community Church. but mostly for less than 3 hours. Two homes at the end of the Fagan Ave cul-de-sac (18858 and 18861 Fagan Ave) and the southern-most strip of the New Life Community Church would be shaded for more than 3 hours.

Gridley Road South

Shadows could create significant impacts around the Winter Solstice.

Winter Solstice (Figure 31): Under the Increased Height Alternative, shadow would be cast up to 97 feet to the northwest in the morning and 55 feet to the north at midday for Overlay Zone 3 buildings, and 86 feet to the north at midday and 178 feet to the northeast in the afternoon for Overlay Zone 2 buildings. Between the hours of 9:00 a.m. and 3:00 p.m., the Project would cast shadows upon portions of a residential property on portions of 184th St, Summer Ln, 186th St, and 187th St. but mostly for less than 3 hours. Some homes on the south side of 184th St (11410-11440) and the south-west corner of a condominium complex between 11422-11430 186th St would be shaded for more than 3 hours.

Gridley Road and Artesia Boulevard

Shadows could create significant impacts around the Winter Solstice.

Winter Solstice (Figure 35): Under the Increased Height Alternative, shadow would be cast up to 97 feet to the northwest in the morning and 55 feet to the north at midday for Overlay Zone 3 buildings, and 86 feet to the north at midday and 178 feet to the northeast in the afternoon for Overlay Zone 2 buildings at Roseton Ave/Artesia Blvd. Between the hours of 9:00 a.m. and 3:00 p.m., the Project would cast shadows upon portions of a residential property on portions of Caine Dr and Baber Ave. Three homes at the end of the Baber Ave cul-de-sac (17313, 17314, and 17319) and one home on Caine Dr (17355) will be shaded for more than 3 hours.

The Shade and Shadow analysis concluded that the various impacts described above could be mitigated to less-than-significant levels by reducing the overall permitted structure heights in the MU-O or by determining on a case-by-case basis individual structure height mitigation.[10] Mitigation could be accomplished by stepping back a structure's upper stories, by lowering building height, or adjusting setbacks. Accordingly, Mitigation Measure AES-1 below requires that MU-O Zone text include a provision requiring new construction to reduce shadows on adjacent properties so that any shadow duration is less than three hours during the spring and fall equinoxes, or less than four hours during the winter and summer solstices. This measure is intended to provide some flexibility to applicants in the *manner* of reducing significant shading, but will result in new structures that do not cause significant shade and shadow impacts. With this measure, shade and shadow effects would be less than significant.

GPPEIR Mitigation Measure

GPPEIR AES-1 For future non-residential development located in or immediately adjacent to residentially zoned properties, construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment, and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment shall be parked and staged within the project site. Staging areas shall be screened from view from residential properties. Construction worker parking may

[10] Urbansims, p. 39.

be located off-site with approval of the City; however, on-street parking of construction worker vehicles on residential streets shall be prohibited. Vehicles shall be kept clean and free of mud and dust before leaving the development site. Surrounding streets shall be swept daily and maintained free of dirt and debris.

SEIR Mitigation Measure

SEIR AES-1. The MU-O Ordinance shall incorporate a provision in Section 9-2.4509 (Development Standards) requiring applicants to demonstrate that new development projects shall not cast shadows with durations of more than three hours during the spring and fall equinoxes, or more than four hours during the winter and summer solstices. Evidence of shadow duration may be demonstrated by a project-specific shade and shadow computer analysis, a structural model, or other means acceptable to the Community Development Director or designée. The provision shall further caution applicants that reducing a structure's shadow potential will likely require reducing some or all of a structure's height, regardless of the maximum height permitted in the Overlay Zone area.

Significance After Mitigation: Less Than Significant

Figure 6 – Sub-Areas Modeled for Shade/Shadow Impacts

Source: Urbansims, *Subareas Key Map*, p. 3.

City

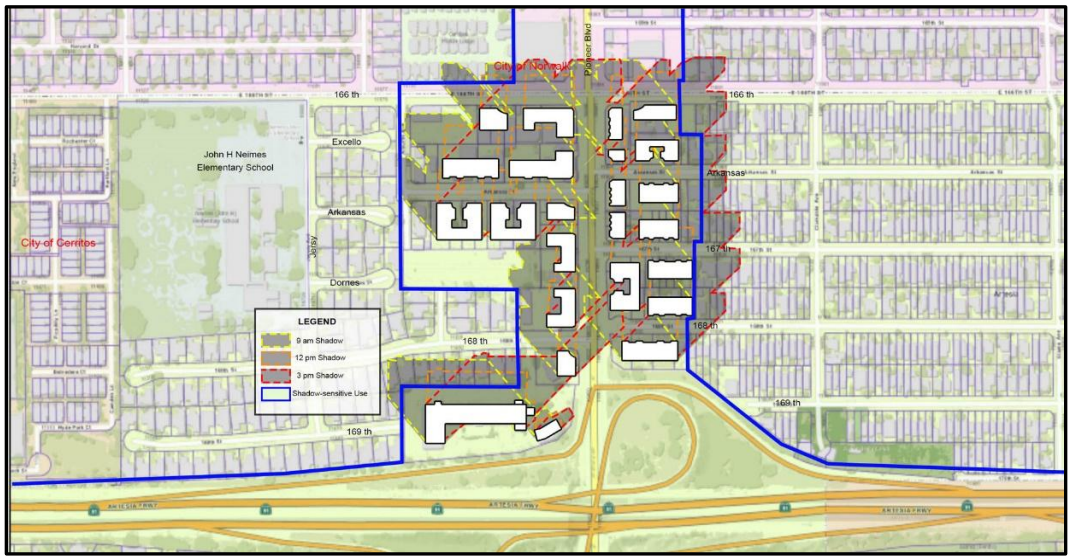


Figure 7 – Winter Solstice Shadows, Pioneer Blvd. N of 91

Figure 8 – Summer Solstice Shadows, Pioneer Blvd. N of 91

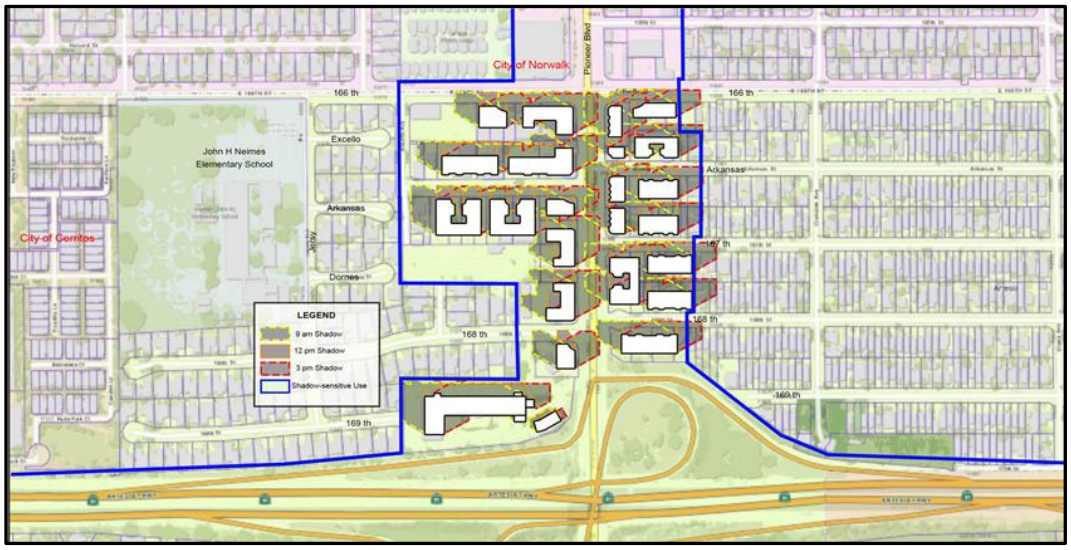


Figure 9 – Spring Equinox Shadows, Pioneer Blvd. N of 91

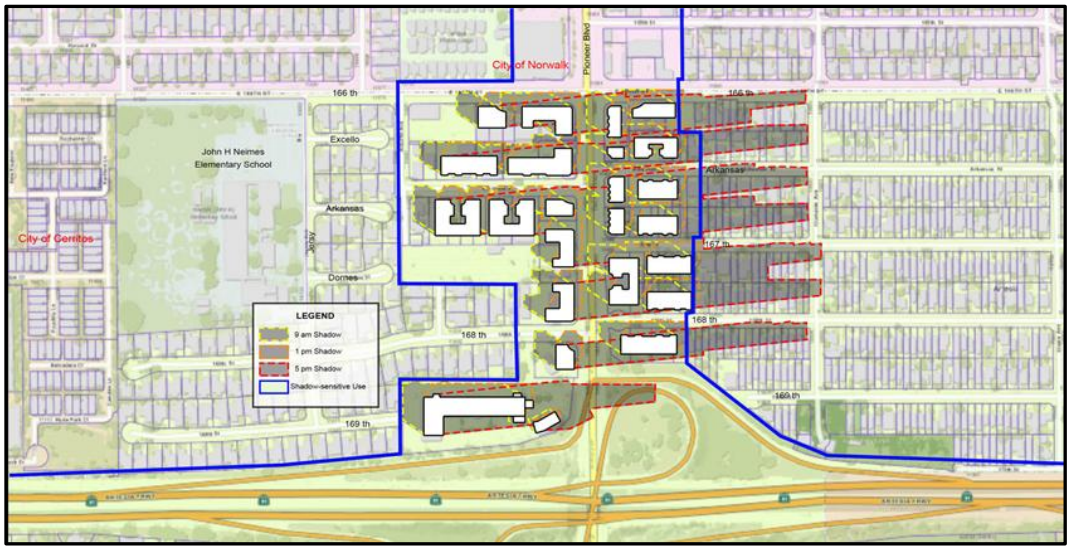


Figure 10 – Fall Equinox Shadows, Pioneer Blvd. N of 91

Figure 11 – Winter Solstice Shadows, Pioneer Blvd. S. of 91

Figure 12 – Summer Solstice Shadows, Pioneer Blvd. S. of 91

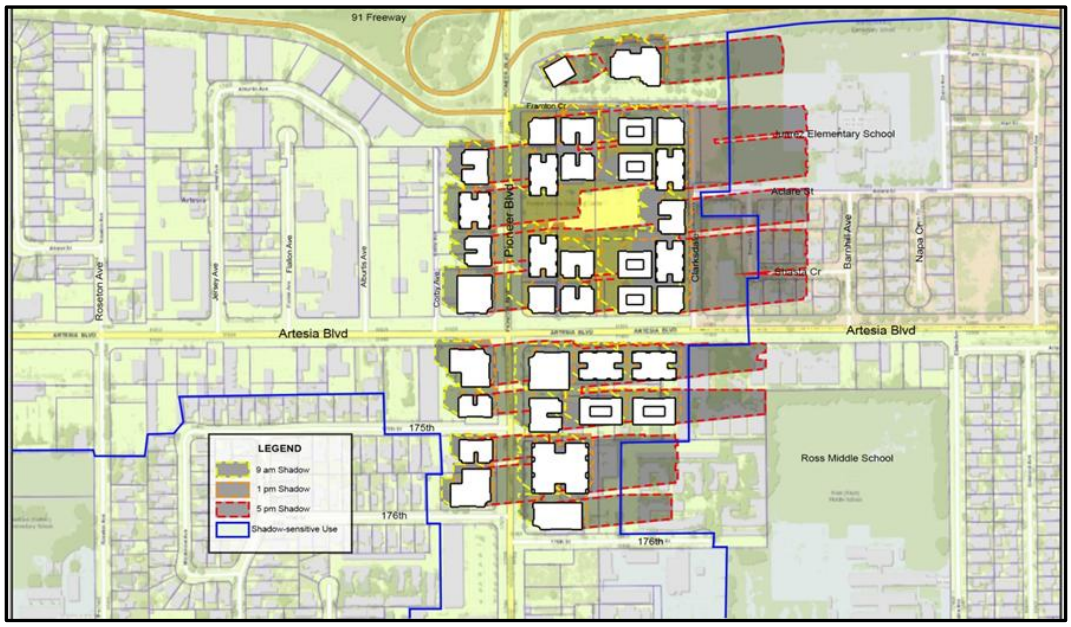


Figure 13 – Spring Equinox Shadows, Pioneer Blvd. S. of 91

Figure 14– Fall Equinox Shadows, Pioneer Blvd. S. of 91

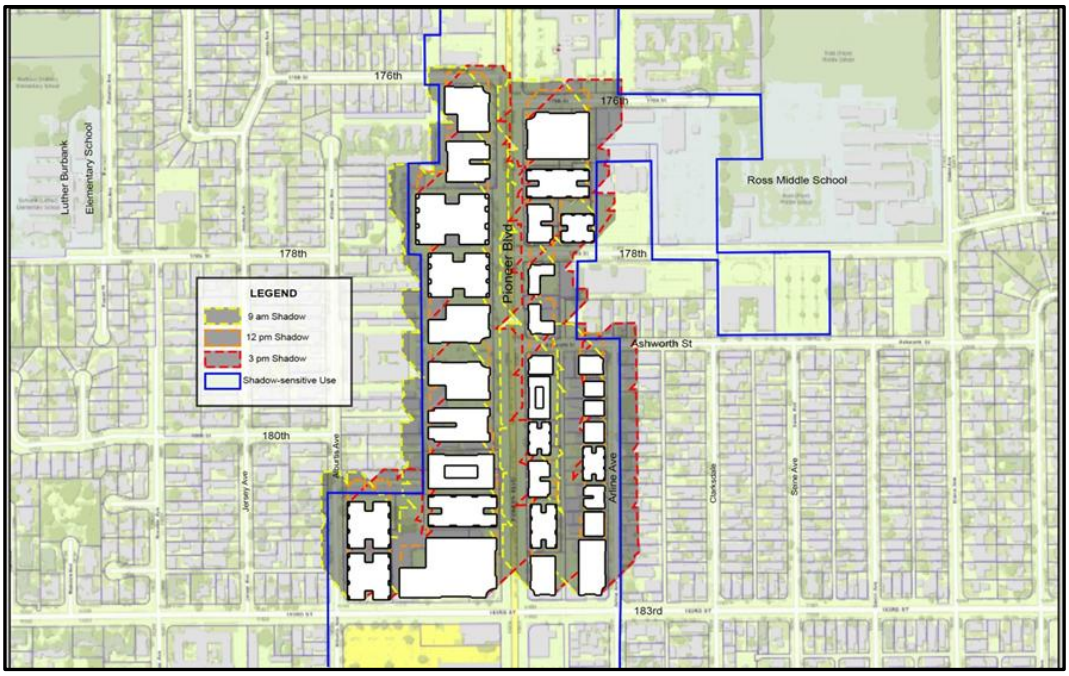


Figure 15 – Winter Solstice Shadows, Pioneer Blvd. N. of 183rd

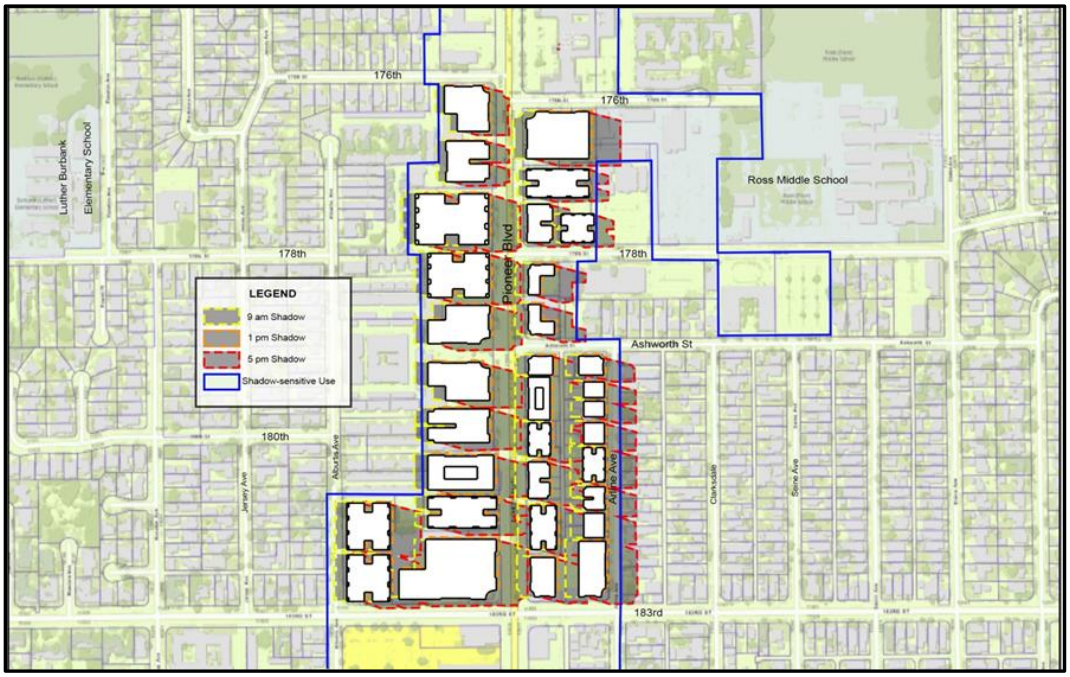


Figure 16 – Summer Solstice Shadows, Pioneer Blvd. N. of 183rd

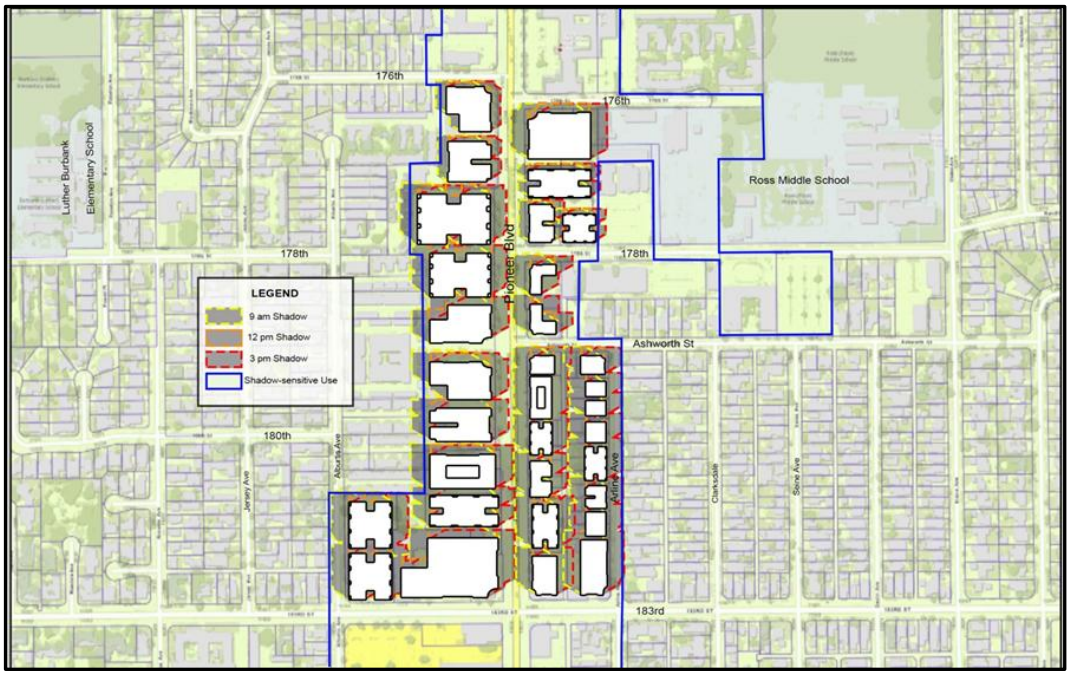


Figure 17 – Spring Equinox Shadows, Pioneer Blvd. N. of 183rd

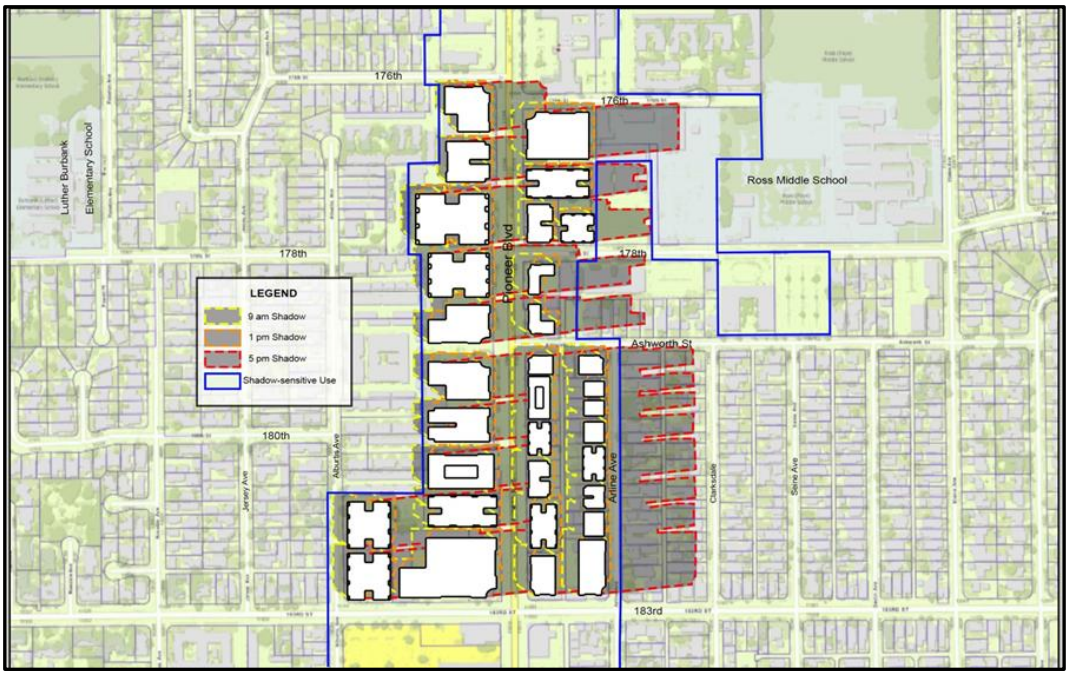


Figure 18 – Fall Equinox Shadows, Pioneer Blvd. N. of 183rd

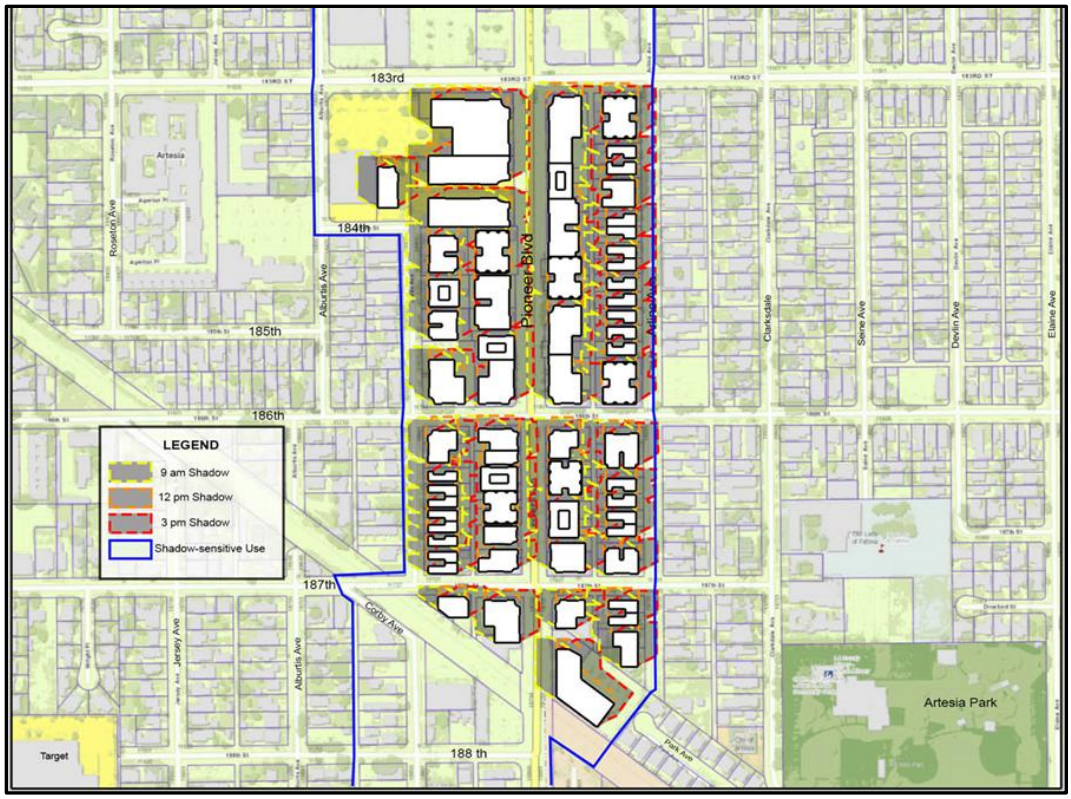


Figure 19 – Winter Solstice Shadows, Pioneer Blvd. S. of 183rd

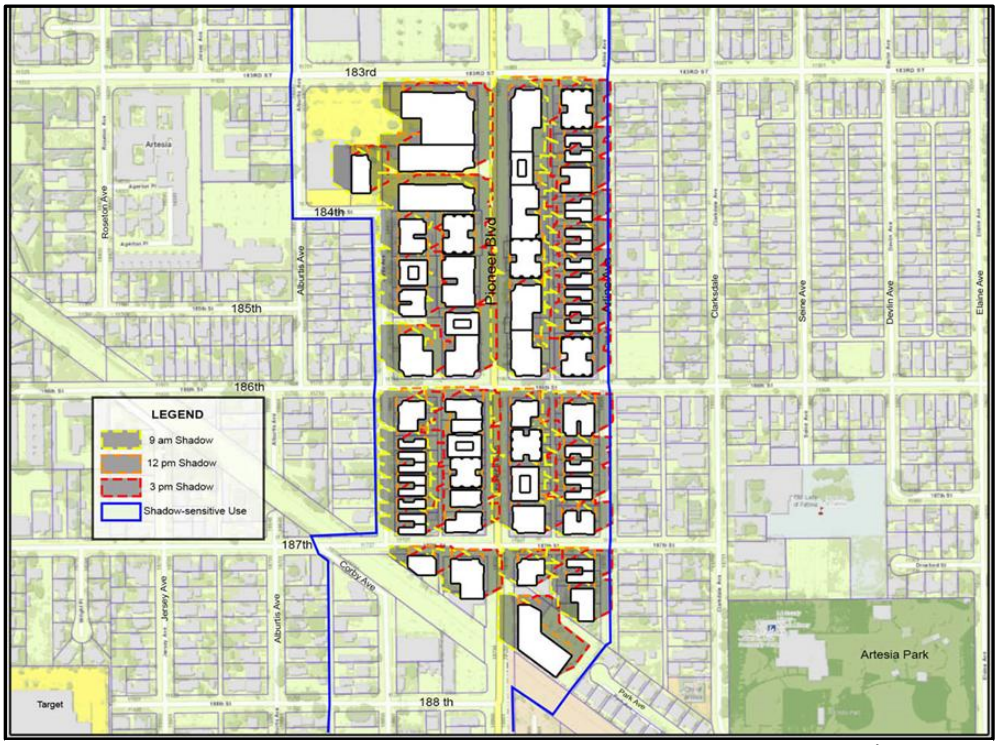


Figure 20 – Summer Solstice Shadows, Pioneer Blvd. S. of 183rd

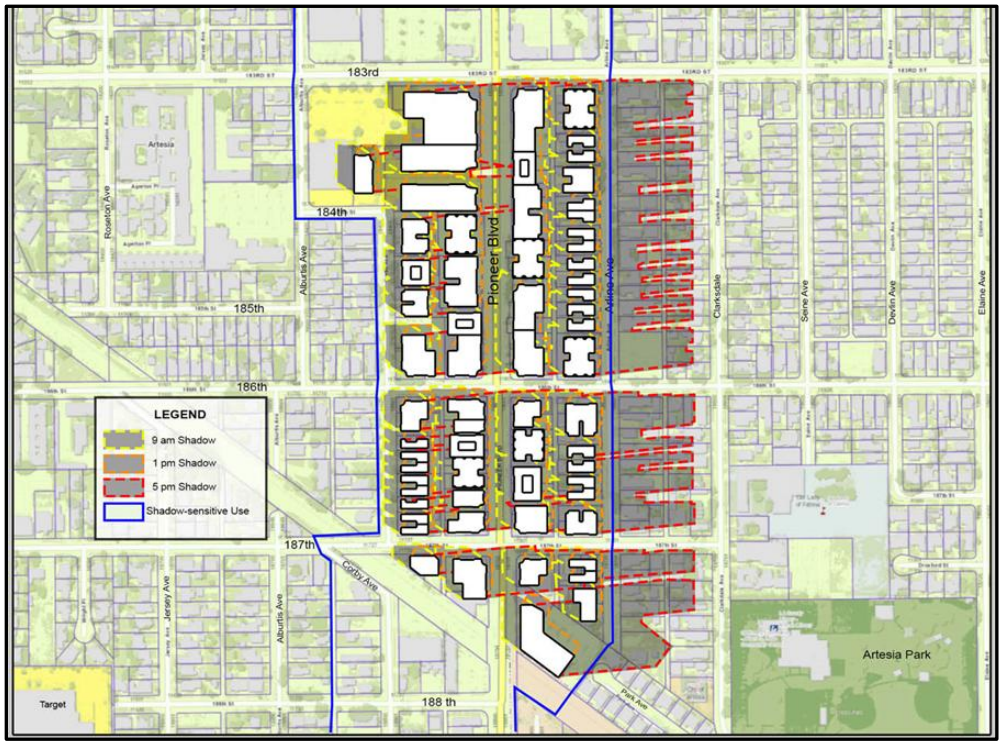


Figure 21 – Spring Equinox Shadows, Pioneer Blvd. S. of 183rd

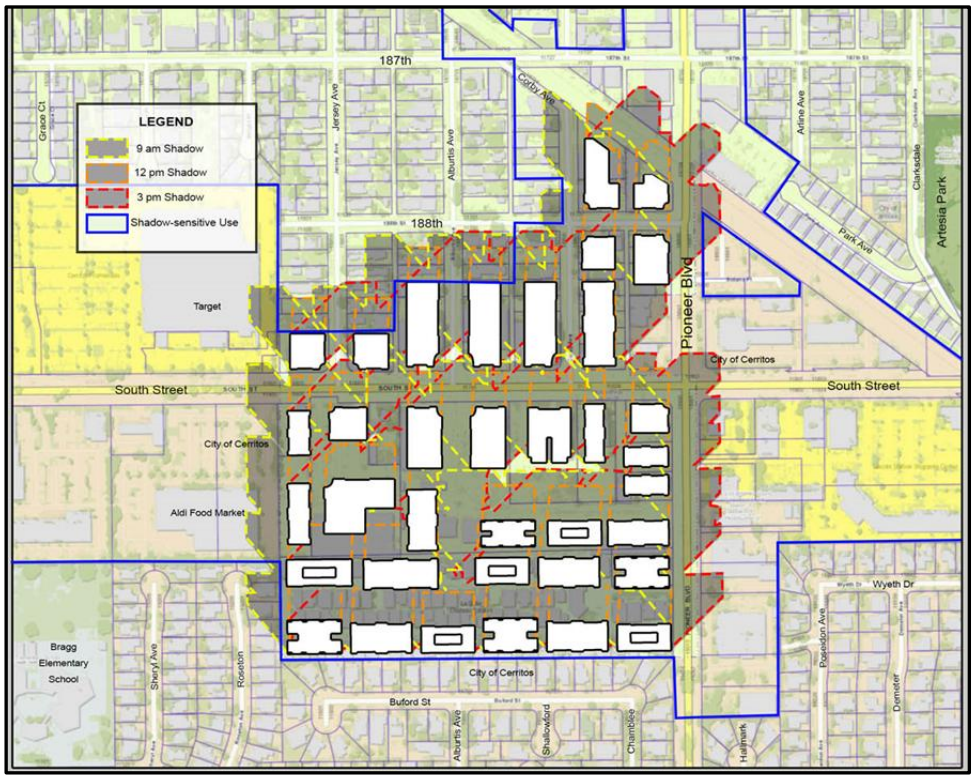


Figure 22 – Fall Equinox Shadows, Pioneer Blvd. S. of 183rd

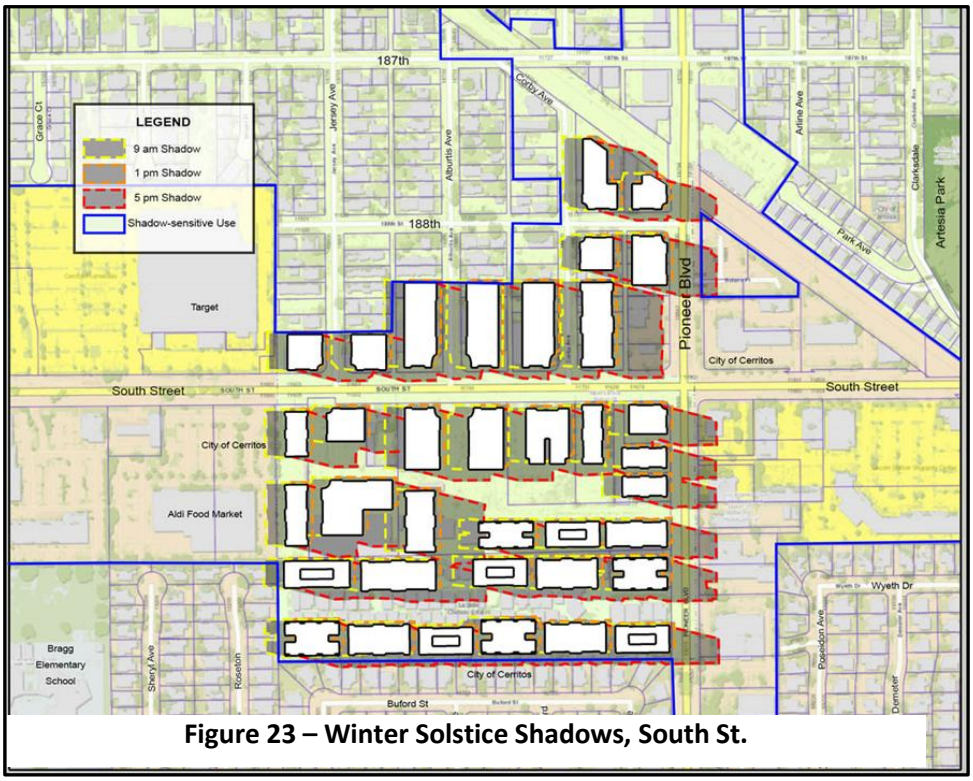


Figure 23 – Winter Solstice Shadows, South St.

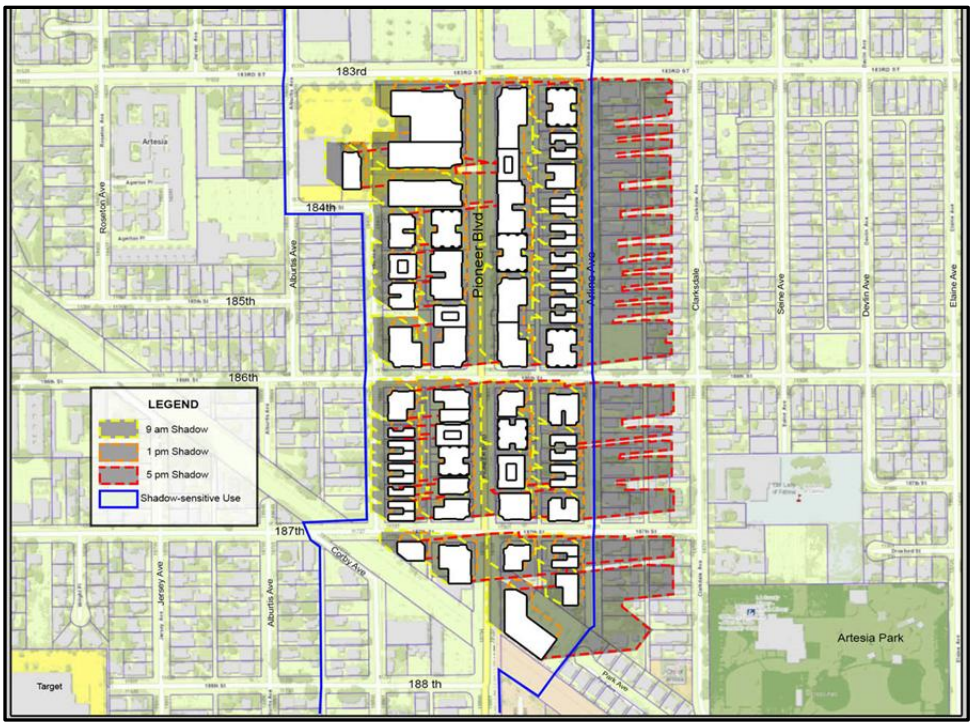


Figure 24 – Summer Solstice Shadows, South St.

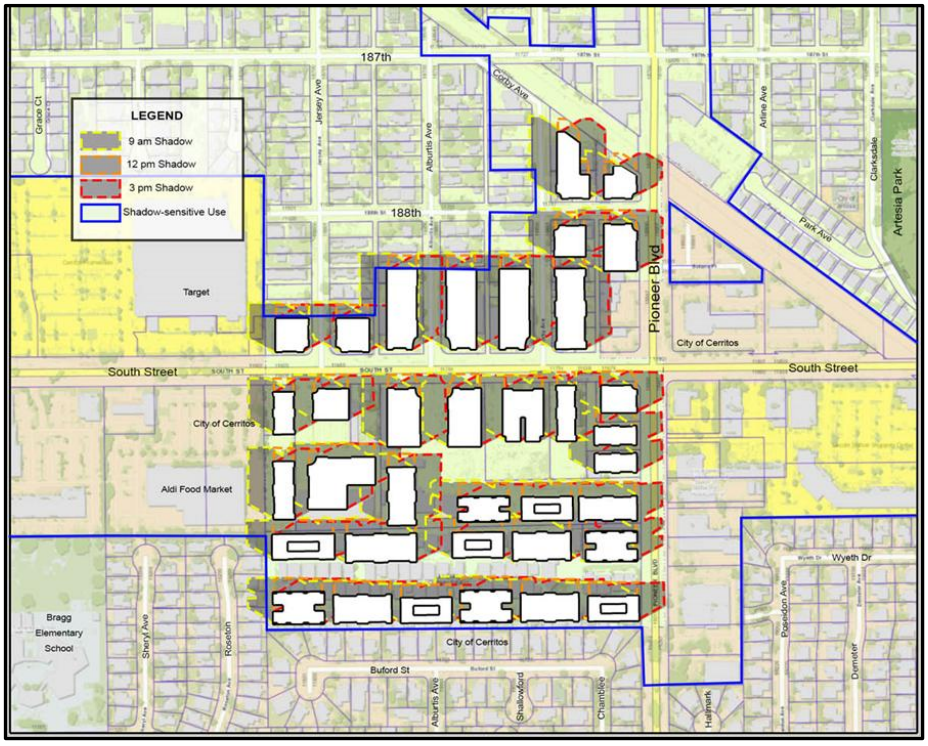


Figure 25 – Spring Equinox Shadows, South St.

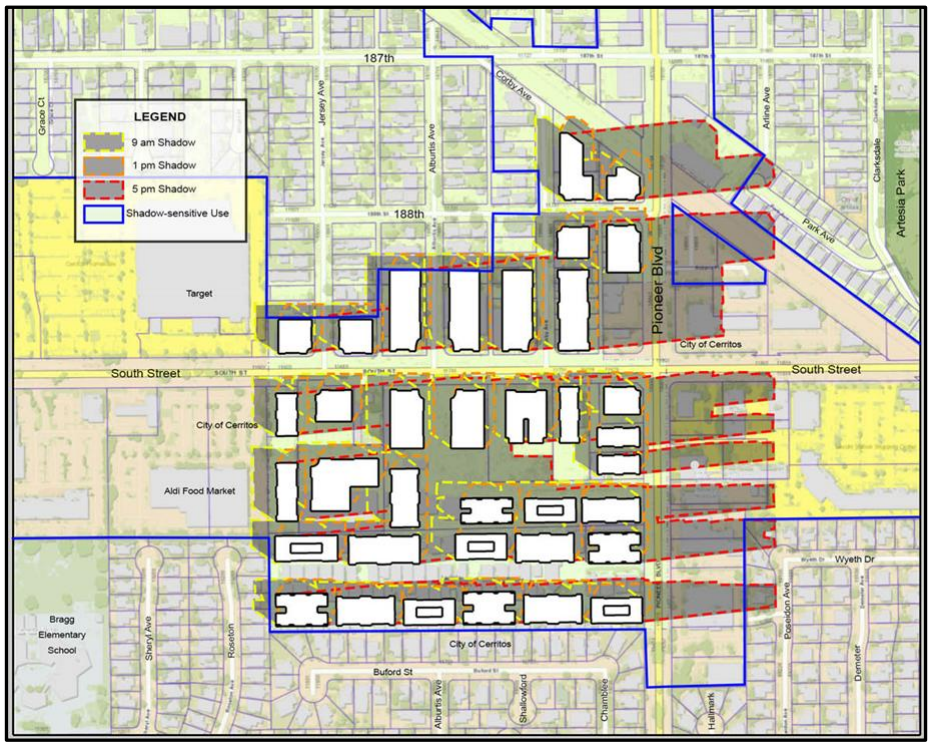


Figure 26 – Fall Equinox Shadows, South St.

South Street East

Figure 27 – Winter Solstice Shadows, South St. East

Figure 28 – Summer Solstice Shadows, South St. East

Figure 29 – Spring Equinox Shadows, South St. East

Figure 30 – Fall Equinox Shadows, South St. East

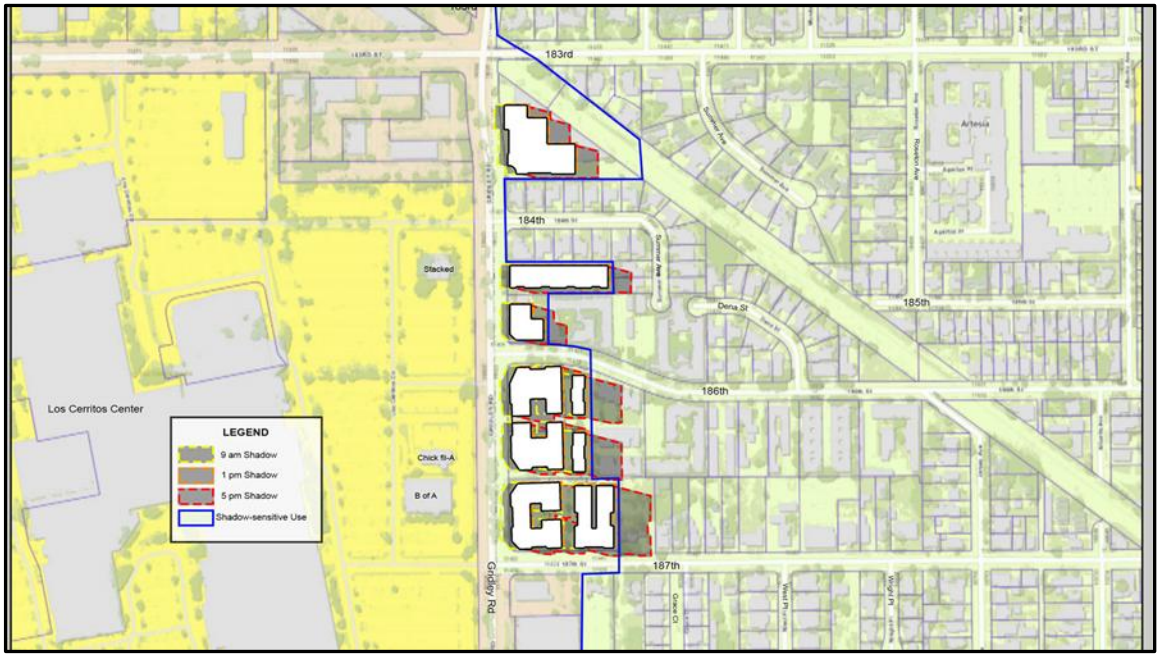


Figure 31 – Winter Solstice Shadows, Gridley Rd. South

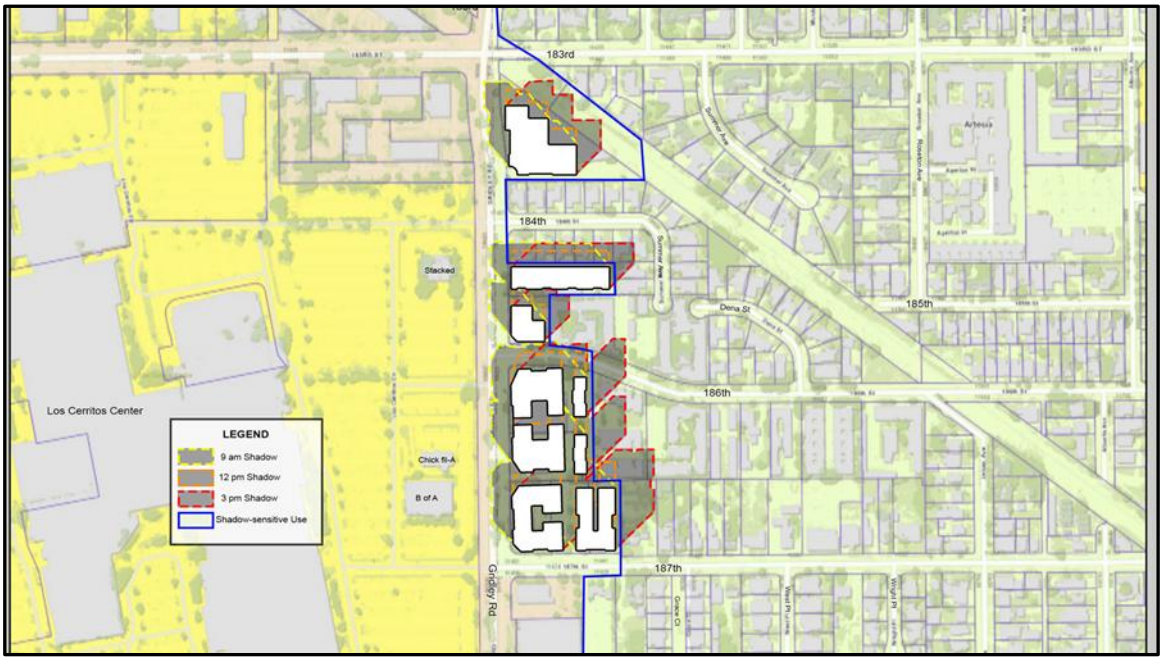


Figure 32 – Summer Solstice Shadows, Gridley Rd. South

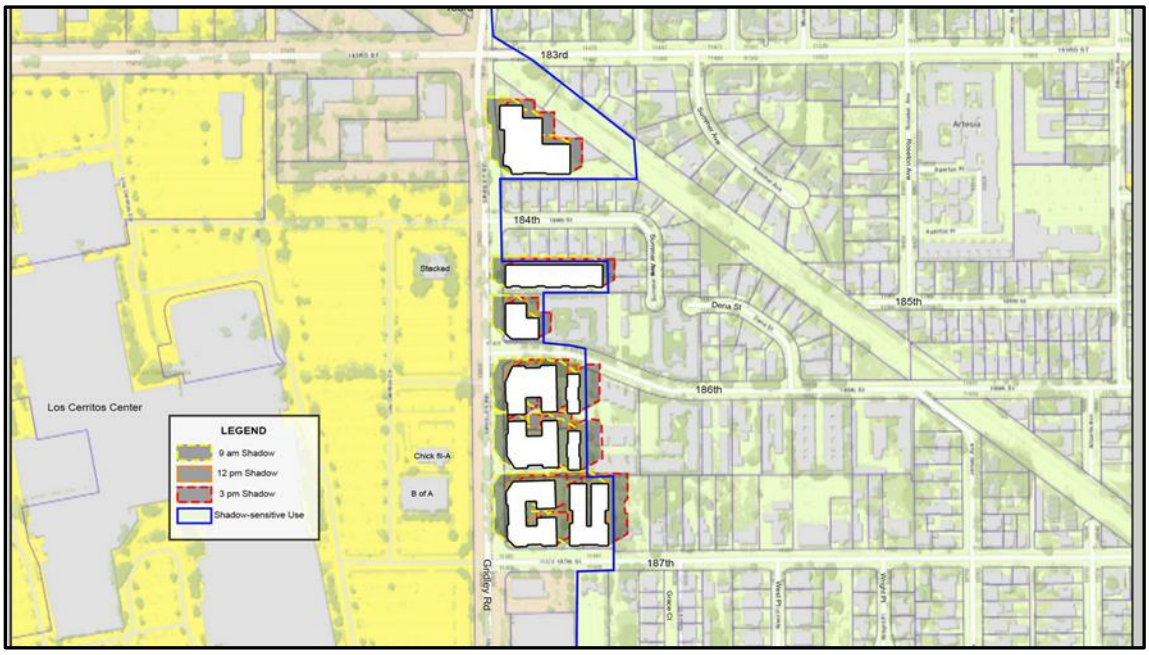


Figure 33 – Spring Equinox Shadows, Gridley Rd. South

Figure 34 – Fall Equinox Shadows, Gridley Rd. South

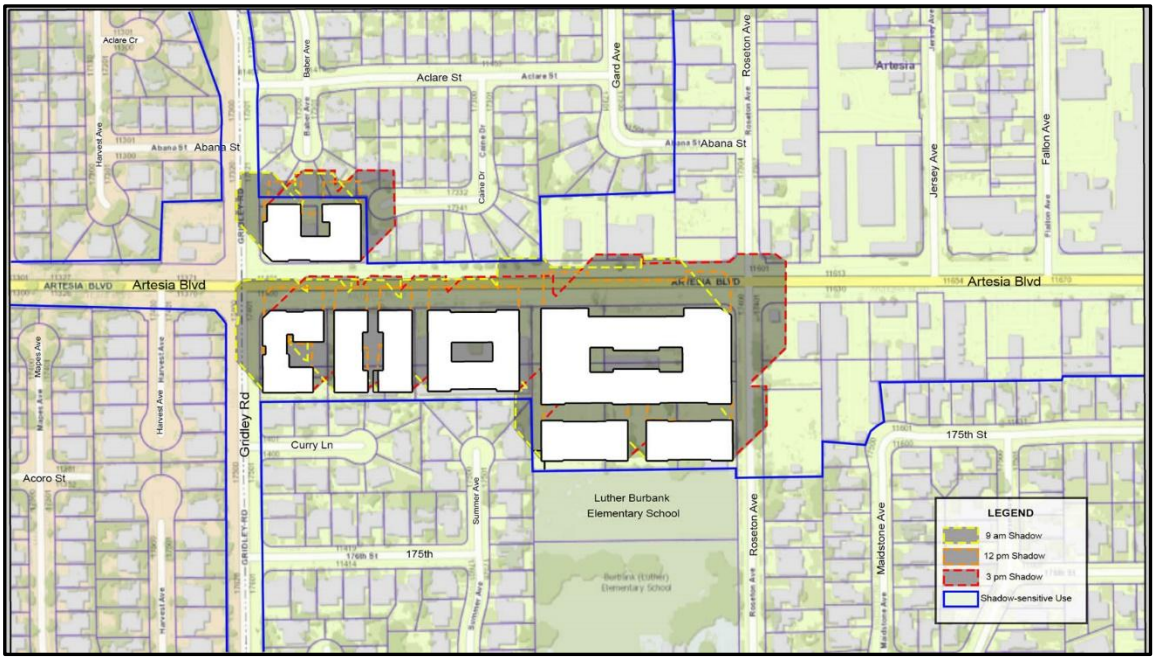


Figure 35 – Winter Solstice Shadows, Gridley Rd. & Artesia Blvd.

Gridley Road & Artesia Boulevard

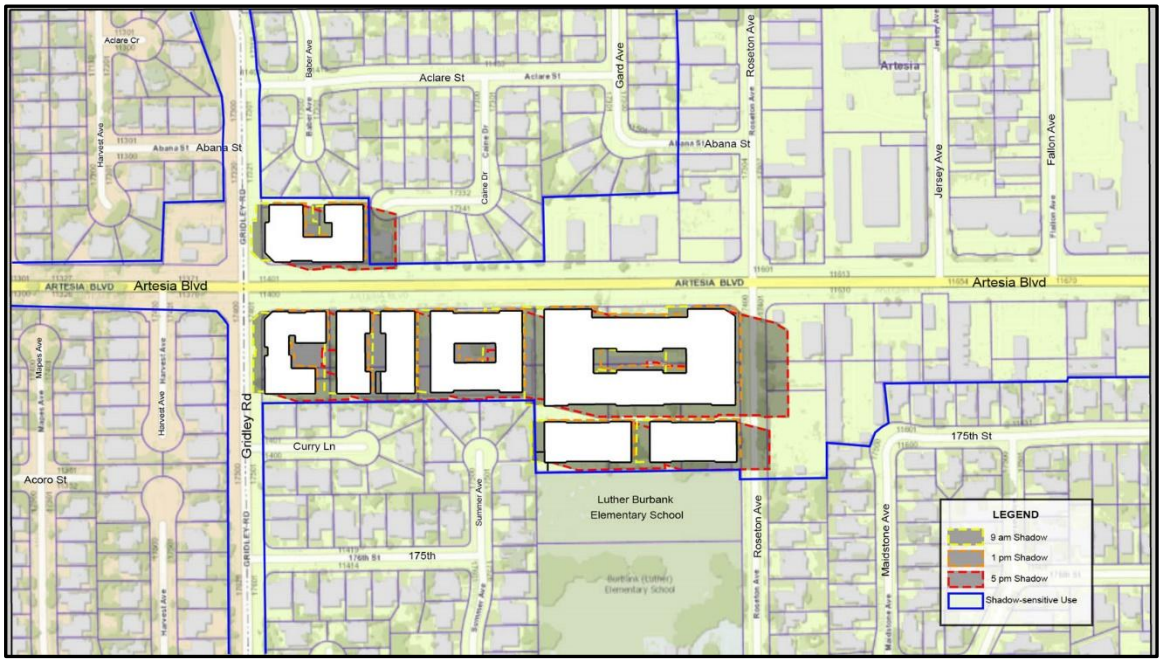


Figure 36 – Summer Solstice Shadows, Gridley Rd. & Artesia Blvd.

Figure 37 – Spring Equinox Shadows, Gridley Rd. & Artesia Blvd.

Figure 38 – Fall Equinox Shadows, Gridley Rd. & Artesia Blvd.

II. AGRICULTURE AND FORESTRY RESOURCES

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

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Discussion:

a,b) **No Impact**. Enacting the MU-O zone would not affect farmland or interfere with any Williamson Act-contracted property. The 2030 Artesia General Plan Land Use Diagram (GP Figure 3) does not show any areas in the City that have been identified or designated as Prime Farmland Unique Farmland, Farmland of Statewide Importance, or restricted by Williamson Act contracts.

c,d) **No Impact**. Enacting the MU-O zone would not affect zoning for forest or timber land, because no such zoning exists in the City of Artesia. All parcels in the MU-O overlay areas are designated for commercial, residential, industrial, and open space/recreation land uses.

e) **No Impact**. Enacting the proposed MU-O zone would not result in other changes in the existing environment, which due to its location or nature, would result in conversion of farmland to a non-

agricultural use, or forest land to non-forest use, because as stated in parts (a) – (d) above, no forest land or agricultural land exists in the City of Artesia.

III. AIR QUALITY

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

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New Impact/ No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
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?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Impact Discussion:

a) **No New Impact**. As explained further below, enacting the MU-O zone is not anticipated to conflict with the 2022 Air Quality Management Plan (AQMP), the applicable air quality plan for the Los Angeles region, prepared by the South Coast Air Quality Management District (SCAQMD),[11] because the proposed increased development intensity on Pioneer Boulevard, Artesia Boulevard and South Street around downtown Artesia would be consistent with the AQMP objective of reducing emissions from on-road vehicles by planning for growth around livable corridors, making transit more feasible by permitting denser development and promoting housing around transit corridors.[12] There are numerous existing services in this area, particularly on Pioneer Boulevard. Facilitating mixed-use developments along with increased residential density would be expected to contribute to the area's economic activity, and in turn could provide incentives to local and regional transit agencies to add or increase service levels.

Generally, the AQMP does not regulate land use. It is in part predicated on growth projections from the Southern California Association of Governments (SCAG), and incorporates the SCAG Regional

[11] South Coast Air Quality Management District, Air Quality Management Plan (2022 *AQMP),* available at *https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan* (accessed April 3, 2025).

[12] Id., Appendix IV-C, *Regional Transportation Strategy and Control Measures*, pp. IV-C-10-12, available at *https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/appendix-iv-c.pdf?sfvrsn=53c2bd61_8* (accessed April 3, 2025).

Transportation Strategy and Control Measures, cited in footnote 12. The AQMP looks at present and projected future conditions, and sets forth strategies and measures that the SCAQMD will take to meet the National Ambient Air Quality Standards (NAAQS). These strategies include regulations (Rules) for directly reducing pollutants from stationary and mobile sources, and incentive programs for individuals and businesses to replace polluting equipment. New development under the MU-O zone would be required to comply with emission-reduction regulations, such as Rule 401, Visible Emissions (prohibiting air contaminant emissions with specified levels of opacity), Rule 402, Nuisance (prohibiting discharge of air contaminants such that they injure people or property), Rule 403, Fugitive Dust (prohibiting visible off-site dust from construction operations), and Regulation XI, Source-Specific Standards (providing Rules for various emission sources, such as dry cleaners, automotive-painting shops, powder-coating shops, etc.). The SCAQMD is authorized by the California Penal Code § 836.5 and Rule 105 to arrest potential misdemeanor violators, and to issue abatement orders under Regulation VIII.

The GPPEIR recognized that specific development projects, while consistent with the proposed General Plan Update, could conflict or obstruct implementation of the then-applicable air quality plan, the 2007 AQMP, but that with incorporation of Mitigation Measure AQ-1,[13] potential plan conflicts were deemed to be less than significant:

> **GPPEIR AQ-1** For projects that may exceed daily construction emissions established by the South Coast Air Quality Management District (SCAQMD), Best Available Control Measures shall be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. Appropriate control measures shall be determined on a project-by-project basis and would be specific to the pollutant for which the daily threshold is exceeded. Such control measures shall include the following, among others:
>
> - Minimizing simultaneous operation of multiple construction equipment units;
> - Implementation of SCAQMD Rule 403, Fugitive Dust Control Measures;
> - Watering the construction area to minimize fugitive dust;
> - Require that off-road diesel-powered vehicles used for construction shall be new low emission vehicles, or use retrofit emission vehicles, or use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by the California Air Resources Board; and
> - Minimizing idling time by construction vehicles.

Mitigation Measure AQ-1 would continue to be applicable to development within the MU-O Zone. Additional measures would be adopted for discretionary projects on a case-by-case basis to reduce emissions that exceed daily thresholds.

Given the discussion above, there is no evidence to indicate that the proposed MU-O Zone would conflict with the 2022 AQMP.

b) **No New Impact.** Enacting the MU-O zone would not directly result in a cumulatively considerable criteria pollutant for which the project region is in nonattainment status, since the overlay does not propose or authorize any particular development proposal. However, future development constructed

[13] GPPEIR, p. 2-6, 2-7.

within the Overlay Areas would generate air pollutants both during construction and operation that would contribute to the region's cumulative pollutant volume.

The South Coast Air Basin is in non-attainment under both national and California standards for three criteria pollutants, including ozone, particulate matter, and fine particulate matter (PM_{10} and $PM_{2.5,}$ respectively). Figures 38 and 39 below show the South Coast Air Basin Attainment Status and the SCAQMD CEQA significance thresholds.

Figure 39 – South Coast Air Basin Attainment Status

NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS) ATTAINMENT STATUS - SOUTH COAST AIR BASIN

Criteria Pollutant	Averaging Time	Designation[a]	Attainment Date[b]
Ozone (O3)	(1979) **1-Hour** (0.12 ppm)[c]	Nonattainment ("extreme")	2/26/2023 (revised deadline)
	(2015) **8-Hour** (0.070 ppm)[d]	Nonattainment ("extreme")	8/3/2038
	(2008) **8-Hour** (0.075 ppm)[d]	Nonattainment ("extreme")	7/20/2032
	(1997) **8-Hour** (0.08 ppm)[d]	Nonattainment ("extreme")	6/15/2024
PM2.5[e]	(2006) **24-Hour** (35	Nonattainment ("serious")	12/31/2023
	(2012) **Annual** (12.0 µg/m^3)	Nonattainment ("serious")	12/31/2025
	(1997) **Annual** (15.0 µg/m^3)	Attainment (final determination pending)	4/5/2015 (attained 2013)
PM10[f]	(1987) **24-hour** (150 µg/m^3)	Attainment (Maintenance)	7/26/2013 (attained)
Lead (Pb)[g]	(2008) **3-Months Rolling** (0.15 µg/m^3)	Nonattainment (Partial) (Attainment determination to be requested)	12/31/2015
CO	(1971) **1-Hour** (35 ppm)	Attainment (Maintenance)	6/11/2007
	(1971) **8-Hour** (9 ppm)	Attainment (Maintenance)	6/11/2007
NO_2[h]	(2010) **1-Hour** (100 ppb)	Unclassifiable/Attainment	N/A (attained)
	(1971) **Annual** (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
SO_2[i]	(2010) **1-Hour** (75 ppb)	Unclassifiable/Attainment	1/9/2018
	(1971) **24-Hour** (0.14 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)

a) The U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.
b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for an attainment demonstration.
c) The 1979 1-hour ozone NAAQS (0.12 ppm) was revoked, effective 6/15/2005; however, the Basin has not attained this standard and therefore has some continuing obligations with respect to the revoked standard; original attainment date was 11/15/2010; the revised attainment date is 2/6/2023.

Source: South Coast Air Quality Management District, 2022 Air Quality Management Plan, Table 2-3, p. 2-12, available at *https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/05-ch2.pdf?sfvrsn=99c5bd61_12* (accessed April 4, 2025)

Figure 40 – SCAQMD Significance Thresholds

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

South Coast AQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction**	**Operation**
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO_2eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants [b]		
NO_2 1-hour average annual arithmetic mean	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average annual average	10.4 $\mu g/m^3$ (construction)[c] & 2.5 $\mu g/m^3$ (operation) 1.0 $\mu g/m^3$	
$PM_{2.5}$ 24-hour average	10.4 $\mu g/m^3$ (construction)[c] & 2.5 $\mu g/m^3$ (operation)	
SO_2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 $\mu g/m^3$ (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-month average	1.5 $\mu g/m^3$ (state) 0.15 $\mu g/m^3$ (federal)	

[a] Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)
[b] Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.
[c] Ambient air quality threshold based on South Coast AQMD Rule 403.

KEY: lbs/day = pounds per day ppm = parts per million $\mu g/m^3$ = microgram per cubic meter ≥ = greater than or equal to
MT/yr CO_2eq = metric tons per year of CO_2 equivalents > = greater than

Revision: March 2023

The GPPEIR concluded that implementation of the General Plan itself would result in significant unavoidable impacts from short-term construction emissions and long-term mobile and stationary-source emissions. The GPPEIR notes that the SCAQMD significance thresholds apply to stand-alone development projects, that isolated small projects would likely not exceed those thresholds, but that larger projects might, and result in unavoidable significant impacts either individually or cumulatively.[14] Additionally, the GPPEIR acknowledges that overall General Plan implementation would result in cumulative air quality impacts that would exceed SCAQMD thresholds, which would be significant and unavoidable, even with implementation of General Plan goals, policies and policy actions.

To reduce construction impacts, in addition to SEIR Mitigation Measure AQ-1, the GPPEIR included Mitigation Measure AQ-2, identified below. Note that these measures, particularly those that reduce fossil-fuel energy consumption, also mitigate some GHG impacts.

Both the timing and extent of actual future development that would take place in the Overlay Areas is not known, associated air quality impacts cannot be projected with specificity. It is possible to model individual development projects' impacts and to develop project-specific mitigation measures so that those projects' impacts do not exceed SCAQMD significance thresholds (Figure 39 below). Accordingly, **SEIR Mitigation Measure AQ-1** below requires that the MU-O ordinance include a requirement for evaluating a project's air quality impacts and requiring measures to reduce those impacts if projected unmitigated construction or operational emissions exceed then-applicable SCAQMD thresholds. Even with this mitigation for individual projects, however, cumulative impacts are anticipated to remain significant and unavoidable.

GPPEIR AQ-2 The following is a list of potential design features that shall be incorporated, as determined feasible by the Community Development Director, into the General Plan Update and future projects to ensure consistency with adopted statewide plans and programs.

Energy Efficiency

- Incorporate green building practices and design elements.
- Meet recognized green building and energy efficiency benchmarks.
- Install energy efficient lighting (e.g., light emitting diodes (LEDs), heating and cooling systems, appliances, equipment, and control systems.
- Use passive solar design, e.g., orient buildings and incorporate landscaping to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight. Install efficient lighting (including LEDs) for traffic, street, and other outdoor lighting.
- Provide education on energy efficiency to residents, customers, and/or tenants.

Renewable Energy and Energy Storage

- Meet "reach" goals for building energy efficiency and renewable energy use.
- Install solar, wind, and geothermal power systems and solar hot water heaters.

[14] GPPEIR, pp. 5.5-24, 25

- Install solar panels on unused roof and ground space and over carports and parking areas.
- Include energy storage where appropriate to optimize renewable energy generation systems and avoid peak energy use.
- Use combined heat and power (CHP) in appropriate applications.

Water Conservation and Efficiency

- Incorporate water-reducing features into building and landscape design.
- Create water-efficient landscapes.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and use water-efficient irrigation methods.
- Make effective use of graywater. (Graywater is untreated household wastewater from bathtubs, showers, bathroom wash basins, and water from clothes washing machines. Graywater to be used for landscape irrigation.)
- Implement low-impact development practices that maintain the existing hydrology of the site to manage storm water and protect the environment.
- Devise a comprehensive water conservation strategy appropriate for the project and location.
- Design buildings to be water-efficient. Install water-efficient fixtures and appliances.
- Provide education about water conservation and available programs and incentives.

Solid Waste Measures

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Integrate reuse and recycling into residential industrial, institutional, and commercial projects. Provide easy and convenient recycling opportunities for residents, the public, and tenant businesses.
- Provide education and publicity about reducing waste and available recycling services.

Land Use Measures

- Ensure consistency with “smart growth” principles – mixed-use, infill, and higher density projects that provide alternatives to individual vehicle travel and promote the efficient delivery of services and goods.
- Meet recognized “smart growth” benchmarks.
- Incorporate public transit into the project’s design.
- Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.
- Develop “brownfields” and other underused or defunct properties near existing public transportation and jobs.

- Include pedestrian and bicycle facilities within projects and ensure that existing nonmotorized routes are maintained and enhanced.
- Meet an identified transportation-related benchmark.
- Adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation.
- Promote "least polluting" ways to connect people and goods to their destinations.
- Incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments.
- Require amenities for nonmotorized transportation, such as secure and convenient bicycle parking.
- Connect parks and open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.
- Create bicycle lanes and walking paths directed to the location of schools, parks, and other destination points.
- Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.
- Provide information on alternative transportation options for consumers, residents, tenants, and employees to reduce transportation-related emissions.
- Purchase, or create incentives for purchasing, low or zero emission vehicles.
- Create a ride sharing program. Promote existing ride sharing programs e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Provide a vanpool for employees.
- Protect existing trees and encourage the planting of new trees. Adopt a tree protection and replacement ordinance.

c) **No New Impact.** Enacting the MU-O zone would not directly expose sensitive receptors to substantial pollutant concentrations, since the overlay itself does not propose or authorize any particular development proposal. However, as anticipated in the General Plan and discussed in the GPPEIR, future development would generate air pollutants that could exceed the SCAQMD's localized thresholds, and thus affect adjacent sensitive receptors (residences, schools, etc.). SEIR Mitigation Measure AQ-1 would require new development in the MU-O area to estimate its construction and operational emissions, and to reduce those emissions to less than significant levels. The GPPEIR Mitigation Measures AQ-1 and -2, as well as project-specific measures, would also apply to new projects. However, the GPPEIR concluded that even with this mitigation, impacts associated with construction and operational emissions would remain significant and unavoidable.[15] This condition is likely to continue, particularly for cumulative impacts. Because development under the MU-O would exceed the maximum developable units

[15] GPPEIR, pp. 5.5-25 - 28.

anticipated by the City's General Plan 2030, the degree of impact could change from that considered by the GPPEIR, even with applicable mitigation measures and other emissions reductions occurring over time as green technologies are adopted by the general public, particularly zero-emissions transportation options. Still, it is more likely than not that overall impacts to sensitive receptors would remain significant and unavoidable.

d) **No New Impact**. Enacting the MU-O zone itself is not anticipated to cause significant amounts of objectionable odors or similar emissions affecting large numbers of people, because the ordinance does not directly authorize any new development. The GPPEIR considered odor impacts to be less than significant, because odors generated by construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities, would be short-term and would be limited to the immediate vicinity of a project, and thus would not affect large numbers of people.[16] The GPPEIR also concluded that operational odors, such as those arising from restaurants or waste receptacles, would not cause significant impacts to large numbers of people because restaurants are required to have odor-attenuating ventilation systems and waste must be enclosed in covered containers. Additionally, during "operation," future development projects would be subject to the SCAQMD Rule 402, which essentially prohibits any "person" from discharging objectionable odors that would be injurious to a "considerable number of persons or the public." Accordingly, because any new sources of odor from uses allowed in the MU-O zone would be similar to those forecast by the GPPEIR and controlled by the same regulations, no new impacts from odors are anticipated.

GPPEIR Mitigation Measures

AQ-1 For projects that may exceed daily construction emissions established by the South Coast Air Quality Management District (SCAQMD), Best Available Control Measures shall be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. Appropriate control measures shall be determined on a project-by-project basis, and would be specific to the pollutant for which the daily threshold is exceeded. Such control measures shall include the following, among others:

- Minimizing simultaneous operation of multiple construction equipment units;
- Implementation of SCAQMD Rule 403, Fugitive Dust Control Measures;
- Watering the construction area to minimize fugitive dust;
- Require that off-road diesel-powered vehicles used for construction shall be new low emission vehicles, or use retrofit emission vehicles, or use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by the California Air Resources Board; and
- Minimizing idling time by construction vehicles.

AQ-2 The following is a list of potential design features that shall be incorporated, as determined feasible by the Community Development Director, into the General Plan Update and future projects to ensure consistency with adopted statewide plans and programs.

Energy Efficiency

[16] Id., p. 5.5-23.

- Incorporate green building practices and design elements.
- Meet recognized green building and energy efficiency benchmarks.
- Install energy efficient lighting (e.g., light emitting diodes (LEDs)), heating and cooling systems, appliances, equipment, and control systems.
- Use passive solar design, e.g., orient buildings and incorporate landscaping to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight. Install efficient lighting (including LEDs) for traffic, street, and other outdoor lighting.
- Provide education on energy efficiency to residents, customers, and/or tenants.

Renewable Energy and Energy Storage

- Meet "reach" goals for building energy efficiency and renewable energy use.
- Install solar, wind, and geothermal power systems and solar hot water heaters.
- Install solar panels on unused roof and ground space and over carports and parking areas.
- Include energy storage where appropriate to optimize renewable energy generation systems and avoid peak energy use.
- Use combined heat and power (CHP) in appropriate applications.

Water Conservation and Efficiency

- Incorporate water-reducing features into building and landscape design.
- Create water-efficient landscapes.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and use water-efficient irrigation methods.
- Make effective use of graywater. (Graywater is untreated household wastewater from bathtubs, showers, bathroom wash basins, and water from clothes washing machines. Graywater to be used for landscape irrigation.)
- Implement low-impact development practices that maintain the existing hydrology of the site to manage storm water and protect the environment.
- Devise a comprehensive water conservation strategy appropriate for the project and location.
- Design buildings to be water-efficient. Install water-efficient fixtures and appliances.
- Provide education about water conservation and available programs and incentives.

Solid Waste Measures

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Integrate reuse and recycling into residential industrial, institutional, and commercial projects. Provide easy and convenient recycling opportunities for residents, the public, and tenant businesses.

- Provide education and publicity about reducing waste and available recycling services.

Land Use Measures

- Ensure consistency with “smart growth” principles – mixed-use, infill, and higher density projects that provide alternatives to individual vehicle travel and promote the efficient delivery of services and goods.
- Meet recognized “smart growth” benchmarks.
- Incorporate public transit into the project’s design.
- Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.
- Develop “brownfields” and other underused or defunct properties near existing public transportation and jobs.
- Include pedestrian and bicycle facilities within projects and ensure that existing nonmotorized routes are maintained and enhanced.
- Meet an identified transportation-related benchmark.
- Adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation.
- Promote “least polluting” ways to connect people and goods to their destinations.
- Incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments.
- Require amenities for nonmotorized transportation, such as secure and convenient bicycle parking.
- Connect parks and open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.
- Create bicycle lanes and walking paths directed to the location of schools, parks, and other destination points.
- Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.
- Provide information on alternative transportation options for consumers, residents, tenants, and employees to reduce transportation-related emissions.
- Purchase, or create incentives for purchasing, low or zero emission vehicles.
- Create a ride sharing program. Promote existing ride sharing programs e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Provide a vanpool for employees.
- Protect existing trees and encourage the planting of new trees. Adopt a tree protection and replacement ordinance.

SEIR Mitigation Measure

SEIR AQ-1. The MU-O Ordinance shall incorporate a provision in Section 9-2.4509 (Development Standards) requiring applicants to estimate development projects' construction and operational emissions using the CalEEMod™ Emissions Estimator or equivalent modeling tool, and to incorporate emissions-reduction measures so that estimated construction and operational emissions do not exceed applicable regional and localized thresholds.

Significance After Mitigation: Significant and Unavoidable

IV. BIOLOGICAL RESOURCES

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New 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?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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 of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Impact Discussion:

a) **No New Impact**. Enacting the MU-O zone would not directly affect candidate, sensitive, or special-status species, since the overlay itself does not propose or authorize any particular development proposal. Moreover, any future development would not affect such species because no habitat for such species exists in Overlay Areas 1, 2, and 3. The parcels in the Overlay Areas are currently developed sites with the exception of ten acres of vacant land. The ten acres is comprised of separate parcels ranging in size from 0.01 to 1.06 acres in size and all parcels are surrounded by urban development, roadways, and utility infrastructure. No habitat for such species exists on the developed and vacant parcels. No such species have been identified within or in the vicinity of the Overlay Areas by the Artesia GPPEIR. [17]

b) **No New Impact**. Enacting the MU-O zone would not directly affect riparian (river, streams, arroyos, etc.) habitat or other sensitive natural communities since the overlay itself does not propose or authorize any particular development proposal. Future development in the Overlay Areas 1, 2, and 3 would likewise not affect riparian resources, because none exist in the Areas.

c) **No New Impact**. Enacting the MU-O zone would not directly affect wetlands since the overlay itself does not propose or authorize any particular development proposal. Future development in the Overlay Areas 1, 2, and 3 would likewise not affect wetlands; the Areas are currently developed with the exception of ten vacant acres, and no portion of the parcels contains evidence of wetlands.

d) **No New Impact**. Enacting the MU-O zone would not directly interfere with fish or wildlife movement because the overlay itself does not propose or authorize any particular development proposal. Moreover, Overlay Areas 1, 2, and 3 are in a developed urban environment that lacks fish or wildlife habitat or corridors.

e) **No New Impact**. Enacting the MU-O zone would not conflict with local policies or ordinances protecting biological resources, because the overlay itself does not propose or authorize any particular development proposal. Future projects would not be expected to conflict with local policies protecting biological resources, because the City of Artesia has not enacted specific policies regarding such resources, including a tree-preservation ordinance.

f) **No New Impact**. Enacting the MU-O zone would not conflict with any Habitat Conservation Plans, Natural Community Conservation Plans or any other local, regional, or state habitat conservation plan because no areas governed by such plans encompass or are near the Overlay Areas.

[17] Id., p. 13.

V. CULTURAL RESOURCES

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New Impact/ No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☒	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

Impact Discussion:

a) **New Mitigation is Required**. Enacting the MU-O zone would not change most of the City of Artesia's identified historical resources because they are not encompassed by the Overlay Areas. The 2030 Artesia General Plan identifies several informal cultural/historic resources within City boundaries: the Artesia Water Tower (Clarkdale Avenue and 183rd Street, east of the Overlay Areas), the Frampton-Dantema Home (18644 Alburtis Avenue, west of the Overlay Areas), the Artesia Divino Espirito Santo (DES) (11903 East Ashworth Street, east of the Overlay Areas), and the International Cultural District along Pioneer Boulevard. None of these resources would be physically affected by future development within the Overlay Areas.[18]

However, one resource, the Old Station 30, a historic fire station located on a 0.24 acre lot at 18641 Corby Avenue, is within the Historic District Zone just inside the proposed MU-O boundary (the property's General Plan designation is High Density Residential).The fire station was originally built in Downey, CA, and moved to Artesia, where it was used as a fire station until 1985. It is now operated by the Artesia Historical Society as part of the Artesia Historical Museum in the Frampton Dantema Home noted above.[19] The MU-O site inventory shows that the property is designated as a Housing Opportunity Site, and is assigned two moderate income units and two above-moderate income units in the draft 6th Cycle Housing Element.

Removing a historic resource is irreversible. Since this facility is currently operated as a museum, redevelopment of the site under the MU-O is highly unlikely in the foreseeable future. Also, because the site borders the proposed MU-O boundary, it could be removed from the MU-O without creating an "island" within the MU-O. Moreover, as shown below in Section XIV, Population and Housing, Table 7, the City's proposed Housing Element allocations for moderate and above-moderate-income units exceed the 6th Cycle RHNA by 542 and 209 units, respectively. Accordingly, SEIR Mitigation Measure CR-1 below requires that the MU-O map boundary be altered to remove the fire station parcel from the overlay area, reducing the impacts of the overlay zone to this historic resource to less than significant.

[18] City of Artesia, 2030 Artesia General Plan, Cultural and Historic Resources Sub-Element, p. CHR-3.

[19] Patch News, Artesia's Museums Preserve, Showcase City's History (May 11, 2011), available at *https://patch.com/california/cerritos/artesias-museums-preserve-showcase-citys-history-artea8477cdedd* (accessed April 11, 2025).

A Cultural Resources Technical Report[20] prepared in 2016 for the City of Artesia by Rincon Consultants, Inc., in association with a project located on Gridley Road, west of the Overlay Areas, noted the Southern Pacific Railroad right-of-way, traversing through Overlay Areas 1, 2, and 3, also qualified as a cultural resource. This existing right-of-way is currently programmed by Los Angeles Metro for a regional commuter rail extension. Development in the MU-O project area would not affect the right-of-way, because no construction would be permitted within the right-of-way.

Finally, the historical records search performed by RBF Consulting, incorporated into the GPPEIR, and incorporated into this document by reference, found no evidence of other historic resources in the City.[21] Although many structures in the Overlay Areas are more than 50 years old per the Los Angeles County Assessor, these structures were present at the time that search was undertaken. Since none was identified as "historic," it is likely that none of them are significant with respect to historical resource designation.

b, c) **No New Impact**. Enacting the MU-O zone by itself would not affect archeological resources, since the overlay would not directly authorize any particular development. The GPPEIR found no evidence of archaeological resources, cemeteries or other evidence directly indicating the presence of human remains in the Overlay Areas. However, future development within the Overlay Areas may reveal previously-unknown artifacts, as the City generally is within the historic habitation and hunting territory of the San Gabrielino Tribe, and artifacts have been documented in nearby communities. These resources can include Native American cultural materials (shells, animal bones, stone tools, or stone flakes), historic materials (trash deposits or scatters containing bottle glass, ceramics, metal items or structural remains), or human remains. GPPEIR Mitigation Measures CR-1, CR-2, and CR-3[22] would require that work be temporarily stopped if such resources are found, that they be evaluated and monitored by a licensed archaeologist and recovered as appropriate. Implementation of these Mitigation Measures shall be required with the incorporation of these Mitigation Measures into the MU-O zone development standards. With incorporation of these Mitigation Measures into the MU-O development standards, impacts from the proposed overlay zone are anticipated to be less than significant.

SEIR Mitigation Measure

SEIR CR-1 Prior to adoption of the MU-O ordinance and map, the MU-O boundary shall be revised to remove AIN 7039-010-905, 18641 Corby Avenue, from the overlay area.

The MU-O ordinance shall incorporate the following GPPEIR mitigation measures to reduce impacts to cultural and tribal resources:

GPPEIR Mitigation Measures

GPPEIR CR-1 Prior to any excavation and grading activities of any future development project on a previously undeveloped property, a professional archaeologist shall be retained to conduct a Phase I survey (physical walk-over) in areas where ground can be observed.

[20] Rincon Consultants, Inc., Artesia Live II Project, Cultural Resources Technical Report (November 2016)

[21] GPFEIR, p. 5 10-10.

[22] GPPEIR, p.2-16.

If warranted, the archaeologist will develop a monitoring program in coordination with a Native American representative (if there is potential to encounter prehistoric or Native American resources), the project applicant, and the City. The monitoring program will also include a treatment plan for any additional resources encountered and a final report on findings

GPPEIR CR-2 In the event that archeological resources are unearthed during excavation and grading activities of any future development project, the contractor shall cease all earth-disturbing activities within a 100-meter radius of the area of discovery and shall retain a qualified archaeologist to evaluate the significance of the finding and appropriate course of action. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed. After the find has been appropriately mitigated, work in the area may resume.

GPPEIR CR-3 In the event that human remains are unearthed during exaction and grading activities of any future development project, all activity shall cease immediately. Pursuant to State Health and Safety code Section 7050.5, no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall serve as consultant on how to proceed with the remains.

Significance After Mitigation: Less Than Significant

VI. ENERGY

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New 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?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Impact Discussion:

a, b) **No New Impact**. Enactment of the MU-O zone would not result in new significant impacts associated with wasteful energy use, because the zoning overlay ordinance would not directly authorize or permit energy-wasting development. Moreover, future development facilitated by the MU-O zone would not be expected to waste energy resources, and would not be expected to conflict with or obstruct a state or local plan for renewable energy or energy efficiency, because all development would be required to comply with energy-conservation provisions of the most recent California Building Code, including providing photovoltaic (solar) energy generation on many new residential buildings. Energy use by personal vehicles is likely to be lower than comparable future development elsewhere, because all three Overlay Areas are adjacent to the Pioneer Boulevard commercial corridor which contains many stores, services, and restaurants within walking or bicycling distance to the Overlay Areas.

VII. GEOLOGY AND SOILS

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New 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.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☒	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) 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 wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Impact Discussion:

a) i, iv **No New Impact**. Enactment of the MU-O zone would not itself cause direct or indirect effects associated with fault rupture, soil failure/liquefaction or landslides, because the proposed zoning overlay would not permit or authorize any physical development in the Overlay Areas. Future

development would not cause or expose people to the risk of loss from seismic events greater than the level of risk that already exists in the Los Angeles/southern California region. The GPPEIR notes that the City does not lie within a State-designated Alquist-Priolo fault zone, and there are no known surface or subsurface faults within the City.[23] Additionally, the faults located nearest the City of Artesia are the Norwalk Fault (approximately 2.5 miles to the northeast) and Newport-Inglewood Fault (approximately 5.0 miles to the southwest). The Overlay Areas are therefore unlikely to experience surface fault rupture. The GPPEIR also states that there are no landslides conditions present in the City.[24]

ii **No New Impact/New Mitigation Required**. Enactment of the MU-O zone would not itself cause direct or indirect effects associated with seismic ground shaking; however, as discussed in the GPPEIR, future development in the Overlay Areas would expose structures and people to earthquake-induced ground shaking.

The GPPEIR states that the City lies over an area of "active crustal compression and would likely experience ground shaking due to a seismic event"[25] and compares the overall seismic risk in the City to that of the surrounding southern California region.

All future construction in the Overlay Areas would be required to comply with the California Building Code as adopted by the City of Artesia, including its seismic-safety requirements. However, the Building Code allows a city's Building Official some discretion with respect to requiring geotechnical or other soil analysis that would inform both the City and the builder of site-specific risks.[26] Requiring such studies, including reasonable conformance with the studies' recommendations, prior to issuance of building permits, would greatly reduce earthquake-induced damage to future structures, and injury to residents. Therefore, as is set forth in the GPPEIR[27] and updated for this Supplement, Mitigation Measure GEO-1 below shall be added to the Mixed-Use Overlay Ordinance development standards.

iii **No New Impact**. Enactment of the MU-O zone would not expose people or structures to seismic-related ground failure since the MU-O zone itself would not authorize any particular development project. However, future development in the Overlay Areas would likely expose people and structures to liquefaction hazards, because the "entire City is subject to liquefaction."[28] Mitigation Measure GEO-1 would require that prospective developers prepare, and comply with recommendations in, site-specific Geotechnical Reports, which would include information about a site's liquefaction potential.

b) **No New Impact**. Enactment of the MU-O zone would not contribute to loss of topsoil or erosion generally, because the overlay zone itself would not authorize any particular development project. Moreover, the GPPEIR notes that because the City is already largely built-out and flat, conditions that would lead to soil erosion are not generally present. The GPPEIR also notes that future development

[23] GPPEIR, p. 5.7-11, 12.

[24] GPPEIR, p. 5.7-16.

[25] GPPEIR, p. 5.7-17.

[26] 2016 California Residential Code, Ch. 4, Section R401.4.

[27] GPPEIR, p. 2-12.

[28] GPPEIR, p. 5.7-19.

projects would be required to comply with City storm water management and discharge control regulations, and to use Best Management Practices to limit short and long-term erosion.[29]

c) **No New Impact**. The GPPEIR indicates that there are no areas of the City that lie over unstable geologic units or soils prone to subsidence and collapse.[30]

d) **No New Impact**. The GPPEIR indicates that soils present in the City are considered expansive, and that geotechnical investigations are required prior to construction to minimize risks associated with construction. Mitigation Measure GEO-1 carry the GPPEIR's mitigations into the MU-O zone, will be incorporated into the MU-O Ordinance development standards (unless such provisions or their equivalent already exist within City code or building department regulations), and would require compliance with the geotechnical studies' recommendations.

e) **No New Impact**. The GPPEIR indicates that the City of Artesia is completely serviced by an existing wastewater disposal infrastructure, operated by the Los Angeles County Sanitation District. No septic tanks or alternative disposal system would be needed for any future project in the Overlay Areas.

f) **No New Impact**. The GPPEIR indicates that there are no notable geologic features or known paleontological resources in the City. The City is underlain by primarily marine and non-marine sand and silty soils that are not fossil-bearing.[31] Moreover, most properties within the Overlay Areas are either developed or have been affected by development in the past, with no evidence of paleontological resources.

SEIR Mitigation Measure

GPPEIR GEO-1 The following provisions shall be added to the MU-O ordinance prior to enactment unless they or equivalent provisions already exist within the Artesia Municipal Code or are part of the City of Artesia Building Department regulations:

- Prior to issuance of a Grading Permit or Building Permit for each development project in the MU-U Overlay Areas 1, 2, and 3, a registered geologist or soils engineer shall prepare a site-specific Geotechnical Study, which shall be submitted to the City Building and Safety Division for approval. The Geotechnical Study shall specify the measures necessary to mitigate impacts related to seismic and geotechnical hazards, if any.
- Prior to issuance of any Grading Permit or Building Permit, applicants of future development projects shall comply with each of the recommendations detailed in the Geotechnical Study, and other such measure(s) as the City deems necessary to adequately mitigate potential seismic and geotechnical hazards.

Significance After Mitigation: Less Than Significant

[29] GPPEIR, p. 5.7-16.

[30] GPPEIR, p. 5.7-16.

[31] GPPEIR, p.5.7-5, 5.10-10.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New Impact/ No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☒	☐	☐

Background

Greenhouse gases (GHGs) emitted by human activity are generally understood to contribute cumulatively to global climate change, resulting in projected increases in ocean temperatures, melting of polar ice and associated sea level rise, changes to weather and precipitation patterns, and overall planetary warming. GHGs accumulate in the atmosphere allowing incoming short-wavelength visible sunlight to penetrate, while restricting outgoing terrestrial long-wavelength heat radiation from exiting the atmosphere. This phenomenon creates a greenhouse effect where Earth's heat is essentially trapped. The principal greenhouse gases (GHGs) include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Collectively, GHGs are measured as carbon dioxide equivalents (CO_2e) of metric tonnes (MT). [32]

Fossil-fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of global GHG emissions, and approximately 40% of California's GHG emissions (California Air Resources Board, *California's 2022 Scoping Plan for Achieving Carbon Neutrality*, (CARB Scoping Plan) Figure 1-8, p. 56, available at *https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf* (accessed April 4, 2025). Figure 40 below illustrates 2015 GHG emissions in California by sector.

Industrial and electricity-generating sources are the second-largest contributors of GHG emissions, constituting about 35% of total emissions.

Regulatory History

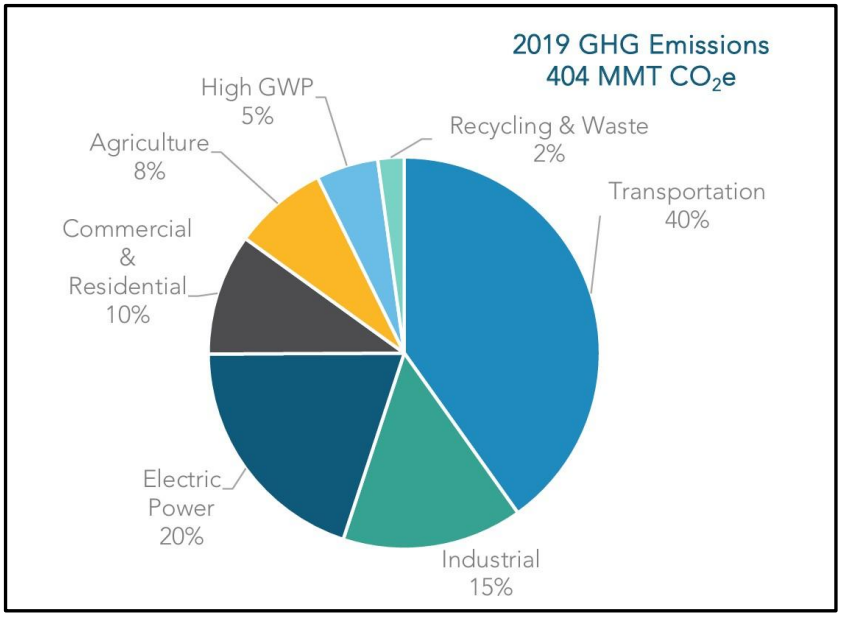
***AB 32 and Subsequent Executive Orders*.** The Global Warming Solutions Act of 2006 (Assembly Bill 32/AB 32), the principal legislation governing GHG emissions in California, mandated reducing California's GHG emissions to 1990 levels by 2020 and tasked the California Air Resources Board (CARB) with regulating GHG emissions as well as coordinating with other state agencies to implement AB 32's reduction goals. Subsequent legislation and

[32] Climate change is predicted to adversely affect human health and infrastructure, wildlife habitats, biological resources agriculture capacity, and other resources. Considerable information regarding global climate change and California's role in counteracting human-caused warming may be found in the California Air Resources Board publication, *California's 2022 Scoping Plan for Achieving Carbon Neutrality*, available at *https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf* (accessed April 4, 2025). The *Los Angeles Region Report for California's Fourth Climate Change Assessment* provides region-specific climate science information and projections, available at *https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles_ADA.pdf* (accessed April 4, 2025). *See also* numerous reports available at United Nations' Intergovernmental Panel on Climate Change website, *https://www.ipcc.ch/* (accessed April 4, 2025).

executive orders target various GHG-emission sources and set forth strategies for local agencies, including Senate Bill (SB) 1368 (emissions performance standards for utilities), SB 375 (sustainable communities strategies), SB 535 (Greenhouse Gas Reduction Fund, identifying disadvantaged communities for investment), EO S-03-05 (GHG-reduction goal of 80% by 2050 from 1990 levels), EO S-20-06 (biofuels and biomass electricity generation targets), EO S-01-07 (low carbon fuel standard), EO S-13-08 (climate adaptation strategy/sea level rise), EO B-16-12 (zero-emission vehicle program), EO B-18-12 (state agencies directed to purchase zero-emission vehicles), and EO B-30-15 (sets GHG emissions target for 2030 at 40% below 1990 levels).

SB 375. SB 375 (Sustainable Communities and Climate Protection Act of 2008) was enacted to link land use and transportation in a manner that would reduce vehicle miles traveled (VMT), thereby reducing GHG emissions. Under SB 375, the California Air Resources Board (CARB) is responsible for establishing GHG emission-reduction targets, and regional Metropolitan Planning Organizations (MPOs) are responsible for preparing and adopting "Sustainable Communities Strategies" that achieve CARB's targets. In 2018, the CARB reported California was not "on track" to achieve the SB 375 GHG targets, and that more effort to reduce VMT throughout the state was required to correspondingly reduce GHGs from personal vehicles (CARB, *2018 Progress Report: California's Sustainable Communities and Climate Protection Act* (November 2018), pp. 21-28 available at *https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf* (accessed April 4, 2025).

Figure 41 – California Greenhouse Gas Emissions by Sector



Source: California Air Resources Board, California's 2022 Climate Change Scoping Plan, Figure 1-8, p. 56

EO-B-30-15 (codified in 2016 by SB 32) accelerated the GHG-emissions target for 2030 to 40 percent below 1990 levels. EO-B-30-15 also provided the CARB with additional direction for refining the Climate Change Scoping Plan, setting forth five "pillars" for accomplishing GHG reduction, including:

- **Reducing today's petroleum use in cars and trucks by up to 50 percent;**
- **Increasing from one-third to 50 percent of electricity derived from renewable sources;**
- **Doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner;**

- **Reducing the release of methane, black carbon, and other short-lived climate pollutants;**
- **Managing farm and rangelands, forests, and wetlands so they can store carbon; and**
- **Periodically updating the state's climate adaptation strategy, *Safeguarding California*.**

The CARB's 2022 Scoping Plan, cited above, sets forth a "reference scenario" as a baseline for measuring how much GHG emissions can be reduced in several economic sectors. This scenario illustrates the level of GHG emissions generated statewide through 2045 with existing policies and programs, but without any further action to reduce GHGs. This level is estimated to be approximately 250 million metric tonnes (MMTs) of CO_2e from all sources in 2045. The CARB's statewide 2045 target level of emissions is approximately 50 MMTs (CARB Scoping Plan, Figure 2-1, *2022 Scoping Plan Scenario*, p. 71). The Scoping Plan sets forth multiple actions for reducing GHG emissions in 25 economic sectors (id., Table 2-1, pp. 72-78).

Regional Policy and Planning Efforts. The Southern California Association of Governments (SCAG) is the regional MPO that includes the City of Artesia and in 2021 produced its Regional Climate Adaptation Framework, which is intended to assist local and regional jurisdictions in managing the negative impacts of climate change. The study looks at how the Southern California region can work together to plan and prepare for the impacts of sea level rise, extreme heat, increasingly frequent and damaging wildfires, and other climate-related issues (see *https://scag.ca.gov/climate-change-regional-adaptation-framework* , accessed April 11, 2025).

The SCAG also develops and implements the Regional Transportation Program/Sustainable Communities Strategy.[33] Strategies in the RTP, such as promoting better placemaking, walkable neighborhoods with varied housing options and transportation choices, and development around high-quality transit areas, contribute to reducing the region's GHG emissions by reducing vehicle miles traveled.

The Gateway Cities Council of Governments (GCCOG) is the sub-regional MPO that includes the City of Artesia. It has prepared a sub-regional CAP framework for member cities as part of a sustainable community strategy.[34] The framework contains a comprehensive toolkit for cities' use to develop their own CAPs and set emissions targets. The toolkit further includes various strategies that can help reduce GHG emissions: promoting "green" building; improving efficiency of existing buildings; increasing the use of local clean energy generation; and others.

City of Artesia Goals and Implementation Strategies. The City of Artesia General Plan, Sustainability Element Community Goal SUS 7 calls for reducing the City's GHG emissions, and sets forth the following policy and actions:

> **Community Policy SUS 7.1**. Encourage and, where feasible, mandate the implementation of best practices towards reducing greenhouse gas emissions.
> **Community Policy SUS 7.2.** Cooperate with the State, the Southern California Association of Governments, and the Gateway Cities Council of Governments to achieve mandates imposed by AB 32, which calls for reduction of greenhouse gas emissions to 1990 levels by 2020; 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.

[33] Southern California Association of Governments (SCAG), 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy, available at *https://scag.ca.gov/sites/main/files/file-attachments/f2012rtpscs.pdf?1606006667* (accessed April 11, 2025).

[34] Gateway Cities Council of Governments, *Climate Action Planning Framework* (January 11, 2019), available at *https://cms3.revize.com/revize/gatewaycitiescouncilofgovernments/initiatives_projects/climate_air_quality/climate_action_planning_framework.php* (accessed April 11, 2025).

Policy Action SUS 7.2.1. Coordinate with Gateway Cities COG and participate in development of their Sustainable Communities Strategy, including a regional inventory of current GHG emissions, in compliance with SB 375.

Policy Action SUS7.2.2. Consider pursuit of State or Federal funding available for sustainable planning efforts and projects that aim to reduce GHG emissions.

The GPPEIR incorporated Mitigation Measure AQ-2, shown in Section III, Air Quality, above. These measures, as applied to individual development projects, collectively would reduce energy consumption, VMT, water consumption, and other GHG-contributing sources. The GPPEIR further states *"[i]n general, with implementation of reduction features within Mitigation Measure AQ-2, future projects would have a less than significant impact with regards to GHG emissions.* ***The measures may be updated, expanded, and refined when applied to specific future projects based on project-specific design and changes in existing conditions, and local, State, and Federal laws****" (emphasis added).*

Finally, the Artesia Municipal Code Title 8, Chapter 11, provides various incentives for buildings constructed to Leadership in Energy and Environmental Design (LEED) certification standards, including a 20% unit density increase, a reduction in parking requirements by 20%, and other incentives (AMC § 8-11.05).

GHG Significance Thresholds. There are no statewide GHG numeric significance thresholds to date. The City of Artesia has not set emissions targets or numeric GHG thresholds. However, the CAP framework itself shows various strategies that can help reduce GHG emissions: promoting "green" building; improving efficiency of existing buildings; increasing the use of local clean energy generation; reducing vehicle miles traveled; and others.

Note that compliance with GHG-reduction strategies may not reduce an individual project's impacts below significant levels unless an emissions target or threshold, based on substantial evidence has been adopted by a local agency. In the absence of a target or threshold, any quantified GHG emissions may be determined to be significant and unavoidable since they are cumulative in the atmosphere. However, if a project demonstrates consistency with either a local CAP or with the CARB Scoping Plan (such as showing percentage emission reductions achievable by compliance with the CalGreen Building Code, VMT, incorporating solar energy capture and storage, incentivizing use of transit and alternative modes of transportation), a finding of "less than significant with mitigation incorporated" may be appropriate.

Impact Discussion:

a, b) **New Mitigation is Required.** Future development in the MU-O zone Overlay Areas, would generate GHG emissions during both construction and operational phases. The GPPEIR estimated GHG emissions using an older, now-outdated computer model (Urbemis 2007), and concluded that General Plan buildout through 2035 could result in as much as 357,309.15 metric tonnes of CO2 equivalents (MTCO2eq) per year, and that applying reduction strategies outlined in the California Office of the Attorney General's recommended measures to reduce GHG emissions would reduce emissions to 210,871.40 MTCO2eq/yr, a 41% reduction.[35] The GPPEIR considered this degree of reduction to be consistent with CARB goals.[36] Cumulative GHG impacts were also considered to be less than significant because of this consistency. However, as GHG-reduction goals have evolved in the years since the

[35] GPPEIR, pp. 5.5-35 – 5.5-41.

[36] Id., pp. 5.5-43, 46.

GPPEIR was certified, new mitigation measures are warranted to reduce GHG emissions in new development under the MU-O ordinance to the extent feasible.

All new residential construction must comply with the City of Artesia's "Green Building" code standards (Artesia Municipal Code (AMC) § 8-10.01, adopting the Los Angeles County Green Building Standards Code (Title 31)[37], which in turn adopts the California Green Building Standards Code. The California Green Building Standards Code, developed to meet AB 32 GHG-emission goals, identifies mitigation strategies including but not limited to a minimum level of required photovoltaic (solar) electricity-generating capacity and low-flow plumbing fixtures. Finally, measures inherent to the MU-O zone, such as increasing residential density, providing for mixed-use projects, and providing for affordable housing, contribute to reducing GHG emissions generated within the MU-O zone and the City in general.

1. Measures required by Title 24 or MU-O ordinance, or inherent to MU-O buildout:

- Title 24-required 807 kW of photovoltaic capacity for certain residential development[38]
- Title 24-required low-flow plumbing fixtures
- Improved walkability design
- Improved destination accessibility
- Increased transit accessibility
- Integrating below market rate housing

2. Additional Measures (to be incorporated as Mitigation Measures):

- Exceed Title 24 efficiency requirements by 10%
- Incorporate project-specific emissions-estimate model mitigations for reducing CO2 emissions

Cumulative Emissions. Mitigation Measure GH-1 requires the measures listed above and will reduce anticipated GHG emissions. However, the proposed buildout of the MU-O area greatly exceeds the anticipated buildout in the General Plan. Even with these mitigation measures in place, cumulative GHG emissions resulting from MU-O development as well as other development throughout the region are likely to exceed CARB targets. Accordingly, it may not be possible to completely mitigate GHG emissions. **Cumulative GHG impacts may thus be significant and unavoidable.**

SEIR Mitigation Measures

The following Mitigation Measures shall be incorporated into the MU-O Zone Development Standards:

SEIR GHG-1 All projects proposed under the MU-O zone requiring structural building permits shall demonstrate in their Title 24 energy calculations that Title 24 minimum requirements will be exceeded by 10%. Projects incorporating 100% affordable residential units are exempt from this requirement.

SEIR GHG-2 All development projects proposed under the MU-O zone requiring building permits for new mixed-use, multi-family residential, commercial-retail, office, and restaurant uses shall estimate construction and operational GHG emissions using the CalEEMod Emissions Estimator or equivalent

[37] Los Angeles County, Title 31, *Green Building Standards Code*, available at *https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances* (accessed April 4, 2025).

[38] California Energy Commission, *2022 Non-Residential and Multifamily Residential Compliance Manual,* Equation 7-1, p. 7-1, available at *https://www.energy.ca.gov/publications/2022/2022-nonresidential-and-multifamily-compliance-manual-2022-building-energy* (accessed April 4, 2025).

emissions modeling software, and adopt model-defined measures that reduce the project's GHG emissions by a minimum of 20% from unmitigated construction and operation. Projects incorporating 100% affordable residential units are exempt from this requirement.

Significance After Mitigation: Significant and Unavoidable Cumulative Impacts.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New Impact/ No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Impact Discussion:

a) **No New Impact**. Enactment of the MU-O zone by itself would not result in hazards related to transport, use or disposal of hazardous materials. The GPPEIR states that the City has designed three roadways as truck routes to provide for the regulated movement of trucks through the City: Artesia Boulevard, Pioneer Boulevard, and South Street. These transportation routes are used to transport hazardous materials (among other materials/freight) from suppliers to users. Transportation accidents involving hazardous materials could occur on any of the routes, potentially resulting in explosions, physical contact by emergency personnel, environmental degradation, and exposure to the public via airborne exposure.[39] The Overlay Areas contain segments of all three routes. Future residential development, stand alone or as part of a mixed-use project in the Overlay Areas would not involve the routine transport, use or disposal hazardous substances, other than minor amounts typically used for maintenance, cleaning, and pest control. Commercial development in the Overlay Areas could result in additional hazardous substances but is limited to the allowable land uses in the commercial zones, and development standards.

b) **No New Impact**. Future development in the MU-O zone would likely involve demolition of existing structures, grading, and excavation, which could potentially expose construction workers and the public to unidentified hazardous substances present in building debris, soil, or groundwater, such as asbestos, lead-based paint, mercury from fluorescent lighting, and other materials contained in electrical switches, heating/cooling equipment, and thermostats. However, all future development would be subject to compliance with existing federal, State, and local regulations for storage, use and disposal of hazardous materials. To ensure that asbestos or other hazardous materials are properly discovered and managed, GPFEIR Mitigation Measures HAZ-1, 2, 3, and 4[40] require that prior to obtaining grading and/or demolition permits, developers or renovators of existing properties and buildings within the Overlay Areas must survey those properties for asbestos, lead-based paint and other hazardous materials and engage licensed specialty contractors to contain and properly dispose of all hazardous materials. The GPPEIR determined that specific development projects, while consistent with the proposed General Plan Update, could 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. However, with incorporation of the Mitigation Measures HAZ-1, HAZ-2, HAZ-3, and HAZ-4, potential impacts would be less than significant. provided that the GPPEIR measures are applied to new development:

c) **No New Impact**. Enactment of the MU-O zone by itself, would not emit hazardous materials. Future residential developments, stand alone or part of a mixed-use project, are not foreseen to be generators of hazardous materials. Depending on the type and intensity of commercial development, new hazardous materials could be introduced. Demolition and/or renovation of existing structures could expose construction workers to ACMs or LBPs as discussed above, but such materials would be confined to the construction site or within vehicles during transport. Accordingly, future development would not likely affect the seven schools within approximately ¼ mile of the Overlay Areas: Our Lady of Fatima School, 18626 Clarkdale Avenue, Artesia; Luther Burbank Elementary School, 17711 Roseton Avenue, Artesia; Ross Faye Middle School, 17707 Elaine Avenue, Artesia; John H. Niemes Elementary School, 16715 Jersey Avenue, Artesia; Cerritos Learning Tree Pre-School, 19023 Norwalk Boulevard, Artesia; Juarez Elementary School, 11939 Aclare Street, Cerritos; and Bragg Elementary School, 11501 Bos Street, Cerritos.

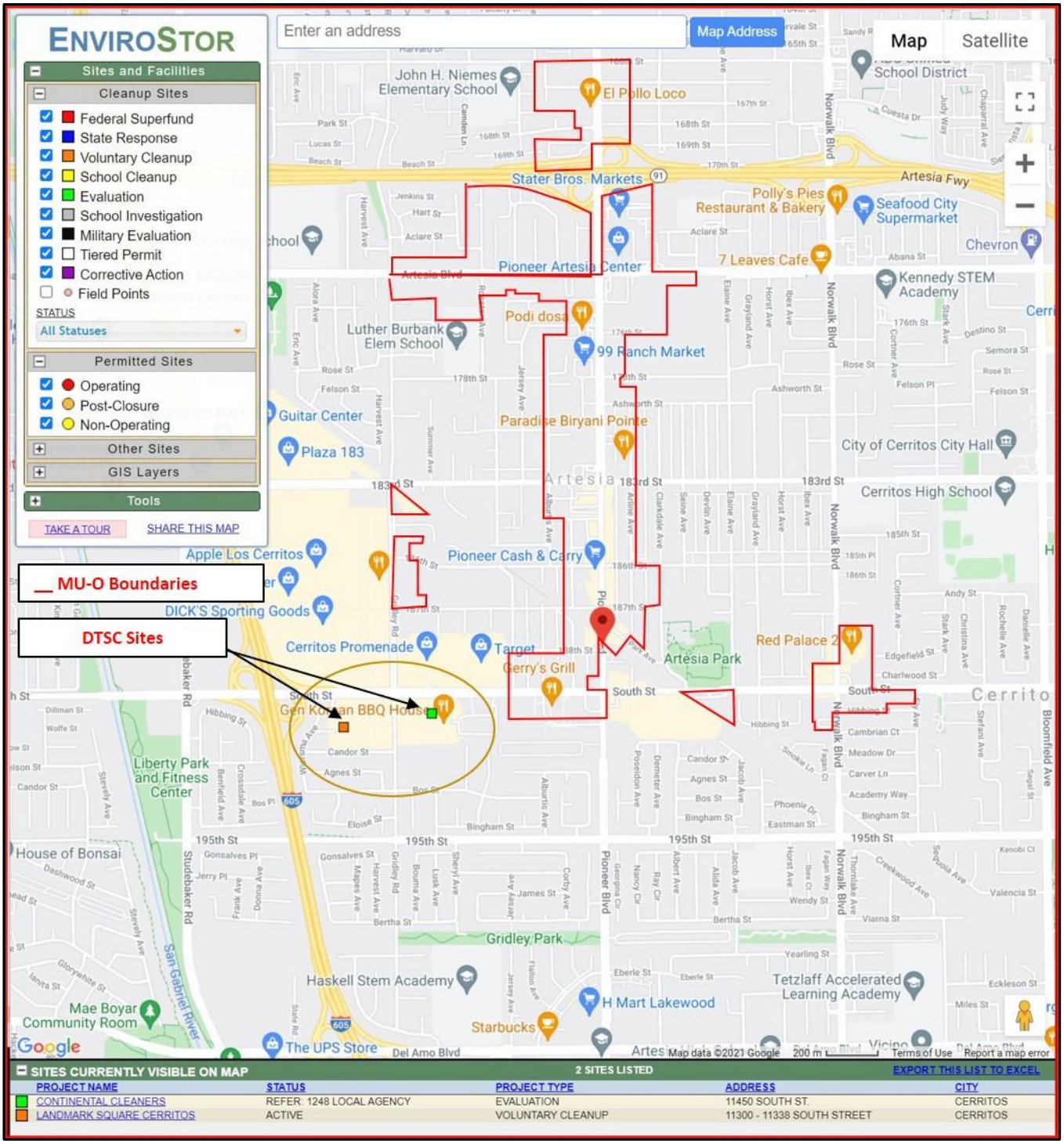
[39] GPPEIR, p.5.9-15

[40] GPPEIR p. 2-14, p. 2-15

d) **No Impact**. The proposed MU-O zone is not located on or near any identified hazardous material sites. Figure 41 below, California Department of Toxic Substances Control EnviroStor Map of Project Area, shows the current California Department of Toxic Substances Control site inventory for the Overlay Areas.[41] In order to accurately determine the location of any potential sites, a 7,000-foot radius from the approximate center of the MU-O area, Pioneer Boulevard and 183rd Street was used for this determination. Two sites were identified within this radius. One site was labeled "Evaluation-Refer Local Agency" by the California Department of Toxic Substances and is the Continental Cleaners located at 11450 South Street, Cerritos, outside the MU-O zone area and outside the City of Artesia. The other site is labeled "Active Voluntary Cleanup" by the California Department of Toxic Substances and is the Landmark Square located at 11300-11338 South Street, Cerritos, also outside the MU-O zone area and outside the City of Artesia. Accordingly, development *within* the MU-O area is not anticipated to disturb known hazardous material sites.

[41] Source: California Department of Toxic Substances Control, EnviroStor, available at *https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Pioneer+Boulevard+Artesia+CA* (accessed April 4, 2025); search term: Pioneer Boulevard, Artesia, CA.

Figure 42 – California Department of Toxic Substance Control Site Inventory



e) **No Impact**. The proposed MU-O zone would not subject present or future persons residing or working in the Overlay Areas to safety hazards associated with airports, because the city does not lie within an airport land use plan area. There are no public or public-use airports located within two miles of the City generally. The two closest airports to the City are the Long Beach Airport (4.25 miles southwest of the City) and the Los Alamitos Army Airfield (4.4 miles south of the City).

f) **No New Impact**. The proposed MU-O zone would not impair or interfere with the Artesia Emergency Operations Plan, which outlines emergency response actions in the event of a large-scale disaster. Moreover, the GPPEIR requires traffic control plans for new development to ensure that construction would not interfere with emergency response/evacuation plans. No change or interference with these emergency response plans or related policies will occur as a result of the MU-O zone . The MU-O zone would not change the primary circulation system and thus affect evacuation plans. The GPPEIR determined that specific development projects, while consistent with the proposed General Plan Update, could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; however, with incorporation of the Mitigation Measures HAZ-5 and HAZ-6[42], the potential impacts were found to be less than significant:

g) **No Impact**. The proposed MU-O zone is located in a fully urbanized area with no natural open space or fire-prone vegetation. The surrounding cities of Cerritos and Norwalk are entirely urbanized as well; therefore, wildland fire hazards within the Overlay Areas are minimal. A review of the California Department of Forestry and Fire Protection (CAL FIRE) website and 2024 Incident Archive, which provides a summary of all 2024 incidents, including those managed by CAL FIRE and other partner agencies, did not show any wildland fires in Artesia, Cerritos, or Norwalk for the year 2024.[43]

GPPEIR Mitigation Measures

GPPEIR HAZ-1 Prior to issuance of a Grading Permit, a Phase I Environmental Site Assessment shall be prepared in accordance with ASTM Standards and Standards and Practices for AAI, in order to investigate the potential existence of site contamination. Any site-specific uses shall be analyzed according to the Phase I Environmental Site Assessment (i.e., auto service stations, agricultural lands, etc.). The Phase I Environmental Site Assessment shall identify Specific Recognized Environmental Conditions (RECs) (i.e., asbestos containing materials, lead-based paints, polychlorinated biphenyls, etc.), which may require remedial activities prior to construction.

GPPEIR HAZ-2 Prior to potential remedial excavation and grading activities, impacted areas shall be cleared of all maintenance equipment and materials (e.g., solvents, grease, waste-oil), construction materials, miscellaneous stockpiled debris (e.g., scrap metal, pallets, storage bins, construction parts), above ground storage tanks, surface trash, piping, excess vegetation, and other deleterious materials. These materials shall be removed off-site and properly disposed of at an approved disposal facility. Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials shall be sampled. In the event concentrations of materials are detected above

[42] GPPEIR, p. 2-15, 2-16.

[43] Source: CAL FIRE *https://www.fire.ca.gov/incidents/2024* (accessed April 4, 2025).

regulatory cleanup levels during demolition or construction activities, the project Applicant shall comply with the following measures in accordance with Federal, State, and local requirements:

- Excavation and disposal at a permitted, off-site facility;
- On-site remediation, if necessary; or
- Other measures as deemed appropriate by the County of Los Angeles Fire Department Health Hazardous Materials Division.

GPPEIR HAZ-3 Prior to structural demolition/renovation activities, should these activities occur, a Certified Environmental Professional shall confirm the presence or absence of ACM's and LBPs. Should ACMs or LBPs be present, demolition materials containing ACMs and/or LBPs shall be removed and disposed of at an appropriate permitted facility.

GPPEIR HAZ-4 Areas of exposed soils within Caltrans right-of-way that would be disturbed during excavation/ grading activities shall be sampled and tested for lead prior to ground disturbance activities on a project by-project basis, so that any special handling, treatment, or disposal provisions associated with aerially deposited lead may be included in construction documents (if aerially deposited lead is present).

GPPEIR HAZ-5 Prior to construction, future developers shall prepare a Traffic Control Plan for implementation during the construction phase, as deemed necessary by the City Traffic Engineer. The Plan may include the following provisions, among others:

- At least one unobstructed lane shall be maintained in both directions on surrounding roadways.
- At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flag persons), or other appropriate traffic controls to allow travel in both directions.
- If construction activities require the complete closure of a roadway segment, the developer shall provide appropriate signage indicating detours/alternative routes.

GPPEIR HAZ-6 The City Planning Department shall consult with the City's Police Department to disclose temporary closures and alternative travel routes, in order to ensure adequate access for emergency vehicles when construction of future projects would result in temporary land or roadway closures.

Significance After Mitigation: Less Than Significant

X. HYDROLOGY AND WATER QUALITY

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New Impact/ No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
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:				
v. Result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
vi. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
vii. 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	☐	☐	☐	☒
viii. Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Impact Discussion:

a) **No New Impact**. Enactment of the MU-O zone itself would not be expected to violate water quality standards or waste discharge requirements, because the MU-O zone would not authorize or permit any particular development project. Moreover, future development would be subject to compliance with Artesia Municipal Code Title 6 Chapter 7, Storm Water Management and Discharge Control, and Los Angeles Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) requirements. These regulations apply to a large class of development projects and are designed to minimize impacts to waterways. Although various pollutants would likely be used during future project construction and operation (fuel, lubricants, heavy metals, fertilizers, pesticides,

herbicides, construction and cleaning chemicals, wash water, paints, wood, paper, concrete, food containers and sanitary wastes, etc.), these regulatory measures would minimize the potential for waste material to be carried by runoff water or to be directly "released" from the project site.

Specifically, prior to issuance of any Grading or Building Permit, as part of the future development's compliance with the NPDES requirements, the project applicant or successor must submit a Notice of Intent to the Los Angeles RWQCB. The project applicant or successor would then be required to submit a Storm Water Pollution Prevention Plan (SWPPP) for approval by the Director of Public Works and the City Engineer for construction activities on site. A copy of the SWPPP must be made available and implemented at the construction site at all times. The SWPPP must outline the "best management practices" (BMPs) that would be used to avoid or mitigate runoff pollutants at the construction site, to the maximum extent practicable.

b) **No New Impact**. Implementation of the proposed MU-O zone would not likely substantially decrease groundwater supplies so as to deprive existing land uses, since new development under the MU-O would be required to obtain will-serve letters from the local water utility (if water is not available for development, the proposed development could not be constructed), and the GPPEIR indicates that the projected water supplies in 2030 would be sufficient to meet the water demand generated by the General Plan Update at buildout. Additionally, water use by future development would be controlled by mandatory state and local water conservation measures.

c) **No New Impact**.

i. Implementation of the proposed MU-O zone would not substantially alter the existing drainage pattern and result in substantial erosion or siltation on- or off-site because (1) There is existing storm drainage infrastructure serving both the developed and undeveloped parcels located in the Overlay Areas. The undeveloped parcels range in size from 0.01-1.06 acres in size and are dispersed throughout the Overlay Areas. They are surrounded by urban development, roadways, and utility infrastructure; and (2) new construction projects are subject to the regulations described in (a) above, whereby storm water silt-transporting runoff during both construction and operation would be moderated by various BMPs. The Overlay Areas are not near a stream or river. Required BMPs would retain erodible material on-site during construction.

ii. Implementation of the proposed MU-O zone would not be anticipated to increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site, because the Overlay Areas are already developed, and the vacant parcels are small in size, surrounded by urban development. The GPPEIR indicates that the development proposed in the General Plan Update would not significantly increase impermeable surfaces citywide, and would not substantially increase regional drainage flows.[44]

iii. Implementation of the MU-O zone would not be expected to overburden the existing storm water drainage system, nor to generate substantial polluted runoff, because (1) the degree of surface runoff would not change significantly from the existing levels, since the Overlay Areas are developed with impervious surfaces, and the vacant parcels are small in size and surrounded by urban development; and (2) all construction and operation would be subject to the regulations described in (a) above, moderating storm water runoff. Any new development project's drainage design would

[44] GPPEIR, p. 5.8-22.

also be required to comply with City drainage standards, which account for existing storm drain capacity and require improvements as necessary.

iv. Implementation of the MU-O zone would not be expected to impede flood flows, because as described above, the Overlay Areas are already developed, and the vacant parcels are surrounded by urban development. The Overlay Areas are not near a wash or river.

d) **No New Impact**. Implementation of the proposed MU-O zone would not be expected to release pollutants as a result of seiche (waves generated by wind or earth movement in a bay or inland water body), tsunami or mudflow, because the Overlay Areas are not located near any body of water that would be considered susceptible to seiche, and the Areas are considerably removed from any tsunami hazard zone along the Pacific Ocean. The Overlay Areas are relatively flat, urbanized, and not near undeveloped upland that could generate mudflows.

e) **No New Impact**. Enactment of the MU-O zone would not be expected to interfere with water quality control plans or groundwater management plans, because as further explained below, proposed development must demonstrate that there is available water to serve it. The GPPEIR indicates that the Central Basin limits the City's annual withdrawal of groundwater supplies, and cannot exceed that limit lawfully.[45] Because the City would be unable to withdraw more than the amount adjudicated by the Central Basin, and future development must comply with current water conservation rules as well as requirements for water supply assessments (proposals for 500 units or more), impacts associated with interference with groundwater or water quality control plans are expected to be less than significant.

XI. LAND USE AND PLANNING

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New Impact/ No Impact
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☒	☐	☐

Impact Discussion:

a) **No New Impact**. Implementation of the MU-O zone would not be expected to divide an established community, although it could increase housing intensity, and would facilitate affordable housing and permit mixed-use development within the City's downtown core, generally along Pioneer Boulevard, Artesia Boulevard, and nearby properties. Future development would not block existing streets or pedestrian routes, nor would it be expected to combine City blocks and close off existing through routes. As such, the MU-O zone and future development would not physically divide an existing community. **New Mitigation is Required**. Section 9-2.4601 of the MU-O ordinance states that the MU-O is expressly intended to implement, in part, the City of Artesia 6th Cycle Housing Element of the Artesia General Plan, to encourage and incentivize new mixed-use infill residential, retail, and commercial development within the city, and to facilitate affordable multi-family housing for very-low and low-

[45] GPPEIR, p. 5.8-21.

income classifications. The Housing Element, currently under review by the California Department of Housing and Community Development (HCD), quantifies the City's housing objectives for the 2021-2029 Planning Period at 1,069 new units, distributed among income levels: 156 units for extremely-low, 312 for very low, 168 for low, 128 for moderate and 461 for above-moderate income levels.

California Housing Element law clearly sets forth the current statewide housing crisis and the obligations of California cities and counties to reduce obstacles to housing development, particularly affordable housing.[46] However, even as it would be consistent with State law, the MU-O zone would allow residential development that substantially exceeds the number of dwelling units considered by the 2030 General Plan and the accompanying GPPEIR, and at substantially greater intensities: the 2030 General Plan projects a citywide buildout of 4949 dwelling units;[47] the proposed MU-O could facilitate 18,000 – 22,000 units in multiple-family settings at densities ranging from 70 du/acre to 100 du/acre.[48] Moreover, zoning ordinances and designations must be consistent with a city's General Plan.[49] Accordingly, amending the General Plan to revise land use projections, would be required for enacting the MU-O zone. SEIR Mitigation Measure LU-1 directs the City to do so, even if unmitigable environmental impacts would occur. Note that CEQA Guidelines § 15093 permits jurisdictions to take such actions and allow those impacts by adopting findings (Statements of Overriding Considerations), based on substantial evidence, that in balancing the environmental effects against a project's potential benefits, the benefits of the project outweigh its environmental impacts.

Implementation of the MU-O zone would also accomplish the General Plan Land Use Element Community Policy CIR 4.1.1 by increasing land use intensity along Pioneer Boulevard, Artesia Boulevard, and South Street since mixed uses typically reduce the need to travel by personal vehicle for services and shopping:

Community Policy CIR 4.1: Promote and balance of residential, commercial, institutional, and recreational uses with amenities that reduce vehicle miles travelled. [50]

- Policy Action CIR 4.1.1: Encourage mixed use developments that combine residential and/or commercial and recreational uses, thereby improving convenience and reducing trip generation.
- Policy Action CIR 4.1.2: Encourage infill development projects that create or support job centers and transportation nodes.
- Policy Action CIR 4.1.3: Increase residential and commercial densities around bus transit facilities and major corridors.

Community 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.

[46] Gov. Code §§ 65580 - 65589.11, available at *https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65589.5.&lawCode=GOV* (accessed April 4, 2025).

[47] General Plan, Table LU-4, p. 4.

[48] See Appendix 2, MU-O Parcel List Excel™ Workbook, Notes page, also Sheet 1, Master List, column AM).

[49] Gov. Code § 65860.

[50] GPPEIR, p. 5.1-13.

- Policy Action LU 1.4.1: Amend the Zoning Code to implement mixed-use zoning districts that provide development standards for mixed-use development, which should address minimum density and intensity requirements; allowable uses; horizontal and/or vertical mix of uses; building heights; and parking standards.
- Policy Action LU 1.4.2: Evaluate mixed-use projects to ensure that there is an adequate mix of uses on the site and in the area.

Even with mitigation, such as setbacks for upper stories, such new construction may not be considered "in scale" with the residential neighborhoods adjacent to Overlay Areas 1, 2, and 3, because most neighboring residential structures do not exceed two stories in height. Although future development would be subject to the MU-O development standards, and market-rate projects would be subject to City design review, development might not be consistent with neighborhood compatibility goals. SEIR Mitigation Measure LU-2 requires the City to add language to the Land Use Element of the General Plan to create an objective definition and standards for "compatibility" in light of statewide and City housing goals. This action would eliminate this inconsistency between the proposed MU-O and the General Plan.

SEIR Mitigation Measures

SEIR LU-1. Within twenty-four (24) months of certifying this SEIR, the City shall update the General Plan and growth projections to accommodate the increased land use densities and development projections resulting from enacting the MU-O.

SEIR LU-2. Within twelve (12) months of certifying this SEIR, the City shall update the General Plan language describing neighborhood compatibility in light of California Government Code Article 10.6, §§ 65589.5 et seq., creating objective standards defining "neighborhood compatibility" so that the term "neighborhood compatibility" does not introduce discretionary review and does not exclude or limit new affordable housing development.

Significance After Mitigation: Less Than Significant

XII. MINERAL RESOURCES

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New Impact/ No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Discussion:

a, b) **No Impact**. No significant mineral deposits have been identified within the MU-O Overlay Areas per the United States Geological Survey (USGS), 2014. Accordingly, the MU-O zone itself, and development in the zone, would not cause a loss of availability of a locally important mineral resource recovery site delineated on a local general plan, or other land use plan.

XIII. NOISE AND VIBRATION

Would the project result in:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New 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?	☐	☐	☐	☒
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☒	☐	☐
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?	☐	☐	☐	☒

Impact Discussion:

a) **No New Impact**. Implementation of the MU-O zone would itself not generate excessive noise since it does not authorize any particular development project. Future development in the MU-O zone Overlay Areas; however, would involve construction activity that could produce at least temporary noise levels that exceed standards set forth in the City's Noise Ordinance (Artesia Municipal Code Title 5, Chapter 2). Table 22 (City of Artesia Noise Standards) shows the City's interior and exterior noise standards.

Table 2 – City of Artesia Noise Standards

Noise Zone	Exterior Noise Standards		Interior Noise Standards	
All residential properties	Noise Level	Time Period	Noise Level	Time Period
	55 dB(A)	7:00 AM – 10:00 PM	55 dB(A)	7:00 AM – 10:00 PM
	50 dB(A)	10 PM – 7:00 AM	45 dB(A)	10 PM – 7:00 AM

Source: Artesia Municipal Code, Title 5, Chapter 2.

As noted in the Project Description, the proposed MU-O zone Overlay Areas include, and are located near, noise-sensitive uses. These uses include churches, schools, the Artesia Library and Park[51], and existing residential development.

The GPFEIR determined that specific development projects, while consistent with the proposed General Plan Update, could generate increases in ambient noise levels that may have a significant impact on the environment; however, with incorporation of GPPEIR Mitigation Measures NOI-1, NOI-2, NOI-3, NOI-4, and NOI-5,[52] the potential impacts were found to be less than significant.

b) **New Mitigation Is Required**. Implementation of the MU-O zone would itself not generate excessive ground-borne vibration[53] since it does not authorize any particular development project. The GPPEIR concluded that *permanent* significant impacts from ground-borne vibration were not anticipated, because development under the General Plan Update would primarily involve commercial and residential uses, which are not typical vibration-generators.[54] However, the GPPEIR did not address *temporary* sources of vibration resulting from construction activities.

Future development in the MU-O zone could cause vibration during building demolition, construction, or street rehabilitation (from pavement breakers, pile drivers, jack-hammers, compaction equipment, etc.). Impacts from construction vibration can range from simple annoyance to damage to structures or interference with sensitive equipment. Although these impacts would be relatively short-term, and would end when construction is concluded, they could nonetheless be significant.

New permanent sources of vibration would be unlikely to be introduced since heavy industry or other uses typically associated with vibration would not be permitted in the MU-O area.

The City has not set forth standards or thresholds for construction-generated vibration. In the absence of a local standard, CEQA permits local agencies to use other standards, such as those from other public agencies, e.g. Caltrans or the Federal Transit Administration (FTA).[55] The Caltrans Transportation and

[51] GPPEIR, Table 5.6-4, Noise Sensitive Receptors, p. 5.6-7.

[52] GPPEIR, p.5.6-13.

[53] Vibration is a periodic back-and-forth (oscillatory) motion of the particles of an elastic body or medium such as soil or rock, commonly resulting when almost any physical system is displaced from its equilibrium condition and allowed to respond to the forces that tend to restore equilibrium (Encyclopædia Britannica, Inc., *Vibration* (physics), available at *https://www.britannica.com/science/vibration* (accessed April 4, 2025); see also Caltrans at fn 56.

[54] GPPEIR, p. 5.6-14.

[55] CEQA Guidelines § 15064.7(c).

Construction Vibration Guidance Manual (April 2020)[56] does not set quantitative standards, but summarizes several authorities that recommend standards for various 'receptors,' such as historic buildings, residential structures, bridges, etc., and identifies how to mitigate against vibration effects.[57] Generally, ground-borne vibration from surface sources decreases with distance from the source, and the rate that the vibration decreases depends on various factors, especially soil characteristics.[58] "Transient" vibrations, such as those caused by construction activities, are the greatest cause of annoyance to people.[59] The FTA has adopted criteria for vibration impacts, expressed in units similar to sound levels, VdB, shown in Table 23 below.

Table 3 – Federal Transit Administration Vibration Impact Criteria

Land Use Category	Vibration Impact Level for Frequent Events (VdB)	Vibration Impact Level for Occasional Events (VdB)	Vibration Impact Level for Infrequent Events (VdB)
Category 1: Buildings where low ambient vibration is essential for interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83

Source: Caltrans, Transportation and Construction Vibration Manual, Table cited in fn 56.

Caltrans suggests the following thresholds for vibration damage and annoyance potential. These thresholds are expressed as peak-particle velocity (PPV) units, which are a measure of the distance per second – i.e., the speed – at which a vibratory oscillation will travel.

[56] California Department of Transportation (Caltrans), Division of Environmental Analysis, *Transportation and Construction Vibration Manual,* April 2020, available at *https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf* (accessed April 4, 2025).

[57] Id., pp. 21-26.

[58] Id., pp. 14-16 (these pages contain mathematical explanations of vibration transmission).

[59] Id., p. 22, Table 6.

Table 4 – Caltrans Guideline for Vibration Damage-Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Caltrans, Transportation and Construction Vibration Manual, Table 19.

Table 5 – Caltrans Guideline for Vibration Annoyance-Potential Threshold Criteria

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.12	0.08
Distinctly perceptible	0.2	0.1
Strongly perceptible	0.5	0.25
Severe	0.5	0.3

Source: Caltrans, Transportation and Construction Vibration Manual, Table 20.

Caltrans indicates that vibration effects are most effectively reduced at their source, by adapting machinery or using alternative equipment, but that not all effects can be successfully reduced to less-than-significant levels.[60] However, Caltrans also notes that typical construction equipment does not result in adverse impacts on people or structures.[61] Accordingly, the vibration effects of a particular project should be assessed during the entitlement process, and mitigation developed as needed.

Construction activities that can cause vibration can also be scheduled to impact the fewest receptors at a time when other sources of noise and vibration may mask construction vibration. Caltrans further notes that when no physical means of reducing construction vibration are feasible, the public agency can notify the affected public about the construction and its effects. If vibration-inducing construction is expected to occur over an extended period of days, Caltrans suggests that hotel vouchers could be offered.[62]

As previously noted, vibration impacts from construction would not generally rise to significant levels. However, with this mitigation in place, direct impacts from transient vibration are anticipated to be less than significant.

[60] Id., pp. 44-45.

[61] Id., p. 45.

[62] Id.

c) **No Impact**. The MU-O zone Overlay Areas are not within the vicinity of a private airstrip or an airport land use plan area, because no public airports are located within two miles of the City. The MU-O zone Overlay Areas are not within the 65 dB(A) CNEL noise contour of either the Long Beach Airport (4.25 miles southwest of the City) or the Los Alamitos Army Airfield (4.4 miles south of the City). The GPPEIR[63] concluded that General Plan implementation would not expose people residing or working in the City to excessive noise levels from a public airport or private airstrip.

GPPEIR Mitigation Measures

GPPEIR NOI-1 At the discretion of the City of Artesia's Community Development Director, construction activities that may occur under the General Plan Update shall include, but not be limited to the following:

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors.
- All construction equipment shall use available noise suppression devices and properly maintained mufflers. All internal combustion engines used in the project area shall be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be maintained in good mechanical condition to minimize noise created by faulty or poorly maintained engine, drivetrain, and other components.
- Construction noise reduction methods (i.e., shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and use of electric air compressors and similar power tools, rather than diesel equipment) shall be employed where feasible. Staging of construction equipment and unnecessary idling of equipment shall be avoided whenever feasible. "Feasible," as used here, means that the implementation of this measure would not have a notable effect on construction operations or schedule.

GPPEIR NOI-2 At the discretion of the City of Artesia's Community Development Director, all new development that may occur under the General Plan Update shall include noise reduction design measures (i.e., attenuation barriers, double pane windows, sound attenuating building walls, incorporate architecturally attenuating features, landscaping, etc.) where conditions exceed the Noise and Land Use Compatibility Criteria "Normally Acceptable" noise exposure levels.

GPPEIR NOI-3 At the discretion of the City of Artesia's Community Development Director, all new stationary sources shall include noise reduction practices (i.e., mufflers, well maintained mechanical equipment, etc.) where conditions exceed the regulations within the Municipal Code. In addition, areas adjacent to sensitive receptors that are in excess of the City's Noise Ordinance (i.e., parking lots, public trash receptacles, truck delivery areas, etc.), shall implement applicable noise attenuation features (i.e., attenuation wall, mufflers, etc.).

GPPEIR NOI-4 All new development shall include noise-reduction design measures (i.e., attenuation barriers, double pane windows, sound attenuating building walls, incorporate

[63] GPPEIR, p. 5.6-13.

architecturally attenuating features, landscaping, etc.) where conditions exceed the Noise and Land Use Compatibility Criteria "Normally Acceptable" noise exposure levels.

GPPEIR NOI-5 All new stationary sources shall include noise-reduction practices (i.e., mufflers, well-maintained mechanical equipment, etc.) where conditions exceed the regulations within the Artesia Municipal Code. In addition, areas adjacent to sensitive receptors that would support uses or activities that would exceed the City's Noise Ordinance standards (i.e., parking facilities, public trash receptacles, truck delivery areas, etc.) shall implement applicable noise-attenuation features (i.e., attenuation wall, mufflers, etc.).

SEIR Mitigation Measure

For proposed projects within the MU-O zone, the following mitigation measure shall apply:

NOI-6 For any proposed construction activity requiring a building permit where pile drivers, pavement breakers, jack-hammers, compaction equipment such as vibratory rollers, or other equipment typically causing ground-borne vibration will be used, applicants shall evaluate the potential of construction equipment to cause vibration that would adversely affect people or structures. If the anticipated vibration would exceed 0.5 PPV (estimated threshold for transient sources that could damage older residential structures or annoy people), then vibration-dampening measures shall be used. These may include but not be limited to:[64]

- Jetting with air and water to erode soil adjacent to pile placement
- Pre-drilling to minimize amount of impact driving
- Using cast-in-place or auger cast piles to eliminate impact driving
- Using non-displacement piles
- Using pile cushioning
- Scheduling for specific times to minimize disturbance at nearby vibration-sensitive sites
- Using alternative non-impact drivers
- Using a hydraulic crusher
- Using saws or rotary rock-cutting heads to cut concrete slabs
- Using hydraulic splitters to break up concrete
- Scheduling vibration-causing work to minimize disruption
- Informing the public about the project and potential vibration effects
- Offering hotel vouchers or temporary relocation assistance to potentially affected residents for the duration of vibration-causing activity

Significance After Mitigation: Less Than Significant

[64] Id., pp. 42-45 (discussions of mitigation measures).

XIV. POPULATION AND HOUSING

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New 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)?	☒	☐	☐	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐

Impact Discussion:

a) **New Potentially Significant Impact: Significant and Unavoidable**. Implementation of the proposed MU-O zone could induce substantial previously-unplanned population growth, because maximum potential development under the MU-O could result in up to 19,500 new dwelling units within the overlay boundaries in high-density multiple-family settings, as constrained by lot size and building envelopes (*see* Appendix 2, Notes, and Sheet 1, Columns AF and AH).

The United States Census reports that the City had 4,379 households in 2023.[65] As discussed in Section XI, Land Use and Planning, the City's General Plan anticipates 4,949 dwelling units citywide by 2035. SCAG's current regional growth projections for Artesia forecast 4,900 households and 17,600 individuals by 2035, and 5,000 households with 18,000 individuals by 2045, using population ratios of approximately 3.6 persons per household.[66] These are reasonably consistent with the current General Plan growth projections, and represent what the City might actually expect for future development and population growth, the units facilitated by the MU-O notwithstanding. Table PH-3 shows housing and population projections from 2012 through 2040.

The modeled 16,000 – 19,500 units could add 11,051 – 14,551 units and potentially 39,870 – 52,384 individuals to the City's housing inventory and population, likely causing unplanned impacts to City and private utility facilities and requiring facility expansion to accommodate multiple new plumbing, sanitation, electrical, and other connections. Unplanned impacts to school facilities, park facilities could also result.

Caps on housing are currently not permitted under State housing law unless such housing presents an imminent threat to public health and safety (Gov. Code § 66300(b)(1)(B)(ii)).

As described in Section XI, Land Use and Planning, the City is obligated to accommodate its share of regional housing needs for the present planning cycle ending in 2029 (6th Cycle Regional Housing Needs Assessment (RHNA)), as well as for future cycles. Table PH-1 below shows the SCAG 4th cycle RHNA

[65] United States Census Bureau, *QuickFacts, Artesia City, California*, available at *https://www.census.gov/quickfacts/fact/table/artesiacitycalifornia/PST045224* (accessed April 11, 2025)

[66] Southern California Association of Governments, *SubArea Forecasting, 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, available at *https://scag.ca.gov/subarea-forecasting* (accessed April 4, 2025).

allocations, which required the City to plan for 131 additional units. Table PH-2 shows the 6th cycle allocations, totaling 1,069 units, including 350 very-low income units, 200 low-income units, 644 moderate-income units and 644 above-moderate-income units (*see* Appendix B, Sheet 1b, HEO Sites – Overlay Area (OA) Sort). When added to the 2023 U.S. Census household count,[67] these units would increase the City's number of households to 5,448, exceeding the General Plan's projection by 499 and SCAG's 2035 projections by 548.

Table 6 – RHNA 4th Cycle Allocation 2006-2014

Income Category	Housing Allocation
Very Low	33
Low	20
Moderate	22
Above Moderate	56
Total	**131**

Source: City of Artesia, GPPEIR, Table 5.2-1, p. 5.2-2, available at *https://cityofartesia.us/DocumentCenter/View/99/Sec0502PopulationHousingGrowth?bidId=* (accessed April 4, 2025).

Table 7 – RHNA 6th Cycle Allocation 2021-2029

Income Category	Housing Allocation	Proposed 6th Cycle Housing Element Units
Very Low	312	375
Low	168	212
Moderate	128	670
Above Moderate	461	670
Total	**1,069**	**1,927**

Source: Southern California Association of Governments, *SCAG 6th Cycle Final RHNA Allocation Plan* (7/1/21), available at *https://scag.ca.gov/rhna* (accessed April 4, 2025).

Table 8 – SCAG Regional Transportation Plan/Sustainable Community Strategy Forecast

City of Artesia

Population				Households				Employment			
2012	2020	2035	2040	2012	2020	2035	2040	2012	2020	2035	2040
16,600	16,900	17,600	18,000	4,500	4,700	4,900	5,000	5,000	5,300	5,600	5,800

Source: Southern California Association of Governments, 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction, available at *https://scag.ca.gov/subarea-forecasting* (accessed April 11, 2025).

[67] Note that housing development has occurred within the City since the 2023 count, so these values represent an approximate point-in-time count but not an accurate household count for 2025.

To accommodate this previously unplanned growth, the City would be required to update the 2030 General Plan and the General Plan Program EIR. Mitigation Measure SEIR LU-1 requires the City to revise the General language and growth projections. This action will likely result in determining that significant and unavoidable impacts from substantial population growth would occur.

b) **New Potentially Significant Impact.** Temporary displacement of existing housing would occur if existing housing sites were proposed for a mixed-use project, causing socioeconomic impacts. Socioeconomic issues are outside the scope of CEQA and should be addressed in the planning staff analysis that accompanies specific development proposals. Note that the California Tenant Protection Act of 2020 (Civil Code § § 1946.2) restricts the types of permissible evictions in residential rental properties.

However, the potential displacement would likely occur because more intense housing was proposed, ultimately increasing housing availability locally. Moreover, the MU-O ordinance, § 9-2.4607(a)(2) Development Requirements and Standards, requires that 10% of new residential units in a project, or at least one unit, be reserved for households earning no more than 80 percent of Los Angeles County area median income adjusted for family size appropriate to the unit. The units must be made available at an affordable housing cost, as defined in §§ 50052.5 and 50053 of the California Health and Safety Code, and must be rented or sold in accordance with California Government Code § 65915. Additionally, the draft 6th Cycle Housing Element has designated particular sites (HEO Sites) within the overlay area for housing affordable to very-low, low, moderate, and above-moderate income level households.

Accordingly, the proposed MU-O zone would not be expected to permanently displace housing, causing housing development in other locations in or outside of the City.

XV. PUBLIC SERVICES

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New Impact/ No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

Impact Discussion:

a) **No New Impact**.

i. The GPPEIR indicates that the planned General Plan buildout would likely not require new or physically altered fire protection facilities.[68] However, new development under the MU-O could require constructing additional fire protection facilities to serve increased densities and building heights. Construction of new fire stations would be subject to existing building codes, stormwater regulations, and numerous other environmental protection requirements, and no new environmental impacts would be expected. Additionally, all new or redeveloped projects in the Overlay Areas would be subject to compliance with AMC Title 8 Chapter 6, Installation of Fire Hydrants and Fire Lanes, and Title 8 Chapter 7, Fire Code, which involve requirements for construction, emergency access, water mains, fire flows, and hydrants. The Los Angeles County Fire Department (LAFD), under contract to the City, would review individual projects to determine the specific fire requirements applicable to the development and to ensure compliance with these requirements. Impacts associated with installing new fire facilities would be limited to those common to other local public works construction projects, such as street widening, curb and gutter replacement, trenching for water line replacement, etc. Generally, such projects are exempt from CEQA review under CEQA Guidelines Section 15301 unless they meaningfully expand capacity. If they do expand physical capacity (new fire stations, new or expanded water lines, etc.) the applicable lead agency, such as the LAFD, would be required to evaluate the project's environmental impacts and apply mitigation measures as required.

[68] GPPEIR, p. 5.11-5.

ii. The GPPEIR indicates that the planned General Plan buildout, including the Overlay Areas, would not require new or physically altered police protection facilities.[69] The MU-O zone would allow development that greatly exceeds the General Plan buildout, potentially requiring new police protection facilities. However, as noted above, any new public construction would be required to comply with CEQA, building codes, stormwater regulations, and numerous other environmental protection regulations.[70] No new impacts would be anticipated.

iii. The GPPEIR indicates that buildout according to the proposed 2030 General Plan is not anticipated to require new or physically altered school facilities, in part because the ABC Unified School district has experienced declining enrollment in all area schools and shows no indication of reversal,[71] reducing the urgency for any new school construction projects and alleviating capacity constraints on all area schools. However, as noted above, any new public construction would be required to comply with CEQA, building codes, stormwater regulations, and numerous environmental protection regulations. No new impacts would be anticipated.

iv. The GPPEIR indicates that 2030 General Plan buildout, combined with other cumulative development, would create additional demand on existing City parks and recreational facilities due to population increases potentially leading to facility physical degradation. The City requires a per-unit development impact fee (DIF) for public facilities, including parkland. Standard conditions of approval would require payment of parkland fees and/or land dedications, which would be used to offset future park users' demands on the facilities. Although waiver of impact fees could result from affordable housing density bonus concessions, such waivers would be individually evaluated when requested with respect to City facilities' existing conditions and the degree to which fee waivers would contribute to physical degradation. No new impacts would be anticipated.

v. The County of Los Angeles Public Library provides library services to the City of Artesia at its Artesia Park facility, located at 18801 Elaine Avenue, east of MU-O zone Overlay Area 3. Although future development within the Overlay Areas would generate incremental new demand on library services, it would not likely require construction of new facilities or alteration of existing facilities, particularly as the Los Angeles County Library system uses an intra-library as well as an interlibrary loaning system, minimizing the need to create new facilities.

[69] GPPEIR, p. 5.11-10.

[70] City of Artesia, *Development Impact Fee Schedule*, available at *https://www.cityofartesia.us/509/Development-Impact-Fees* (accessed April 11, 2025).

[71] GPPEIR, p. 5.11-13.

XVI. RECREATION

	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Discussion:

a) **No New Impact**. Implementation of the proposed MU-O zone would itself not increase park use such that substantial physical deterioration would occur. The GPPEIR concluded that the City is deficient in parkland and that increases in population would increase pressure on existing parks. However, as noted in Section XV above, the City's development impact fee schedule is designed to offset future park users' demands on the facilities. Although waiver of impact fees could result from affordable housing density bonus concessions, such waivers would be individually evaluated when requested with respect to City facilities' existing conditions and the degree to which fee waivers would contribute to physical degradation. No new impacts would be anticipated.

b) **No New Impact**. Implementation of the proposed MU-O zone would not create recreation facilities and by itself would not require constructing or expanding recreational facilities. While future development within the MU-O zone might include project-specific facilities like swimming pools or playground equipment, these facilities are typically small-scale and subject only to ministerial building permits. If the latter facilities were part of a discretionary project (such as a project requiring a use permit, subdivision, etc.) or developed by the City, they would be subject to a separate CEQA process.

XVII. TRANSPORTATION

Note: Except as provided in CEQA Guidelines § 15064.3(b)(2) (regarding roadway capacity projects), a project's effect on automobile delay shall not constitute a significant environmental impact. See 14 CCR § 15064.3. This section relies on and incorporates by reference the City of Artesia, Mixed-Use Overlay Zone, Traffic Memorandum, dated May 13, 2021, and attached as Appendix 5.

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New Impact/ No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) *(Criteria for Analyzing Transportation Impacts)*?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

Impact Discussion:

a) **No New Impact**. Implementation of the MU-O zone would not conflict with programs or plans concerning the City's circulation system, as the system was designed for residential and commercial use in the Overlay Areas. Nothing in the MU-O zone development standards interferes with the City's ability to improve bicycle or pedestrian facilities, and incorporating a mix of residential and commercial uses provides opportunities to enhance bicycle and pedestrian facilities.

The GPPEIR determined that specific development projects, although consistent with the proposed General Plan Update, could conflict with a plan, ordinance, or policy addressing the circulation system. However, the GPPEIR concluded that with incorporation of the Mitigation Measures TR-1 and TR-2 below, the potential impacts are less than significant.

CEQA § 21099(b)(2) now directs that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion *shall not be considered a significant impact on the environment*" (emphasis added). While the City can apply conditions of approval to a discretionary project that are consistent with the GPPEIR mitigation measures, the City is not permitted under CEQA to consider traffic congestion as an environmental impact, or to adopt mitigation measures in a CEQA document to address automobile delay.

The MU-O ordinance requires a minimum number of bicycle parking spaces for new retail and residential uses, consistent with GPPEIR Community Policy CIR 5.2, "*Encourage bicycling as an alternative mode of transportation in the City"* and Community Policy Action CIR 5.2.2, *"Encourage existing and new major traffic generators to incorporate facilities, such as bicycle racks and showers, into the development."* Moreover, the MU-O zone would facilitate increased density around existing commercial services, promoting walking as an alternative transportation choice for residents,

consistent with Community Policy Action CIR 4.2.4, "*Encourage alternate modes of transportation, including but not limited to light rail, vanpooling, carpooling, pedestrian walkways,* [or] *bicycling …"*

Finally, consistent with Community Policy Action CIR 5.1.1, "Explore development of City shuttle system using fuel-efficient/alternative fuel vehicles," the City has recently instituted a free electric bus that operates Thursdays through Saturdays, circulating the downtown area.[72] Development within the MU-O zone would be directly capable of using this service.

Given the above discussion, adoption of the MU-O ordinance would not conflict with plans, policies, or programs. No new impacts are anticipated.

b) **No New Impact**. Implementation of the MU-O zone would not be inconsistent with CEQA Guidelines Section 15064.3, *Determining the Significance of Transportation Impacts*, because development of mixed-use projects with residential and commercial uses in the same structures, and increased density overall along the City's principal commercial corridors, would reduce the need to travel by vehicle, as residents could walk/bicycle to restaurants, services, and retail uses.

The qualitative analysis of VMT for this project was performed for the following reasons:

- The MU-O zone would substantially increase residential density around the City's downtown core.
- There is no accurate way to determine the future development mix within the MU-O Zone. Future development combinations would require following the MU-O and the City's development standards, allowable uses, and requirements for conditional use permits but the actual mix of uses in future developments is unknown.
- None of the principal arterials in the MU-O zone that are served by bus lines (South St., 183rd St., Pioneer Blvd.), are considered "high-priority transit corridors," as none are serviced by bus lines with intervals of 20 minutes or less. The City of Artesia operates a local bus with 40-45 minute intervals.[73] Generally, the increased density of mixed-use developments within the MU-O Zone will tend to reduce the VMT along the roadway corridors within the MU-O Zone because more "customers" would live or work within convenient walking distances to services and retail establishments. Increasing development intensity may ultimately lead the regional transit agencies to proportionately increase service along transit routes serving the City - and as discussed in Section III, Air Quality, the West Santa Ana Branch of the Los Angeles Metro system proposes a light rail station near Pioneer Boulevard and 187th Street. The future availability of this station is expected to reduce overall VMT substantially.

  Given the above discussion, implementation of the MU-O zone is consistent with both State and local goals for reducing VMT. No new impacts would be anticipated.

c) **No New Impact**. Implementation of the MU-O zone would not substantially increase hazards related to roadway design features or incompatible uses, simply because the roadways within the MU-O overlay already exist in a modified grid pattern, and would not be reconstructed with MU-O implementation.

[72] City of Artesia, *Transportation*, available at *http://www.cityofartesia.us/189/Transportation* (accessed April 11, 2025).

[73] Id.

d) **No New Impact**. Implementation of the MU-O zone would not interfere with emergency access, because future construction would be limited to existing parcels, and would not close roads or reduce roadway dimensions post-construction. No impacts to emergency access are anticipated.

GPPEIR Mitigation Measures

GPPEIR TR-1 The City shall monitor traffic growth along Pioneer Boulevard (SR-1 to Artesia Boulevard) and Norwalk Boulevard (south of South Street) on an ongoing basis, in order to determine timing for implementation of the improvements necessary to achieve a LOS D or better.

GPPERI TR-2 To the extent that future development contributes to the need for improvements to Pioneer Boulevard (SR-1 to Artesia Boulevard) and Norwalk Boulevard (south to South Street), a fair-share contribution to the cost of the improvements shall be made a condition of approval for future developments.

XVIII. TRIBAL CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New Impact/ No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☐	☒
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Background and Regulatory Setting

CEQA Section 21073 defines "California Native American Tribe" as "a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission for the purposes of Chapter 905 of the Statutes of 2004." Additionally, CEQA Section 21074 defines "tribal cultural resources" as either of:

> (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
>
> A. Included or determined to be eligible for inclusion in the California Register of Historical Resources.
>
> B. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
>
> (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.
>
> In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Arising from Assembly Bill 52 (AB 52, Gatto, 2014), CEQA Section 21080.3.1(b) requires that "prior to releasing a negative declaration, mitigated negative declaration or environmental impact report, public agencies must consult with California Native American Indian tribes that are traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation." Section 21080.3.1(d) further requires that agencies formally notify designated representatives of California Native American tribes who have requested such notification about projects that the agency plans to undertake (such as road construction) or about entitlement applications the agency is considering. This notification must take place within 15 days of a determination to proceed with the public project or upon determining that a private development application is "complete" per the requirements of the Permit Streamlining Act. The interested California Native American tribe must tell the agency within 30 days of receiving the notification that it desires a formal "consultation," and the lead agency in turn must begin the consultation process within 30 days of receiving a tribe's request.

The statute does not set forth procedures for CEQA documents that tier from an earlier-adopted document, such as supplements to EIRs or Negative Declarations, addenda, or subsequent documents per CEQA Guidelines Section 15160 et seq.

Impact Discussion:

a) No New Impact.

i. The parcels in the MU-O Overlay Areas are currently developed sites with the exception of ten acres of vacant land.[74] The ten acres are comprised of separate parcels ranging in size from 0.01 to 1.06 acres in size and all parcels are surrounded by urban development, roadways, and utility infrastructure. As discussed in Section V, Cultural Resources, there is one parcel located in Overlay Area 2, at 18641 Corby Avenue that is zoned "Historic District" and is occupied by Old Station 30. This historic fire station is not a tribal resource.

"Tribal Cultural Resources" was not a separate impact category under CEQA when the GPPEIR was prepared in 2010; however, in compliance with Government Code § 65352.3, the City requested that the Native American Heritage Commission (NAHC) conduct a Sacred Lands search, which revealed none near or within the City.[75] However, the search indicated that there were Native American resources within the nearby La Habra quadrangle, however, and the City subsequently contacted tribal representatives. Additionally, the GPPEIR noted that artifacts attributed to the San Gabrielino Indians were discovered when Bloomfield Park was constructed in the City of Lakewood, approximately two miles south of Artesia.[76] Accordingly, it is reasonable to assume that previously undiscovered artifacts or human remains could be unearthed during development. GPPEIR Mitigation Measures CR-1, CR-2, and CR-3,[77] included in Section V above, would apply to development within the MU-O area.

[74] See Appendix 2, Sheet 1l, Vacant Parcels.

[75] GPPEIR, p. 5.10-2.

[76] Id., p. 5.10-6.

[77] Id., p. 5.10-11.

The City of Artesia notified interested tribal groups in 2022 with the original circulation of this document. No tribal resources were identified at that time.

ii. A Cultural Resources Technical Report[78] prepared for a proposed project on Gridley Road at 183rd St. (western Overlay Area 3 proximity) found no evidence of archaeological resources, cemeteries or other evidence directly indicating the presence of tribal cultural resources. In November 2016, the Native American Heritage Commission (NAHC) conducted a search of the Sacred Lands File to identify archaeological or cultural resources in the proximity of Overlay Areas. No Native American resources were identified. Nevertheless, the potential to disturb tribal cultural resources within the Overlay Areas remains since the possibility that buried historic period archaeological resources may still exist below the ground surface of the developed and vacant parcels located in the Overlay Areas. As such, any inadvertent damage to significant pre-historic archaeological resources and historic-period archaeological resources during site grading and excavation represents a potentially significant impact. However, as discussed in Section V, Cultural Resources, with inclusion of GPPEIR Mitigation Measures CR-1, CR-2, and CR-3 as part of the MU-O zone development standards, impacts related to accidental discovery of tribal resources would be reduced to less than significant levels.

GPPEIR Mitigation Measures

See GPPEIR Mitigation Measures CR-1, CR-2, and CR-3 listed in Section V above.

Significance After Mitigation: Less Than Significant

[78] Rincon Consultants, Inc., *Artesia Live II Project, Cultural Resources Technical Report,* dated November 2016. (incorporated herein by reference; available at the City of Artesia Planning Department).

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New 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?	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Impact Discussion:

a) **New Potentially Significant Impact.** As discussed in Section XIV, Population and Housing, development within the MU-O zone could substantially exceed General Plan and regional growth projections; accordingly, enacting the MU-O ordinance could result in re-constructing or enlarging existing infrastructure facilities. The degree of impact cannot be predicted with accuracy since the MU-O itself would not construct infrastructure-requiring development. Development under the MU-O would likely occur incrementally, allowing facilities to "catch up." Although any large-scale expansion of infrastructure facilities would be subject to independent environmental review and mitigation measures, it is possible that future cumulative demand could require new, expanded facilities.

The GPPEIR concluded that development under the General Plan growth projections would not result in significant individual or cumulative impacts associated with water supply or water supply systems, water treatment systems, wastewater treatment and conveyance systems, electric power facilities, storm water facilities or natural gas facilities.[79] If expanded capacity was required for any of these systems,

[79] GPPEIR, § 5.12, Utilities and Service Systems; § 5.8, Hydrology and Water Quality, p. 5.8-17.

such expansion would be subject to individual CEQA review and any impacts mitigated as necessary. However, there is a potential that the cumulative growth facilitated by the MU-O, as well as cumulative regional growth in excess of the SCAG's projections, would result in demand that could not be met without significant environmental impacts. Accordingly, the presently-unquantifiable impacts associated with the construction of new public infrastructure should be considered significant and unavoidable.

b) **New Potentially Significant Impact**. The Golden State Water Company's Artesia System (GSWC Artesia) is located in Los Angeles County and serves most of the Cities of Artesia and Hawaiian Gardens, a portion of the City of Lakewood east of the San Gabriel River, and small portions of the City of Long Beach, City of Cerritos, and the City of Los Alamitos in Orange County. GSWC's 2020 Urban Water Management Plan (UWMP) assesses water supply reliability through 2045. Based on adjudicated groundwater rights in the Central Basin, availability of leased groundwater, conjunctive use storage programs, Central Basin Municipal Water District (CBMWD), the Metropolitan Water District of Southern California (MWD) conservation-derived supply, the availability of recycled water from the CBMWD, and the potential for future desalinated water purchased from MWD, the UWMP concludes that water supply will be 100-percent reliable through 2045.[80]

   During drought or dry years, all water users would be required to comply with water restrictions issued by the state of California and by the City.

   Golden State Water Company and all water suppliers in California are required to update their respective UWMPs every five years in compliance with the Urban Water Management Planning Act (Ca. Water Code § § 10610 through 10657). The UWMPs are based on SCAG's regional growth projections.[81]

   As discussed previously, the growth anticipated by the MU-O would substantially exceed both General Plan and regional growth projections, and thus may exceed the projected reliability of water supply. Although development would occur incrementally, cumulative development could result in presently-unquantifiable significant and unavoidable impacts.

c) **New Potentially Significant Impact.** The city of Artesia owns the local sewer system consisting of approximately 31 miles of gravity flow sewer pipelines that are maintained by the Los Angeles County Department of Public Works Sewer Maintenance Division (LACSMD). The Los Angeles County Sanitation Districts (LACSD) plan and project sewer system capacity. The LACSD Sewer System Management Plan (SSMP), based on land use and population projections,[82] was adopted in 2018, covers the consolidated Sewer Maintenance Districts (CSMD) that serve a population of more than 5.6 million people within the County unincorporated area and 37 CSMD cities.[83] The SSMP identifies any deficiencies in the existing mainline sewer system, recommends alternatives to eliminate deficiencies, prioritizes deficient reaches for upgrades, and provides the City with a basis on which to build a future infrastructure management system.

[80] Golden State Water Company, 2020 Urban Water Management Plan (July 15, 2021), pp. 3-1 – 3-17, available at *https://www.gswater.com/urban-water-management-plan* (accessed April 16, 2025).

[81] Id.

[82] Los Angeles County Sanitation Districts, Sewer System Management Plan (SSMP), p. 24, available at *https://www.lacsd.org/documents/wastewater-publications-reports/sewer-system-management-plan-ssmp* (accessed April 16, 2025).

[83] Id., p. 3.

The GPPEIR indicated that planned growth envisioned in the 2030 General Plan (which includes the Overlay Areas) could be accommodated within the existing wastewater treatment infrastructure, which at the time the City adopted the 2030 General Plan, was operating at a maximum 74 percent capacity.[84] As stated previously, projected development under the MU-O would greatly exceed General Plan and regional growth projections, potentially leading to capacity deficiencies and potential overflow conditions. Although development would occur incrementally, cumulative development could result in presently-unquantifiable significant and unavoidable impacts.

d) **New Potentially Significant Impact**. CR&R Inc., under contract with the City of Artesia, provides weekly residential, commercial, and industrial refuse and recyclables collection, including green waste. Solid waste generated from the City is disposed at two District facilities which include the Commerce Refuse-to-Energy Facility (CREF) located at 5926 Sheila Street in the City of Commerce; and the Puente Hills Materials Recovery Facility (PHMRF) located at 2808 Workman Mill Road in the City of Whittier. CREF is permitted to accept up to 1,000 tons per day, not to exceed 2,800 tons per week. The PHMRF is permitted to accept 4,400 tons per day, not to exceed 24,000 tons per week of municipal solid waste. With the closure of the Puente Hills Landfill in 2013, the District has implemented a "waste-by-rail" system by using trains to transport waste to remote landfills. With the operation of the Mesquite Regional Landfill in Imperial County and future completion of the Puente Hills railyard facility as part of the existing PHMRF, this intermodal approach to waste hauling will expand solid waste capacity within the District service boundaries.

   The Mesquite Regional Landfill has a total capacity of 600 million tons. Currently, the Mesquite Landfill is permitted to accept up to 20,000 tons of municipal solid waste per day from Southern California counties with an expected project life of approximately 100 years based on regional growth projections.

   However, as discussed above, projected development under the MU-O would greatly exceed General Plan and regional growth projections, potentially causing the District's solid waste facilities and/or conveyance systems to exceed their daily permitted capacities. Although development would occur incrementally, cumulative development could result in presently-unquantifiable significant and unavoidable impacts.

d) **No New Impact**. Compliance with applicable statutes and regulations related to solid waste is not anticipated to be affected by adoption of the MU-O ordinance or future development in the MU-O area, because the City Building Department, the LACFD, the SCAQMD, and other regulatory agencies are tasked with enforcing these regulations and would be either issuing and inspecting development permits or responding to complaints of violations during project construction. Likewise, Except as discussed under Section III, Air Quality, incremental development under the MU-O, even if it exceeds growth projections, is expected to have the ability to comply with regulations for solid waste management.

[84] GPPEIR, p. 5.12-25.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New Impact/ No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Impact Discussion:

a, b, c, d) **No New Impact**. The City of Artesia, including the proposed MU-O zone, is located in a fully urbanized area in the coastal plain of the Los Angeles Basin and is not within a or near a state responsibility area or lands classified as very high fire hazard severity zones.[85] The nearest area supporting natural open space/fire-prone vegetation is the open space surrounding La Habra Heights, approximately eight miles northeast of the City. Continuous urban development occupies the land area between Artesia and La Habra Heights; Artesia's surrounding cities of Cerritos and Norwalk are also entirely urbanized. Accordingly, risks associated with wildfire in the City generally are anticipated to be minimal. The California Department of Forestry and Fire Protection (CAL FIRE) website and 2024 Incident Archive, which includes incidents managed by CAL FIRE and other partner agencies, does not show any wildland fires in Artesia, Cerritos, or Norwalk for 2024.[86]

[85] The City is in a "Local Responsibility Area," not a State Responsibility Area. See Calfire, Fire Hazard Severity Zones, available at *https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones* (accessed April 16, 2025).

[86] Source: CAL FIRE *https://www.fire.ca.gov/incidents/2024* (accessed April 16, 2025).

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	New Potentially Significant Impact	New Mitigation is Required	Reduced Impact	No New 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?	☐	☐	☐	☒
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☐	☒
c) Does the project have impacts that are individually limited, but cumulatively considerable? *("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*	☒	☐	☐	☐
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion:

a) **No New Impact/No Impact**. As shown in Parts I-XX above, the proposed MU-O zone does not have the potential to significantly 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 or 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. The project area is located within a highly-developed urbanized area without native habitat and vegetation. There are potential impacts to hidden/undiscovered cultural resources, but these are adequately reduced to less than significant levels by mitigation measures contained in the General Plan Final Environmental Impact Report and the additional mitigation measures outlined throughout this document.

b) **No New Impact/No Impact**. As shown in Parts I-XX above, the proposed MU-O zone would not be anticipated to achieve short-term environmental goals at the expense of long-term environmental goals, simply because the proposed overlay zone is designed to accomplish long-term environmental goals, including but not limited to reducing VMT, increasing land-use efficiency, incentivizing new transit services, and increasing "walkability" within the City.

c) **Significant and Unavoidable.** As shown in Parts I-XX above, the proposed MU-O zone, , would not generate impacts that are individually limited, but cumulatively considerable, except for air pollutants and greenhouse gas emissions. As discussed throughout the document, project buildout would substantially exceed the 2030 General Plan and SCAG growth projections with respect to housing units and population. Incremental impacts resulting from development and operation of future development within the MU-O zone overlay areas include generation of air pollutants and greenhouse gases, increased use of domestic water, energy consumption, generation of wastewater and solid waste, and short-term construction noise impacts. The analysis concluded that except for greenhouse gas emissions and potential impacts associated with upgrading public utility infrastructure, these incremental impacts were anticipated by the GPPEIR. Most impacts would be less than significant or can be mitigated to a less than significant level.

   The GPPEIR concluded that cumulative air quality and GHG impacts from new development could not be mitigated to less than significant levels and would remain significant and unavoidable. Since development under the MU-O could exceed the development intensity that the GPPEIR evaluated, air quality and GHG impacts from development under the MU-O would likely be greater even with ongoing emissions controls and adoption of green technologies, including zero-emission automobiles. Because GHG-emission thresholds have evolved since the GPPEIR was adopted, mitigation measures are incorporated in this SEIR to reduce greenhouse gas emissions from new development in compliance with the CARB 2022 Scoping Plan. Again, because development under the MU-O would substantially exceed growth projections, cumulative impacts to public utility capacity would also be significant and unavoidable.

d) **No New Impact/No Impact**. As shown in Parts I-XX above, establishing the MU-O zone and allowing future development according to the MU-O development standards would not be anticipated to result in substantial adverse effects on human beings. While there would be a variety of short-term effects during future construction in the MU-O zone overlay area related to noise, air quality, and greenhouse gases, these impacts would be less than significant based on compliance with applicable regulatory requirements and established impact thresholds, as well as the prescribed mitigation measures. However, cumulative long-term effects would include emission of air pollutants in a non-attainment area, greenhouse gas emissions, and impacts to public utility capacity. As noted in (c) above, these latter impacts would be significant and unavoidable.

LIST OF APPENDICES

Appendix 1: Draft Mixed-Use Overlay Zone Ordinance

Appendix 2: MU-O Parcel List Excel™ Workbook

Appendix 3: Urbanisms, *Shade/Shadow Analyses for Artesia Overlay District Project,* Artesia, California (June 8, 2020, and December 2023)

Appendix 4: Willdan, VMT Memorandum (May 24, 2021)

2030 GENERAL PLAN EIR MITIGATION MEASURES TO BE ADDED TO THE MU-O ORDINANCE DEVELOPMENT STANDARDS

CR-1 Prior to any excavation and grading activities of any future development project on a previously undeveloped property, a professional archaeologist shall be retained to conduct a Phase I survey (physical walk-over) in areas where ground can be observed.

If warranted, the archaeologist will develop a monitoring program in coordination with a Native American representative (if there is potential to encounter prehistoric or Native American resources), the project applicant, and the City. The monitoring program will also include a treatment plan for any additional resources encountered and a final report on findings

CR-2 In the event that archeological resources are unearthed during excavation and grading activities of any future development project, the contractor shall cease all earth-disturbing activities within a 100-meter radius of the area of discovery and shall retain a qualified archaeologist to evaluate the significance of the finding and appropriate course of action. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed. After the find has been appropriately mitigated, work in the area may resume.

CR-3 In the event that human remains are unearthed during exaction and grading activities of any future development project, all activity shall cease immediately. Pursuant to State Health and Safety code Section 7050.5, no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall serve as consultant on how to proceed with the remains.

GEO-1 Prior to issuance of a Grading Permit or Building Permit for each development project in the MU-U Overlay Areas 1, 2, and 3, a registered geologist or soils engineer shall prepare a site-specific Geotechnical Study, which shall be submitted to the City Building and Safety Division for approval. The Geotechnical Study shall specify the measures necessary to mitigate impacts related to seismic and geotechnical hazards, if any.

GEO-2 Prior to issuance of any Grading Permit or Building Permit, applicants of future development projects shall comply with each of the recommendations detailed in the Geotechnical Study, and other such measure(s) as the City deems necessary to adequately mitigate potential seismic and geotechnical hazards.

USS-2 Prior to Grading Permit issuance and as determined necessary by the City, all new development that may occur under the General Plan Update shall undertake a site-specific sewer evaluation, including flow monitoring and modeling, in order to determine the adequacy of the existing conveyance system capacities in the affected project area lines, including trunk and local sewers.

PR-1 Prior to approval of the Final Parcel or Tract Maps related to future residential projects, the City shall require dedication of parkland and/or payment of in-lieu fees.

NEW MITIGATION MEASURES TO BE ADDED TO THE MU-O ORDINANCE DEVELOPMENT STANDARDS

GHG-1 No newly-constructed residence within the HO-O zone shall have a wood or gas-fired hearth or space-heating stove.

GHG-2 All paints used for interior and exterior application in new construction requiring a building permit shall be "zero-VOC" (VOC content of 5mg/liter or less). This requirement shall be added to construction drawings site plan notes and building construction detail notes.

GHG-3 All projects requiring structural building permits shall demonstrate in Title 24 energy calculations that Title 24 minimum requirements will be exceeded by 10%.

2030 GENERAL PLAN EIR MITIGATION MEASURES INCORPORATED AS MITIGATION MEASURES IN THIS DOCUMENT FOR THE MU-O ZONE

AES-1 For future non-residential development located in or immediately adjacent to residentially zoned properties, construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment, and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment shall be parked and staged within the project site. Staging areas shall be screened from view from residential properties. Construction worker parking may be located off-site with approval of the City; however, on-street parking of construction worker vehicles on residential streets shall be prohibited. Vehicles shall be kept clean and free of mud and dust before leaving the development site. Surrounding streets shall be swept daily and maintained free of dirt and debris.

AQ-1 For projects that may exceed daily construction emissions established by the South Coast Air Quality Management District (SCAQMD), Best Available Control Measures shall be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. Appropriate control measures shall be determined on a project-by-project basis, and would be specific to the pollutant for which the daily threshold is exceeded. Such control measures shall include the following, among others:

- Minimizing simultaneous operation of multiple construction equipment units;
- Implementation of SCAQMD Rule 403, Fugitive Dust Control Measures;
- Watering the construction area to minimize fugitive dust;
- Require that off-road diesel-powered vehicles used for construction shall be new low emission vehicles, or use retrofit emission vehicles, or use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by the California Air Resources Board; and
- Minimizing idling time by construction vehicles.

AQ-2 The following is a list of potential design features that shall be incorporated, as determined feasible by the Community Development Director, into the General Plan Update and future projects to ensure consistency with adopted statewide plans and programs.

Energy Efficiency

- Incorporate green building practices and design elements.

- Meet recognized green building and energy efficiency benchmarks.
- Install energy efficient lighting (e.g., light emitting diodes (LEDs)), heating and cooling systems, appliances, equipment, and control systems.
- Use passive solar design, e.g., orient buildings and incorporate landscaping to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight. Install efficient lighting (including LEDs) for traffic, street, and other outdoor lighting.
- Provide education on energy efficiency to residents, customers, and/or tenants.

Renewable Energy and Energy Storage

- Meet "reach" goals for building energy efficiency and renewable energy use.
- Install solar, wind, and geothermal power systems and solar hot water heaters.
- Install solar panels on unused roof and ground space and over carports and parking areas.
- Include energy storage where appropriate to optimize renewable energy generation systems and avoid peak energy use.
- Use combined heat and power (CHP) in appropriate applications.

Water Conservation and Efficiency

- Incorporate water-reducing features into building and landscape design.
- Create water-efficient landscapes.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and use water-efficient irrigation methods.
- Make effective use of graywater. (Graywater is untreated household wastewater from bathtubs, showers, bathroom wash basins, and water from clothes washing machines. Graywater to be used for landscape irrigation.)
- Implement low-impact development practices that maintain the existing hydrology of the site to manage storm water and protect the environment.
- Devise a comprehensive water conservation strategy appropriate for the project and location.
- Design buildings to be water-efficient. Install water-efficient fixtures and appliances.
- Provide education about water conservation and available programs and incentives.

Solid Waste Measures

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Integrate reuse and recycling into residential industrial, institutional, and commercial projects. Provide easy and convenient recycling opportunities for residents, the public, and tenant businesses.
- Provide education and publicity about reducing waste and available recycling services.

Land Use Measures

- Ensure consistency with “smart growth” principles – mixed-use, infill, and higher density projects that provide alternatives to individual vehicle travel and promote the efficient delivery of services and goods.
- Meet recognized “smart growth” benchmarks.
- Incorporate public transit into the project’s design.
- Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.
- Develop “brownfields” and other underused or defunct properties near existing public transportation and jobs.
- Include pedestrian and bicycle facilities within projects and ensure that existing nonmotorized routes are maintained and enhanced.
- Meet an identified transportation-related benchmark.
- Adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation.
- Promote “least polluting” ways to connect people and goods to their destinations.
- Incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments.
- Require amenities for nonmotorized transportation, such as secure and convenient bicycle parking.
- Connect parks and open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.
- Create bicycle lanes and walking paths directed to the location of schools, parks, and other destination points.
- Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.
- Provide information on alternative transportation options for consumers, residents, tenants, and employees to reduce transportation-related emissions.
- Purchase, or create incentives for purchasing, low or zero emission vehicles.
- Create a ride sharing program. Promote existing ride sharing programs e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Provide a vanpool for employees.
- Protect existing trees and encourage the planting of new trees. Adopt a tree protection and replacement ordinance.

HAZ-1 Prior to issuance of a Grading Permit, a Phase I Environmental Site Assessment shall be prepared in accordance with ASTM Standards and Standards and Practices for AAI, in order to investigate the potential existence of site contamination. Any site-specific uses shall be analyzed according to the Phase I Environmental Site Assessment (i.e., auto service stations, agricultural lands, etc.). The Phase I Environmental Site Assessment shall identify Specific Recognized Environmental Conditions (RECs) (i.e., asbestos containing materials, lead-based paints, polychlorinated biphenyls, etc.), which may require remedial activities prior to construction.

HAZ-2 Prior to potential remedial excavation and grading activities, impacted areas shall be cleared of all maintenance equipment and materials (e.g., solvents, grease, waste-oil), construction materials, miscellaneous stockpiled debris (e.g., scrap metal, pallets, storage bins, construction parts), above ground storage tanks, surface trash, piping, excess vegetation, and other deleterious materials. These materials shall be removed off-site and properly disposed of at an approved disposal facility. Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials shall be sampled. In the event concentrations of materials are detected above regulatory cleanup levels during demolition or construction activities, the project Applicant shall comply with the following measures in accordance with Federal, State, and local requirements:

- Excavation and disposal at a permitted, off-site facility;
- On-site remediation, if necessary; or
- Other measures as deemed appropriate by the County of Los Angeles Fire Department Health Hazardous Materials Division.

HAZ-3 Prior to structural demolition/renovation activities, should these activities occur, a Certified Environmental Professional shall confirm the presence or absence of ACM's and LBPs. Should ACMs or LBPs be present, demolition materials containing ACMs and/or LBPs shall be removed and disposed of at an appropriate permitted facility.

HAZ-4 Areas of exposed soils within Caltrans right-of-way that would be disturbed during excavation/ grading activities shall be sampled and tested for lead prior to ground disturbance activities on a project by-project basis, so that any special handling, treatment, or disposal provisions associated with aerially deposited lead may be included in construction documents (if aerially deposited lead is present).

HAZ-5 Prior to construction, future developers shall prepare a Traffic Control Plan for implementation during the construction phase, as deemed necessary by the City Traffic Engineer. The Plan may include the following provisions, among others:

- At least one unobstructed lane shall be maintained in both directions on surrounding roadways.
- At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flag persons), or other appropriate traffic controls to allow travel in both directions.
- If construction activities require the complete closure of a roadway segment, the developer shall provide appropriate signage indicating detours/alternative routes.

HAZ-6 The City Planning Department shall consult with the City's Police Department to disclose temporary closures and alternative travel routes, in order to ensure adequate access for emergency vehicles when construction of future projects would result in temporary land or roadway closures.

NOI-1 At the discretion of the City of Artesia's Community Development Director, construction activities that may occur under the General Plan Update shall include, but not be limited to the following:

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors.
- All construction equipment shall use available noise suppression devices and properly maintained mufflers. All internal combustion engines used in the project area shall be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all **equipment** shall be maintained in good mechanical condition to minimize noise created by faulty or poorly maintained engine, drivetrain, and other components.
- Construction noise reduction methods (i.e., shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and use of electric air compressors and similar power tools, rather than diesel equipment) shall be employed where feasible. Staging of construction equipment and unnecessary idling of equipment shall be avoided whenever feasible. "Feasible," as used here, means that the implementation of this measure would not have a notable effect on construction operations or schedule.

NOI-2 At the discretion of the City of Artesia's Community Development Director, all new development that may occur under the General Plan Update shall include noise reduction design measures (i.e., attenuation barriers, double pane windows, sound attenuating building walls, incorporate architecturally attenuating features, landscaping, etc.) where conditions exceed the Noise and Land Use Compatibility Criteria "Normally Acceptable" noise exposure levels.

NOI-3 At the discretion of the City of Artesia's Community Development Director, all new stationary sources shall include noise reduction practices (i.e., mufflers, well maintained mechanical equipment, etc.) where conditions exceed the regulations within the Municipal Code. In addition, areas adjacent to sensitive receptors that are in excess of the City's Noise Ordinance (i.e., parking lots, public trash receptacles, truck delivery areas, etc.), shall implement applicable noise attenuation features (i.e., attenuation wall, mufflers, etc.).

NOI-4 All new development shall include noise-reduction design measures (i.e., attenuation barriers, double pane windows, sound attenuating building walls, incorporate architecturally attenuating features, landscaping, etc.) where conditions exceed the Noise and Land Use Compatibility Criteria "Normally Acceptable" noise exposure levels.

NOI-5 All new stationary sources shall include noise-reduction practices (i.e., mufflers, well-maintained mechanical equipment, etc.) where conditions exceed the regulations within the Artesia Municipal Code. In addition, areas adjacent to sensitive receptors that would support uses or activities that would exceed the City's Noise Ordinance standards (i.e., parking facilities,

public trash receptacles, truck delivery areas, etc.) shall implement applicable noise-attenuation features (i.e., attenuation wall, mufflers, etc.).

TR-2 To the extent that future development contributes to the need for improvements to Pioneer Boulevard (SR-1 to Artesia Boulevard) and Norwalk Boulevard (south to South Street), a fair-share contribution to the cost of the improvements shall be included as a condition of approval for future developments.