

# CITY OF ARTESIA

## ENVIRONMENTAL CHECKLIST FORM AND INITIAL STUDY FOR A SUPPLEMENT TO THE 2030 ARTESIA GENERAL PLAN ENVIRONMENTAL IMPACT REPORT

---

**Project Title:** Establishment of a Housing Opportunity Overlay (HO-O) Zone to Implement City of Artesia General Plan 2014 Housing Sub-Element Policy HE 3.1b: *Provide for Adequate Sites for Housing Development*

**State Clearinghouse Number:** 2010041003

**Lead Agency Name:** City of Artesia

**Address:** 18747 Clarkdale Avenue  
Artesia, California 90701

**Contact Person:** Fiona Graham

**Phone Number:** (562) 865-6262

**Email:** FGraham@cityofartesia.us

**Project Sponsor:** City of Artesia

**Address:** 18747 Clarkdale Avenue  
Artesia, California 907

**General Plan Designation:** City Center Mixed-Use

**Zoning:** Single Family Residential (7 parcels),  
Multiple Family Residential (63 parcels)

**Project Location:** The project “site” encompasses 70 parcels east and west of Pioneer Boulevard, generally bounded by 176th Street on the north, the railroad right-of-way on the south, Arline Avenue on the east and Alburdis Avenue on the west. These parcels are organized into Groups A – G and labeled as “Housing Opportunity Overlay” on the General Plan Housing Element Exhibit B-3, included below in this document as Figure 3, and listed on Table 1.

## 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.

The City Council of the City of Artesia certified the Program Environmental Impact Report (Program EIR) for the current General Plan Update and adopted the General Plan 2020 in 2010. The California Department of Housing and Community Development certified the Housing Sub-element of the General Plan in 2014. The purpose of this Supplement to the General Plan Final EIR (GPFEIR) is to evaluate the environmental impacts of implementing General Plan Policy Action HE 3.1b, which committed the City to re-zone certain sites to accommodate future housing needs, by enacting a Housing Opportunity Overlay Zone (HO-O zone).

The City of Artesia is the Lead Agency under the California Environmental Quality Act (CEQA), and is responsible for preparing the Supplemental Environmental Impact Report (SEIR) for the Housing Opportunity Overlay Zone (State Clearinghouse No. 2008011004). This Supplement to the GPFEIR 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=IC14C56E0D48811DEBC02831C6D6C108E&originationContext=documenttoc&transitionType=Default&contextData=\(sc.Default\)](https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=IC14C56E0D48811DEBC02831C6D6C108E&originationContext=documenttoc&transitionType=Default&contextData=(sc.Default)) (accessed March 10, 2019).

CEQA Guidelines Section 15163 (b – e) describe a Supplement’s scope as follows:

- (b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
- (c) 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.
- (d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.
- (e) 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 FEIR 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. This analysis incorporates by reference the 2030 General Plan Update FEIR SCH #2010041003), the 2030 General Plan Update, the 2030 General Plan Update Findings of Fact and Statement of Overriding Considerations (Resolution No. 10-2241). The GPU FEIR 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>.

### **Approach**

This document evaluates the potential physical changes to the environment that might result from enacting the proposed HO-O zone. Enacting the HO-O zone itself does not change the underlying zoning, nor does it commit the City to approving a particular development project. Accordingly, this document considers the potential number of housing units that could be added to the existing project areas, A – G, as shown on Housing Element Exhibit B-3, reproduced below. The HO-O ordinance is described, as are the existing conditions in the project areas. Impacts are considered pursuant to CEQA Guidelines Appendix G (Environmental Checklist Form).

### **Compliance with CEQA**

A Supplement to an existing Program EIR is subject to a 45-day review period by responsible and trustee agencies and interested parties; for actions like the proposed HO-O Zone, where no state agency has direct jurisdiction over the project’s geographic area, a 30-day review period is permitted. In accordance with the provisions of Sections 15085(a) and 15087(a)(1) of the CEQA Guidelines, the City of Artesia acting as Lead Agency: 1) will publish a notice of availability of a Draft Supplement to the GPFEIR in, a newspaper of general circulation; and, 2) will prepare and transmit a Notice of Completion (NOC) to the State Clearinghouse. Proof of publication is available at the City of Artesia, Planning Division.

Any public agency or members of the public desiring to comment on the Draft Supplement to the GPFEIR must submit their comments in writing to the individual identified on the document’s NOC prior to the end of the public review period. Upon the close of the public review period, the Lead Agency will then proceed to evaluate and prepare responses to all relevant oral and written comments received from both citizens and public agencies during the review period.

The Final Supplement to the GPFEIR will consist of the Draft Supplement to the GPEIR, revisions to the Draft, and responses to comments addressing concerns raised by responsible agencies or reviewing parties. After the Final Supplement to the GPEIR is completed and at least 10 days prior to its certification, a copy of the response to comments made by public agencies on the Draft will be provided to the respective agency.

## **Intended Uses of This Supplement to the GPFEIR**

The City of Artesia, as the Lead Agency for this project, will use this Supplement to the GPFEIR in considering whether to adopt the proposed Housing Opportunity Zone Overlay. This document will provide environmental information to several 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, include, but are not limited to the following:

- California Department of Housing and Community Development
- California Air Resources Board (CARB);
- California Department of Conservation;
- California Department of Fish and Game;
- 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);
- California Reclamation Board (CRB);
- City of Cerritos;
- City of Norwalk;
- County of Los Angeles Library;
- County of Los Angeles Public Works;
- County Sanitation Districts of Los Angeles County;
- Golden State Water Company;
- Los Angeles County Fire Department;
- Los Angeles County Health Department;
- Los Angeles County Sheriff's Department;
- Los Angeles County Metropolitan Transit Authority;
- South Coast Air Quality Management District (SCAQMD);
- Southern California Association of Governments (SCAG); and
- U.S. Environmental Protection Agency.

## Project Description

The proposed Housing Opportunity Overlay Zone (the project) will implement the City of Artesia Housing Element Action 3.1b, as set forth in the in the 2014 Housing Element of the City of Artesia General Plan:

### ***Action HE 3.1b Provide for Adequate Sites for Housing Development***

To provide for adequate sites to accommodate the City's remaining very-low- and low-income growth need of 76 dwelling units (52 of which shall be on sites designated exclusively for residential use), the City shall re-zone a minimum of 3.8 acres of land to permit owner-occupied and rental single family and multifamily development by-right with a minimum net density of 20 du/ac. A minimum of 2.6 acres of the rezoned land shall allow exclusively by-right residential development to accommodate at least 50 percent of the City's very-low and low-income growth need. This acreage will be included within the City's proposed Housing Opportunity Overlay. The City will also evaluate and incorporate regulatory incentives as appropriate into the Housing Opportunity Overlay to encourage new residential development. These incentives may include, but are not limited to, modified parking requirements and height limits, lot consolidation incentives and other regulatory provisions. The very-low and low-income housing need shall be accommodated on sites with densities and development standards that permit at minimum of 16 units per site.

California zoning and planning law<sup>1</sup> requires that all cities and counties provide for a minimum number of housing units accessible to all income levels and address governmental constraints to developing housing. Regional planning agencies, not individual cities, determine this minimum number. The Southern California Association of Governments (SCAG) is the regional agency for much of the Los Angeles metropolitan area. Every five years, SCAG evaluates each member jurisdiction's housing inventory and estimates the additional units required to support predicted growth: the "Regional Housing Needs Assessment" (RNHA). This assessment assigns to each jurisdiction a "fair-share" numerical allocation of housing units that it must supply within the planning cycle.

Although Artesia is largely built-out, many structures are single-family or two-story multiple-family residential structures, which limit the number of housing units available per lot. Removing procedural constraints so that property owners can re-develop these lots efficiently can help Artesia meet its housing goals. Accordingly, the City proposes to amend the Zoning Code and Map to assign a "Housing Opportunity Overlay" (HO-O) zone on 70 parcels (approximately 19 discontinuous acres) in seven groups, or "sites," A-G, shown on Housing Element Exhibit B-3 (Figure 2, below) and listed in Table 1 below. An "overlay zone" is a regulatory tool that superimposes a new zoning "district" on an underlying zone. 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 to establish design criteria. The proposed overlay zone, by setting a minimum residential density by right, would promote housing capacity in the City.

The proposed zoning overlay would permit owner-occupied and rental residential uses and would assign minimum by-right net residential densities of 20 dwelling units (du) per acre on properties currently designated as "City Center Mixed Use," and zoned for multiple-family (63 parcels) and single-family

---

<sup>1</sup> See Cal. Gov. Code §§ 65000-66210.

(seven parcels) residential uses. Multiple-family structures built within the overlay area would still be subject to administrative design review. Densities greater than 30 du/acre or structures taller than 50 feet or four stories would require discretionary action by the City, e.g., a conditional use permit. The draft HO-O ordinance is attached as Exhibit A.

As noted above, the properties identified for the zoning overlay are generally bounded by 176th Street on the north, the Southern Pacific Railroad right-of-way on the south, Arline Avenue on the east and Alburdis Avenue on the west, and do not front on Pioneer Boulevard. Adjoining parcels along Pioneer Boulevard, which would not be affected by Action 3.1b, are either within the Pioneer Boulevard Specific Plan or are zoned Commercial General (CG), the latter accommodating residential development at densities up to 95 units per acre, as adopted in City Council Resolution No. 17-2679.

The current multiple-residential (M-R) zoning permits a minimum residential density of 1800 square feet per dwelling unit (du), approximately 24 du/acre (Artesia Mun. Code § 9-2.2904(a)(2)). However, realizing that density would likely require greater structure height and lot coverage than is permissible by right in the M-R zone. For example, the M-R zone limits structure height to two stories or 35 feet (Artesia Mun. Code § 9-2.2904(d)), building coverage to 50% of the lot area (Artesia Mun. Code § 9-2.2904(e)), and requires a minimum area per apartment or condominium unit for outdoor living, recreation or landscaping (Artesia Mun. Code § 9-2.2904(i)). Although a developer could apply for a Conditional Use Permit (CUP) for a structure with three or more stories and/or greater than 35 feet in height, (Artesia Mun. Code § 9-2.2903(h)), environmental (CEQA) review would be necessary, and there would be no guarantee that such a CUP would be granted.

Table 1 below identifies individual parcel acreages, existing and potential densities, potential number of new (added) units at minimum and maximum densities, existing uses, and the combined areas and potential new units within Groups A – G. There are presently 311 units within the proposed HO-O overlay area. Implementation of the overlay zone would add between 78 and 273 new units, and would likely replace existing aging units.

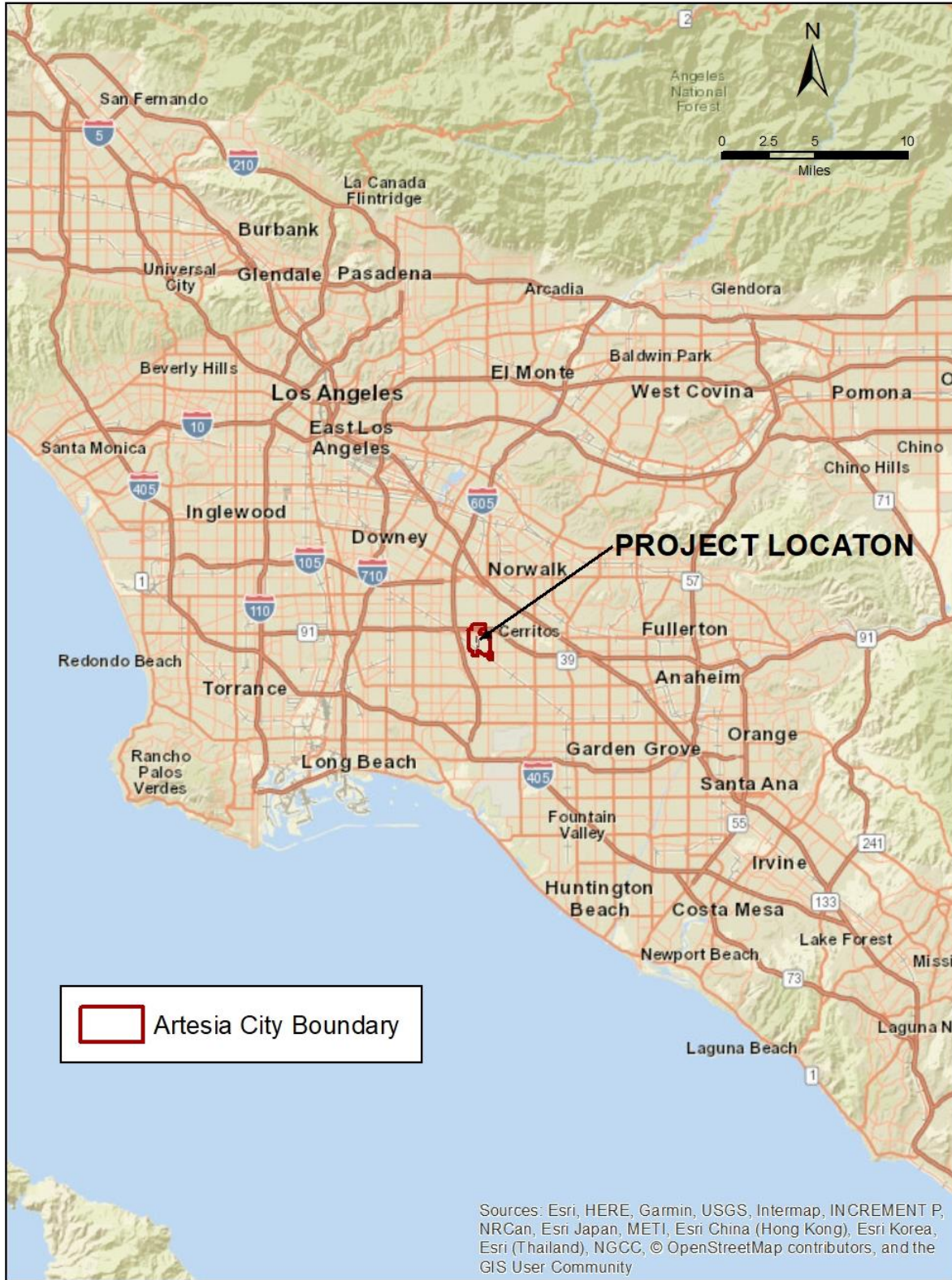
The proposed “housing opportunity overlay” zone would:

1. Classify “apartment houses” and “condominiums” as principal uses;
2. Set a minimum lot area of not less than ten thousand (10,000) square feet, which can be accomplished by lot line adjustment, or parcel merger;
3. Establish a minimum “by-right-of-zone” residential density of 20 du/acre and a maximum residential density of 30 du/acre;
4. Maintain the setback dimensions of the underlying M-R zone;
5. Limit structure height to three (3) stories or (50) feet;
6. Permit multi-family residential buildings to cover up to 50% of the lot area;
7. Reduce, *but not remove*, off-street parking requirements for units with one to three bedrooms;
8. Maintain the required area for outdoor living space for apartments (200 square feet/unit) and reduce the required space for condominiums from 400 square feet/unit to 200 square feet/unit.
9. Set standards for signage, lighting, trash enclosures, air conditioning units and landscape accessories;
10. Require that a minimum 20% of new residential units in a development be reserved for households earning no more than 80% of the area median income, as adjusted for family size;
11. Permit a developer to apply for a density bonus, provided that the additional units granted do not cause the net residential density to exceed 30 du/acre;

12. Require a legally binding agreement to be recorded against the property that deed-restricts the affordable units from converting to market-rate for fifty-five (55) years from the recordation date. The agreement would bind future owners and successors in interest to the property.

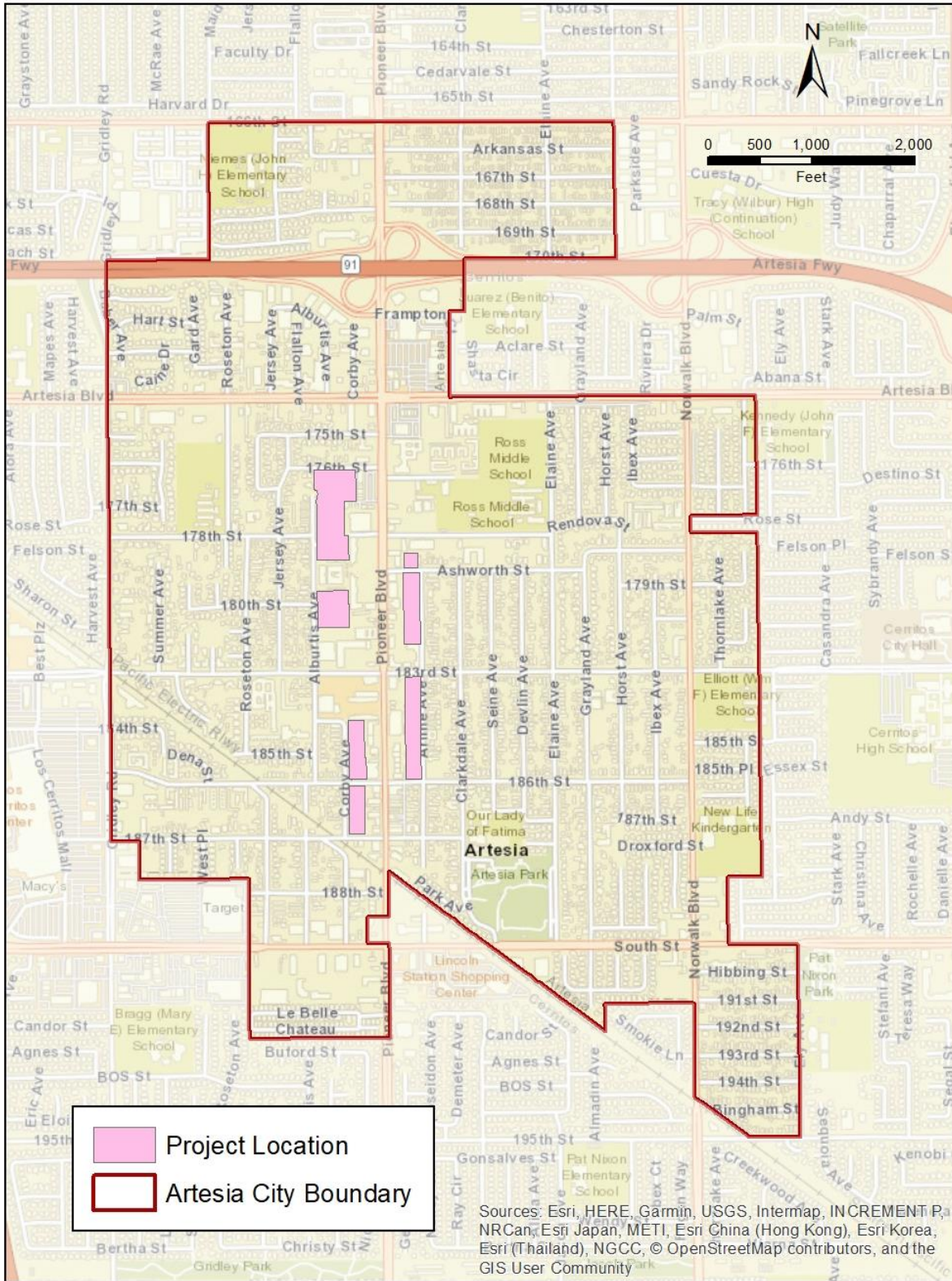
By itself, the zoning overlay would not authorize any particular development. Housing developers must comply with all City policies and codes, including but not limited to General Plan policies, zoning and planning code requirements, building code requirements, Subdivision Map Act requirements, Design Review requirements, lot line adjustment or parcel merger requirements.





**Figure 1 – Regional Vicinity and Project Location**





**Figure 2 –Project Location**

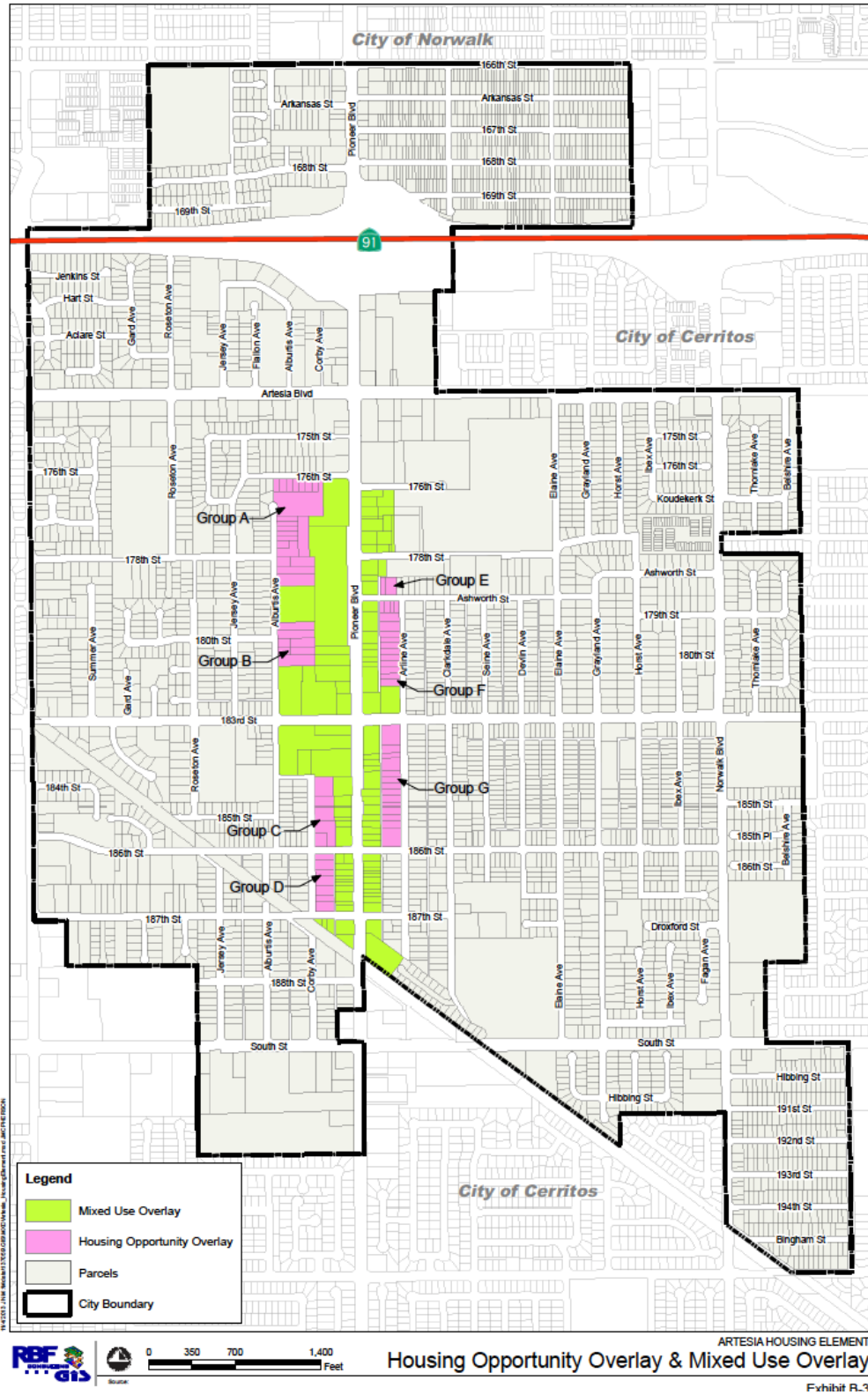


Figure 3 - 2014 Housing Element Exhibit B-3



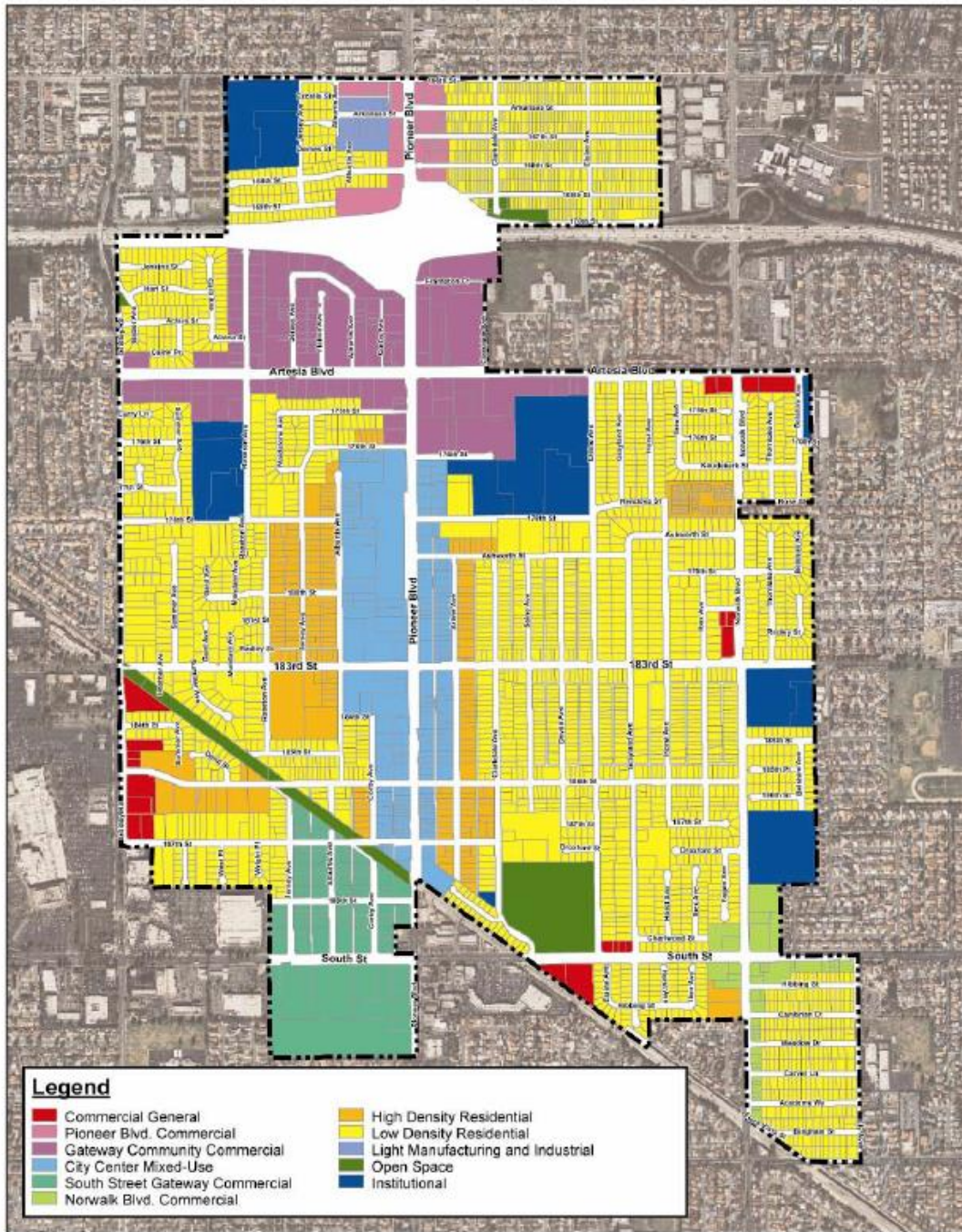


Exhibit LU-3: General Plan 2030 Land Use

LU-8

Artesia General Plan

Figure 4- City of Artesia General Plan 2030 Land Use Diagram

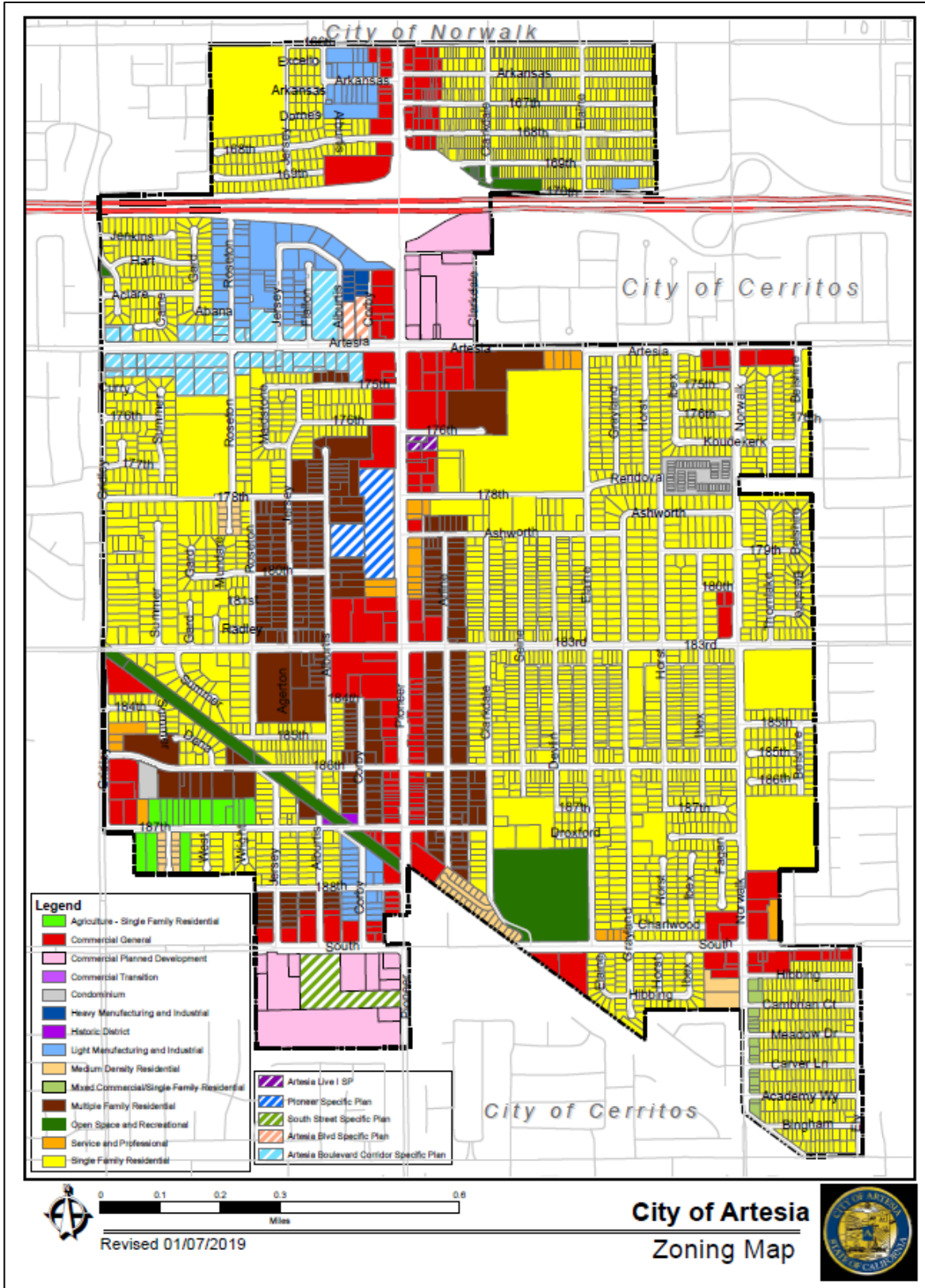


Figure 5 – City of Artesia Zoning Map

## Environmental Setting

The 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. There are eight distinct “areas” or neighborhoods, each characterized by identifiable features. The project area is in Areas Three and Four, described as follows (see City of Artesia General Plan Update Program EIR, Chapter 5.1.3, Existing Environmental Setting, p. 5.1-9):

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;
- Mullikin Medical Center and Pioneer Hospital along Pioneer Boulevard;
- Central Business District along;
- 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 and office areas are located along Pioneer and Artesia Boulevards. Multi-family residential uses are located along Arline Avenue and a number of community facility-uses are located nearby.

There are 16 single-family and 54 multiple-family residences (containing 295 units) of varying ages and methods of construction within the project boundaries. Single-family homes are typically one-story, and multiple-family units range from single-story duplex, triplex and fourplex units to two-story apartment houses and condominiums. As listed in the bullet points above, there are numerous commercial and service establishments in the along Pioneer Boulevard between 176<sup>th</sup> and 187<sup>th</sup> Streets, including at least two grocery stores, a drugstore, restaurants and professional services. Three parcels in the project area are vacant (approximately 0.55 acre) and three are occupied by parking lots.

As noted previously, the parcels are grouped into areas, A-G. Table 1, below, lists the 70 parcels by Group, Assessor’s Parcel Number (APN), General Plan Designations, Existing Zoning, Existing Use, Lot Area, Number of Units, Unit Density, Permitted Number of Units at 20 du/acre, Permitted Number of Units at the maximum 30 du/acre, the potential added units for each density, and further lists the group acreage, and the potential number of units per group at both densities.

Circulation within and around the project area is provided by several primary boulevards and interior streets, generally laid out in a grid pattern. Pioneer Boulevard divides the project area, and is a north-south, four-lane, divided arterial and classified as a Primary Arterial Highway, with a capacity of 25,000 Average Daily Trips (ADT). The major through cross-street within the project area, 183<sup>rd</sup> Street, is a Secondary Arterial Highway, with a capacity of 20,000 ADT. 186<sup>th</sup> Street is a Collector Road, with a

capacity of 5,000 ADT. Artesia Boulevard, north of the project area is a Primary Highway, with capacity of 30,000 ADT, and 187<sup>th</sup> Street, south of the project area, is a Collector Road, with a capacity of 5,000 ADT. The remainder of the streets in the area are considered “interior local streets (City of Artesia General Plan Update PEIR, p. 5.4-6). The Riverside Freeway (SR 91) lies along an east-west direction approximately 0.3 mile north of the project area.



**Table 1**  
Existing and Proposed Area Development (Adapted From 2014 Housing Element Table B1-1)

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	Group No.	APN	Current General Plan Designation	Existing Zoning	Existing Use	Lot Area (sq. ft.)	Lot Area (Acres)	Existing No. of Units	Existing Built Density (du/acre) (I/H)	Potential By-Right Units at 20 du/acre (H x 20)	Potential Added Units, 20 du/acre (K – I)	Potential Units at 30 du/acre (H x 30)	Potential Added Units, 30 du/acre (M – I)	Group Acreage	Potential Added Units per Group 20 du/acre	Potential Added Units per Group 30 du/acre
1	A	7035014024	City Center Mixed Use	M-R	Multi-family Apartments	8,487	0.19	4	21	4	0	6	2			
2	A	7035014025	City Center Mixed Use	M-R	Multi-family Apartments	15,996	0.37	4	11	7	3	11	7			
3	A	7035014026	City Center Mixed Use	M-R	Multi-family Apartments	17,585	0.40	6	15	8	2	12	6			
4	A	7035014027	City Center Mixed Use	M-R	Multi-family Apartments	30,756	0.71	16	23	14	-2	21	5			
5	A	7035019022	City Center Mixed Use	R-1	Single Family	30,756	0.71	1	1	14	13	21	20			
6	A	Multiple	City Center Mixed Use	M-R	Multi-Family Condominium	79,558	1.83	42	23	37	-5	55	13			
7	A	7035019023	City Center Mixed Use	R-1	Single Family	5,285	0.12	1	8	2	1	4	3			
8	A	7035019024	City Center Mixed Use	R-1	Single Family	5,452	0.13	1	8	3	2	4	3			
9	A	7035019025	City Center Mixed Use	R-1	Single Family	5,381	0.12	1	8	2	1	4	3			
10	A	7035019026	City Center Mixed Use	R-1	Single Family	5,432	0.12	1	8	2	1	4	3			
11	A	7035019027	City Center Mixed Use	R-1	Single Family	5,392	0.12	1	8	2	1	4	3			
12	A	7035019028	City Center Mixed Use	R-1	Single Family	5,532	0.13	1	8	3	2	4	3			
13	A	7035019029	City Center Mixed Use	M-R	Multi-Family Triplex	7,223	0.17	3	18	3	0	5	2			

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	Group No.	APN	Current General Plan Designation	Existing Zoning	Existing Use	Lot Area (sq. ft.)	Lot Area (Acres)	Existing No. of Units	Existing Built Density (du/acre) (I/H)	Potential By-Right Units at 20 du/acre (H x 20)	Potential Added Units, 20 du/acre (K – I)	Potential Units at 30 du/acre (H x 30)	Potential Added Units, 30 du/acre (M – I)	Group Acreage	Potential Added Units per Group 20 du/acre	Potential Added Units per Group 30 du/acre
14	A	7035019030	City Center Mixed Use	M-R	Multi-Family Triplex	6,798	0.16	3	19	3	0	5	2			
15	A	7035019031	City Center Mixed Use	M-R	Single Family	7,024	0.16	3	19	3	0	5	2			
16	A	7035019032	City Center Mixed Use	M-R	Multi-Family Triplex	7,120	0.16	3	18	3	0	5	2			
17	A	7035019033	City Center Mixed Use	M-R	Multi-Family Triplex	7,188	0.17	3	18	3	0	5	2			
18	A	7035019034	City Center Mixed Use	M-R	Single Family	6,425	0.15	1	7	3	2	4	3			
19	A	7035019035	City Center Mixed Use	M-R	Multi-Family Apartments	16,132	0.37	4	11	7	3	11	7	Group A		
20	A	7035019036	City Center Mixed Use	M-R	Multi-Family Apartments	29,386	0.67	14	21	13	-1	20	6	6.95	26	96
21	B	7035012027	City Center Mixed Use	M-R	Single Family	6,811	0.16	1	6	3	2	5	4			
22	B	7035012028	City Center Mixed Use	M-R	Multi-Family Apartments	14,269	0.33	6	18	7	1	10	4			
23	B	7035012031	City Center Mixed Use	M-R	Multi-Family Apartments	13,056	0.30	4	13	6	2	9	5			
24	B	7035012032	City Center Mixed Use	M-R	Single Family Detached	6,213	0.14	1	7	3	2	4	3			
25	B	7035012044	City Center Mixed Use	M-R	Multi-Family Apartments	27,472	0.63	14	22	13	-1	19	5			
26	B	7035014032	City Center Mixed Use	M-R	Multi-Family Apartments	19,549	0.45	6	13	9	3	13	7	Group B		
27	B	7035014033	City Center Mixed Use	M-R	Multi-Family Apartments	19,255	0.44	6	14	9	3	13	7	2.45	11	35
28	C	7039002014	City Center Mixed Use	M-R	Multi-Family Apartments	15,965	0.37	9	25	7	-2	11	2			

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	Group No.	APN	Current General Plan Designation	Existing Zoning	Existing Use	Lot Area (sq. ft.)	Lot Area (Acres)	Existing No. of Units	Existing Built Density (du/acre) (I/H)	Potential By-Right Units at 20 du/acre (H x 20)	Potential Added Units, 20 du/acre (K - I)	Potential Units at 30 du/acre (H x 30)	Potential Added Units, 30 du/acre (M - I)	Group Acreage	Potential Added Units per Group 20 du/acre	Potential Added Units per Group 30 du/acre
29	C	7039002018	City Center Mixed Use	M-R	Multi-Family Apartments	15,718	0.36	10	28	7	-3	11	1			
30	C	7039002020	City Center Mixed Use	M-R	Multi-Family Apartments	22,606	0.52	16	31	10	-6	16	0			
31	C	7039002900	City Center Mixed Use	M-R	Single Family Detached	10,486	0.24	0	0	5	5	7	7	Group C		
32	C	7039002901	City Center Mixed Use	M-R	Parking Lot	24,417	0.56	0	0	11	11	17	17	2.05	6	26
33	D	7039011016	City Center Mixed Use	M-R	Multi-Family Apartments	11,673	0.27	3	11	5	2	8	5			
34	D	7039011017	City Center Mixed Use	M-R	Multi-Family Apartments	7,614	0.17	2	11	3	1	5	3			
35	D	7039011020	City Center Mixed Use	M-R	Multi-Family Apartments	11,716	0.27	4	15	5	1	8	4			
36	D	7039011021	City Center Mixed Use	M-R	Multi-Family Apartments	7,207	0.17	4	24	3	-1	5	1			
37	D	7039011024	City Center Mixed Use	M-R	Multi-Family Duplex	7,783	0.18	2	6	4	3	5	4			
38	D	7039011025	City Center Mixed Use	M-R	Multi-Family Apartments	11,573	0.27	4	15	5	1	8	4	Group D		
39	D	7039011026	City Center Mixed Use	M-R	Multi-Family Apartments	11,423	0.26	5	19	5	0	8	3	1.58	9	25
40	E	7033017005	City Center Mixed Use	M-R	Multi-Family Duplex	12,799	0.29	2	7	6	4	9	7	Group E		
41	E	7033017006	City Center Mixed Use	M-R	Parking Lot	6,332	0.15	0	0	3	3	4	4	0.44	7	11
42	F	7033018008	City Center Mixed Use	M-R	Single Family	4,162	0.10	1	10	2	1	3	2			
43	F	7033018009	City Center Mixed Use	M-R	Single Family	4,030	0.09	1	11	2	1	3	2			

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q			
	Group No.	APN	Current General Plan Designation	Existing Zoning	Existing Use	Lot Area (sq. ft.)	Lot Area (Acres)	Existing No. of Units	Existing Built Density (du/acre) (I/H)	Potential By-Right Units at 20 du/acre (H x 20)	Potential Added Units, 20 du/acre (K – I)	Potential Units at 30 du/acre (H x 30)	Potential Added Units, 30 du/acre (M – I)	Group Acreage	Potential Added Units per Group 20 du/acre	Potential Added Units per Group 30 du/acre			
44	F	7033018010	City Center Mixed Use	M-R	Single Family	3,916	0.09	1	11	2	1	3	2						
45	F	7033018011	City Center Mixed Use	M-R	Multi-Family Duplex	3,695	0.08	2	24	2	0	3	1						
46	F	7033018012	City Center Mixed Use	M-R	Multi-Family Apartments	11,951	0.27	7	26	5	-2	8	1						
47	F	7033018013	City Center Mixed Use	M-R	Multi-Family Apartments	12,078	0.28	7	25	6	-1	8	1						
48	F	7033018014	City Center Mixed Use	M-R	Multi-Family Apartments	8,291	0.19	4	21	4	0	6	2						
49	F	7033019010	City Center Mixed Use	M-R	Multi-Family Apartments	6,370	0.15	4	27	3	-1	4	0						
50	F	7033019011	City Center Mixed Use	M-R	Vacant	8,055	0.18	0	0	4	4	6	6						
51	F	7033019012	City Center Mixed Use	M-R	Vacant	7,956	0.18	0	0	4	4	5	5						
52	F	7033019013	City Center Mixed Use	M-R	Vacant	8,071	0.19	0	0	4	4	6	6						
53	F	7033019014	City Center Mixed Use	M-R	Multi-Family Apartments	7,955	0.18	4	22	4	0	5	1						
54	F	7033019015	City Center Mixed Use	M-R	Multi-Family Apartments	8,069	0.19	4	22	4	0	6	2						
55	F	7033019016	City Center Mixed Use	M-R	Multi-Family Apartments	7,877	0.18	7	39	4	-3	5	-2				Group F		
56	F	7033019017	City Center Mixed Use	M-R	Multi-Family Triplex	8,134	0.19	3	16	4	1	6	3				2.54	6	31
57	G	7040017001	City Center Mixed Use	M-R	Single Family	6,652	0.15	1	7	3	2	5	4						
58	G	7040017002	City Center Mixed Use	M-R	Multi-Family Apartments	9,648	0.22	5	23	4	-1	7	2						

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	Group No.	APN	Current General Plan Designation	Existing Zoning	Existing Use	Lot Area (sq. ft.)	Lot Area (Acres)	Existing No. of Units	Existing Built Density (du/acre) (I/H)	Potential By-Right Units at 20 du/acre (H x 20)	Potential Added Units, 20 du/acre (K – I)	Potential Units at 30 du/acre (H x 30)	Potential Added Units, 30 du/acre (M – I)	Group Acreage	Potential Added Units per Group 20 du/acre	Potential Added Units per Group 30 du/acre
59	G	7040017008	City Center Mixed Use	M-R	Multi-Family Apartments	23,854	0.55	15	27	11	-4	16	1			
60	G	7040018001	City Center Mixed Use	M-R	Multi-Family Apartments	15,388	0.35	6	17	7	1	11	5			
61	G	7040018002	City Center Mixed Use	M-R	Multi-Family Triplex	7,618	0.17	3	17	3	0	5	2			
62	G	7040018004	City Center Mixed Use	M-R	Multi Family Triplex	7,373	0.17	3	18	3	0	5	2			
63	G	7040018005	City Center Mixed Use	M-R	Multi Family Triplex	7,650	0.18	3	17	4	1	5	2			
64	G	7040018006	City Center Mixed Use	M-R	Multi Family Triplex	7,356	0.17	3	18	3	0	5	2			
65	G	7040018015	City Center Mixed Use	M-R	Multi-Family Apartments	8,243	0.19	4	21	4	0	6	2			
66	G	7040019003	City Center Mixed Use	M-R	Parking Lot	7,780	0.18	0	0	3	4	5	5			
67	G	7040019004	City Center Mixed Use	M-R	Multi-Family Triplex	7,790	0.18	3	17	3	1	5	2			
68	G	7040019018	City Center Mixed Use	M-R	Church	23,441	0.54	0	0	11	11	16	16			
69	G	7040019019	City Center Mixed Use	M-R	Multi-Family Apartments	7,801	0.18	4	22	3	0	5	1	Group G		
70	G	7040019021	City Center Mixed Use	M-R	Multi-Family Apartments	7,878	0.18	4	22	4	0	5	1	3.41	14	48
TOTALS						845,927	19.42	310		388	78	583	273			





**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agriculture Resources                         | <input checked="" type="checkbox"/> Air Quality                   |
| <input type="checkbox"/> Biological Resources      | <input checked="" type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Energy                                   |
| <input checked="" type="checkbox"/> Geology/Soils  | <input checked="" type="checkbox"/> Greenhouse Gas Emissions           | <input checked="" type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality   | <input type="checkbox"/> Land Use/ Planning                            | <input type="checkbox"/> Mineral Resources                        |
| <input checked="" type="checkbox"/> Noise          | <input type="checkbox"/> Population/Housing                            | <input checked="" type="checkbox"/> Public Services               |
| <input checked="" type="checkbox"/> Recreation     | <input type="checkbox"/> Transportation                                | <input checked="" type="checkbox"/> Tribal Cultural Resources     |
| <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> 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. 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 standard and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects 1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and 2) 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.

Prepared By: Christine Kudija, JD, AICP Willdan Engineering Date: March 22, 2019

Reviewed By: \_\_\_\_\_ City of Artesia Date: \_\_\_\_\_

*This Page Intentionally Left Blank*

## EVALUATION OF ENVIRONMENTAL IMPACTS

### I. AESTHETICS

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, shade or shadow, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Impact Analysis:

- a,b) **No Impact.** Enacting the proposed HO-O zoning overlay would have no effect on either a scenic vista or other scenic resources, including those along a State Scenic Highway, because (1) the project site is in a developed urban setting with flat topography and no notable scenic resources; and (2) there are no designated scenic highways within the City of Artesia or near the site.<sup>2</sup>
- c) **Less than Significant Impact.** Enacting the proposed HO-O overlay zone would not directly affect the existing visual character of the neighborhoods surrounding Areas A – G, since the overlay itself does not propose or authorize any particular development proposal. However, particularly because aesthetics are subjective in nature, new three-story multiple-family residences as described above might be perceived to degrade a particular site’s visual character.

The General Plan Program Environmental Impact Report (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.”<sup>3</sup> Noting that new, more intense, development would still be subject to numerous General Plan policies and goals addressing visual character, neighborhood compatibility, etc., the GPPEIR determined that impacts to Artesia’s overall visual character would be less than significant. The relevant cited policies include Community Planning Principle 2:

The City of Artesia contains established residential neighborhoods, which are well-maintained and buffered from the impacts of freeway traffic or extensive industrial and commercial development. Established neighborhoods in the City include areas with the City’s older homes, newer residential developments, and some marginally desirable areas where maintenance has been deferred. The City desires a diverse mix of housing types, along with high standards for residential property maintenance to preserve real estate values and high quality of life.<sup>4</sup>

<sup>2</sup> City of Artesia, Artesia General Plan, Circulation Element, p. CIR-4, available at <http://ca-artesia.civicplus.com/DocumentCenter/View/101> (accessed March 1, 2019).

<sup>3</sup> City of Artesia, *City of Artesia General Plan Program Environmental Impact Report* (GPPEIR), p. 5.3-12, available at <http://ca-artesia.civicplus.com/DocumentCenter/View/100> (accessed March 1, 2019).

<sup>4</sup> Id.

Moreover, new multiple-family residential development would still be subject to Artesia Municipal Code (AMC) Ch. 2 Art. 20, Design Review Approval, in addition to development standards and regulations for minimizing visual impacts in the HO-O and underlying Multiple-Residential Zone which would work to avoid or minimize impacts to visual character.

Specifically, Article 20 of the City's Planning and Zoning Code subjects projects requiring building permits from the City to a 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.

Accordingly, because any new project in the HO-O zone would be required to comply with General Plan goals and policies, the HO-O zone standards as well as the City's Design Review process, significant impacts to the City's visual character would be avoided. Remaining impacts are anticipated to be less than significant.

- d) **Less Than Significant Impact.** Enacting the proposed HO-O overlay zone is not anticipated to result in significant impacts associated with light, glare or shade and shadow effects, since the overlay itself does not propose or authorize any particular development proposal. 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, glare, shade or shadow that is substantially different from existing levels.<sup>5</sup> Additionally, the HO-O ordinance, Section 9-2.2974(m) requires that all exterior security and parking lot lighting be "full cutoff, directed downwards, and shielded so that illumination from such lighting does not exceed 0.5 foot-candles at the property boundaries" Shade and shadow impacts are also not anticipated to be substantially different from existing conditions, as Section 0-9274(d) limits structure height to three stories or 50 feet, similar in height to several of the commercial buildings that face Pioneer Boulevard but share lot lines with most of the parcels in Areas A - G. As noted above, new development would be required to comply with AMC Section 9-2.2005, which by requiring that structures are "compatible and harmonious with uses and structures on adjacent properties." Accordingly, with compliance with AMC Sections 99274(d) and (m), impacts from light, glare, shade and shadow are anticipated to be less than significant.

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

---

<sup>5</sup> Id., p. 5.3-14

## II. AGRICULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Impact Analysis:

- a, b) **No Impact.** Enacting the proposed HO-O overlay zone would not affect farmland or interfere with any Williamson Act-contracted property. The Artesia General Plan 2030 Land Use Diagram (Figure 3) does not show any areas in the City that have been identified or designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impacts to farmland are anticipated.
- c, d) **No Impact.** Enacting the proposed HO-O overlay zone would not affect zoning for forest or timber land, because none exists in the City of Artesia. All parcels in the HO-O zone area are designated “City-Center Mixed-Use” and zoned for either single-family or multiple-family residential uses. No impacts to forest or timber land are anticipated.
- e) **No Impact.** Enacting the proposed HO-O overlay 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. No impacts with respect to conversion of farmland or forest/timber land to other uses are anticipated.

**Level of Significance: No Impact.**

### III. AIR QUALITY

<i>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.</i>				
<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Impact Analysis:

- a) **Less Than Significant.** The proposed HO-O zone is not anticipated to conflict with or to obstruct air quality plan implementation, because as discussed below, any future construction and operational phases will be required to comply with various regulations that implement those plans. The project is located within the South Coast Air Basin. The South Coast Air Quality Management District (SCAQMD) has jurisdiction and regulatory authority within the Air Basin. The SCAQMD is responsible for the region’s Air Quality Management Plan (AQMP),<sup>6</sup> which sets forth regulations and various control measures to reduce air pollution and bring the region into compliance with federal and state clean air standards. The 2016 AQMP includes control measures for both stationary and mobile sources of air pollutants; the control measures are further codified into Rules or set forth as policies for jurisdictions within the Air Basin. Rules set specific limits for emissions from various stationary sources, including specific types of equipment, industrial processes, paints, solvents, and consumer products. Limits on airborne “fugitive” dust from construction and particulates from diesel engines are also set forth and enforceable.

To measure ongoing AQMP progress, the SCAQMD monitors air quality at 38 locations throughout the Air Basin, and has enforcement authority over a four-county area (Los Angeles, Orange, Riverside and San Bernardino Counties). See the SCAQMD website, <http://www.aqmd.gov/>, for comprehensive information regarding the AQMP and the SCAQMD’s overall responsibilities.

The City of Artesia General Plan 2030 in part assists with implementing the AQMP by incorporating sustainable practices for the City, including water, energy, solid waste, and transportation efficiency measures. All development projects in the City must be consistent with the General Plan in part to comply with the City’s air quality improvement goals. The GPPEIR comprehensively evaluated the Plan’s consistency with the 2007 AQMP according to two criteria in the SCAQMD CEQA Air Quality

---

<sup>6</sup> South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, available at <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp> (accessed March 11, 2019).



Handbook: (1) that air quality analyses be prepared for new projects to show whether they would contribute to air quality violations or delay in the region's attainment status, and (2) whether the project was consistent with the development projections used in preparing the AQMP.<sup>7</sup> With respect to the first criterion, the GPPEIR explained that all new projects must comply with both General Plan and SCAQMD regulations and permitting requirements, and could be subject to additional mitigation measures to reduce emissions. Additionally, the GPPEIR found that because projected development was actually reduced from the prior General Plan intensities, implementation of the 2030 General Plan would not exacerbate regional non-attainment status. With respect to the second criterion, the GPPEIR noted again that because the earlier General Plan buildout densities had been accounted for in the 2007 AQMP, the reduced densities remained consistent with the AQMP's population, housing and growth projections.

For the same reasons, the 2030 General Plan remains consistent with the 2016 AQMP, which accounted for the 2030 General Plan development projections. Similarly, enactment of the HO-O zone would not exceed those development projections, because it would not permit development in excess of 30 units per acre, consistent with the 2030 General Plan "City Center Mixed Use" designation, which sets a maximum residential density of 30 du/acre. Moreover, the HO-O zone would not expressly authorize any development project, but would facilitate new development that would be subject to development standards, including requirements for reducing emissions.

General Plan policies and policy actions relevant to the proposed overlay zone that address reducing air pollution include:

- Community Policy SUS 3.2: Strongly encourage the use of green building techniques in new construction and major renovations throughout the City.
- i. Policy Action SUS 3.2.2: Encourage and explore incentives or mandates for green building techniques in existing building retrofits as well as new buildings.
  - Community Policy SUS 3.3: Achieve and maintain a mix of affordable, livable and green housing types throughout the City for people of all socio-economic, cultural, and household groups (including seniors, families, singles and disabled).
  - Community Policy SUS 7.3: Work with community and regional partners to reduce the number of unhealthy air quality days per year based on an established baseline.
- ii. Policy Action SUS 7.3.1: Promote and participate in cooperative efforts with agencies and communities in the South Coast Air Basin to achieve clean air.

The project area abuts the Pioneer Boulevard commercial corridor, which is characterized by large and small businesses, including restaurants, services and grocery stores within one-quarter mile. The HO-O zone is intended to facilitate greater residential density in this area that includes affordable housing, enabling more people of "all socioeconomic, cultural and household groups" to live, shop and work close by, without relying on individual vehicles, consistent with Community Policy SUS 3.3.

As further discussed below, future construction in the project area will be required to comply with both City and state air quality regulations, including California building code "green" requirements, such as installing solar panels for on-site electricity generation, and construction site management

---

<sup>7</sup> GPPEIR, pp. 5.5-28, 29, 30.

practices to reduce airborne dust by watering graded areas. Additional measures, such as requiring “super-compliant” paints, discussed under Greenhouse Gas Emissions, below, would further reduce future projects’ contribution to regional air pollution. Such compliance is consistent with Community Policy SUS 3.2.

Given that new development within the HO-O zone would be consistent with General Plan policies, including those discussed in Section XI, Land Use and Planning, below, and that the General Plan is required to be consistent with regional plans, including the 2016 AQMP, conflicts with air quality plan implementation are anticipated to be less than significant.

- (b - c) **Significant and Unavoidable Impact.** Enacting the proposed HO-O zone would not directly result in a cumulatively considerable criteria pollutant for which the project region is in nonattainment status, since the overlay itself does not propose or authorize any particular development proposal. However, future development constructed within the HO-O zone would generate air pollutants both during construction and operation that would unavoidably contribute to the region’s 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<sub>10</sub> and PM<sub>2.5</sub>, respectively). Figure AQ-1 below shows the region’s overall attainment status.

Figure AQ - 1

National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin

CRITERIA POLLUTANT	STANDARD	AVERAGING TIME	DESIGNATION <sup>a)</sup>	ATTAINMENT DATE <sup>b)</sup>
<b>1-Hour Ozone</b>	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 Originally 11/15/2010 (not attained) <sup>e)</sup>
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
<b>8-Hour Ozone<sup>d)</sup></b>	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Nonattainment (Extreme)	8/3/2038
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
<b>CO</b>	NAAQS	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	1-Hour (20 ppm) 8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
<b>NO<sub>2</sub><sup>e)</sup></b>	NAAQS	1-Hour (0.10 ppm)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-Hour (0.18 ppm) Annual (0.030 ppm)	Attainment	---
<b>SO<sub>2</sub><sup>f)</sup></b>	NAAQS	1-Hour (75 ppb)	Designations Pending (expect Uncl./Attainment)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)
<b>PM10</b>	NAAQS	1987 24-hour (150 µg/m <sup>3</sup> )	Attainment (Maintenance) <sup>e)</sup>	7/26/2013 (attained)
	CAAQS	24-hour (50 µg/m <sup>3</sup> ) Annual (20 µg/m <sup>3</sup> )	Nonattainment	N/A
<b>PM2.5<sup>h)</sup></b>	NAAQS	2006 24-Hour (35 µg/m <sup>3</sup> )	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m <sup>3</sup> )	Attainment	8/24/2016
	NAAQS	2012 Annual (12.0 µg/m <sup>3</sup> )	Nonattainment (Serious)	12/31/2025
	CAAQS	Annual (12.0 µg/m <sup>3</sup> )	Nonattainment	N/A

(over)

Figure AQ - 1, Continued

National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin

CRITERIA POLLUTANT	STANDARD	AVERAGING TIME	DESIGNATION <sup>a)</sup>	ATTAINMENT DATE <sup>b)</sup>
Lead	NAAQS	3-Months Rolling (0.15 µg/m <sup>3</sup> )	Nonattainment (Partial) <sup>i)</sup>	12/31/2015
Hydrogen Sulfide (H <sub>2</sub> S)	CAAQS	1-Hour (0.03 ppm/42 µg/m <sup>3</sup> )	Attainment	---
Sulfates	CAAQS	24-Hour (25 µg/m <sup>3</sup> )	Attainment	---
Vinyl Chloride	CAAQS	24-Hour (0.01 ppm/26 µg/m <sup>3</sup> )	Attainment	---

- a) 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 attainment demonstration
- c) 1-hour O<sub>3</sub> standard (0.12 ppm) was revoked, effective June 15, 2005 ; however, the Basin has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements
- d) 1997 8-hour O<sub>3</sub> standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the revoked 1997 O<sub>3</sub> standard is still subject to anti-backsliding requirements
- e) New NO<sub>2</sub> 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO<sub>2</sub> standard retained
- f) The 1971 annual and 24-hour SO<sub>2</sub> standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO<sub>2</sub> 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment.
- g) Annual PM<sub>10</sub> standard was revoked, effective December 18, 2006; 24-hour PM<sub>10</sub> NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM<sub>10</sub> maintenance plan was approved by U.S. EPA on June 26, 2013, effective July 26, 2013.
- h) Attainment deadline for the 2006 24-Hour PM<sub>2.5</sub> NAAQS (designation effective December 14, 2009) is December 31, 2019 (end of the 10th calendar year after effective date of designations for Serious nonattainment areas). Annual PM<sub>2.5</sub> standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 µg/m<sup>3</sup>. Designations effective April 15, 2015, so Serious area attainment deadline is December 31, 2025.
- i) Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect redesignation to attainment based on current monitoring data.

Source: South Coast Air Quality Management District, available at <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=14> (accessed March 18, 2019).

The GPPEIR noted 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.<sup>8</sup> 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.<sup>9</sup>

To reduce construction impacts, the GPPEIR included the following mitigation measure:

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 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.

Actual future development that would proceed within the HO-O area is not known, and associated impacts are speculative. However, as in the GPPEIR, emissions from maximum-intensity buildout (30 du/acre) may be estimated. The California Emissions Estimator Model® (CalEEMod) v. 2016.3.2<sup>10</sup> (Excel-based computer model) was used to evaluate the project's emissions. This computer modeling tool is designed to provide a uniform platform for government agencies, land-use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user. The model incorporates average emissions for specific land uses such as that proposed by the project (apartments or condominiums) at a buildout density of 30 du/acre.

For modeling purposes, construction was assumed to begin in March 2019 or 2020, and assumed to be operational by 2020 or 2021 (the model requires that particular dates are entered in order to estimate

---

<sup>8</sup> GPPEIR, pp. 5.5-24, 25

<sup>9</sup> Id.

<sup>10</sup> See California Air Pollution Control Officers Association (CAPCOA), *California Emissions Estimator Model*, available at [www.caleemod.com](http://www.caleemod.com) (accessed March 11, 2019).

construction phases; if not specifically known, the model inserts default periods for each phase of construction). Areas A-G were considered separate projects for development purposes; however, operational emissions were combined to show cumulative long-term effects. Figure AQ-2 below shows the SCAQMD pollutant thresholds that would be applied to new development projects:

**Figure AQ - 2**

**SCAQMD Air Quality Significance Thresholds**

<b>Mass Daily Thresholds <sup>a</sup></b>		
<b>Pollutant</b>	<b>Construction <sup>b</sup></b>	<b>Operation <sup>c</sup></b>
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
<b>Toxic Air Contaminants (TACs), Odor, and GHG Thresholds</b>		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk $\geq$ 10 in 1 million Cancer Burden $>$ 0.5 excess cancer cases (in areas $\geq$ 1 in 1 million) Chronic & Acute Hazard Index $\geq$ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO <sub>2</sub> eq for industrial facilities	
<b>Ambient Air Quality Standards for Criteria Pollutants <sup>d</sup></b>		
NO <sub>2</sub> 1-hour average annual arithmetic mean	SCAQMD 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 <sub>10</sub> 24-hour average annual average	10.4 $\mu\text{g}/\text{m}^3$ (construction) <sup>e</sup> & 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$	
PM <sub>2.5</sub> 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) <sup>e</sup> & 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
SO <sub>2</sub> 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99 <sup>th</sup> percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 $\mu\text{g}/\text{m}^3$ (state)	
CO 1-hour average 8-hour average	SCAQMD 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 $\mu\text{g}/\text{m}^3$ (state) 0.15 $\mu\text{g}/\text{m}^3$ (federal)	

<sup>a</sup> Source: SCAQMD CEQA Handbook (SCAQMD, 1993)

<sup>b</sup> Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).

<sup>c</sup> For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

<sup>d</sup> Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.

<sup>e</sup> Ambient air quality threshold based on SCAQMD Rule 403.

KEY: lbs/day = pounds per day    ppm = parts per million     $\mu\text{g}/\text{m}^3$  = microgram per cubic meter     $\geq$  = greater than or equal to  
 MT/yr CO<sub>2</sub>eq = metric tons per year of CO<sub>2</sub> equivalents     $>$  = greater than

Revision: March 2015



Tables AQ-1 through AQ-7 below summarize maximum daily construction and operational emissions for Groups A-G, contrasted with SCAQMD thresholds. Table AQ-8, following, summarizes cumulative daily unmitigated and mitigated operational emissions, adding individual groups' maximum daily emissions for a daily cumulative total. See Appendix A for full CalEEMod results, including lists of assumptions used for modeling.

Table Abbreviations:

- ROG: Reactive Organic Gases/Volatile Organic Compounds
- NOx: Oxides of Nitrogen
- CO: Carbon Monoxide
- SO2: Sulfur Dioxide
- PM10: Particulate Matter, 10 microns or less
- PM2.5: Fine Particulate Matter, 2.5 microns or less
- Area: Emissions resulting from architectural coatings and 10-year reapplication rates, hearths and woodstoves (none in these projects), consumer products and landscape equipment
- Energy: Emissions resulting from energy generation at power plants attributable to a project
- Mobile: Emissions resulting from projected vehicle trips attributable to a project

Several mitigation measures were used in the model input to understand if an appreciable emissions reduction could be accomplished. These measures, although input as “mitigation” for model purposes, are now included in the California Building Code (Title 24) or local regulations as required components of a residential building project: (1) a prescribed amount of photovoltaic capacity per apartment or condominium building; (2) low-flow plumbing fixtures; (3) water-efficient landscaping; and (4) watering graded areas to reduce fugitive dust. An additional measure, using “super-compliant,” ultra-low-VOC paints for all architectural coatings was also selected.

As shown in the tables, no single hypothetical project exceeds SCAQMD thresholds for either construction or operational emissions, even when unmitigated. Moreover, combined operational emissions are projected to remain under SCAQMD thresholds. Regardless, the *cumulative* effects of the overall General Plan buildout were considered significant and unavoidable given the region’s nonattainment status for ozone and particulate matter. Development under the HO-O zone must consequently be considered to cause significant and unavoidable cumulative effects.

The GPPEIR anticipated that many future projects would be subject to CEQA review, where mitigation measures would be applied. In the case of development under the HO-O zone, developments meeting the minimum-maximum density standards would be exempt from CEQA review, unless another category of discretionary action, like condominium subdivision map or a parcel merger was requested. Accordingly, mitigation measures are appropriate to incorporate into the HO-O ordinance as development standards to minimize emissions and reduce future projects’ contribution to air pollution.

## **Mitigation Measures**

AQ-1 The following provision shall be added to the HO-O ordinance, Section 9.2.2974, Development Standards:

- a) Architectural Coatings. All paints and other architectural coatings shall be classified as “super-compliant,” “zero-VOC,” exhibiting 5 grams/liter of volatile organic compounds. A note shall be placed on all site plans and relevant building specifications indicating this requirement prior to building permit approval.

**Level of Significance after Mitigation: Significant And Unavoidable.**

**Table AQ - 1**  
Group A Unmitigated Construction and Operational Emissions

Group A: Unmitigated Maximum Daily Construction Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
Year	lbs/day					
2020 Summer	3.1402	31.8719	17.5993	0.0387	15.4006	9.0191
2021 Summer	46.8821	12.1458	16.0200	0.0319	1.7985	0.9100
2020 Winter	3.1493	31.8782	17.5834	0.0384	15.4006	9.0191
2021 Winter	46.8913	12.1732	15.7264	0.0312	1.7986	0.9101
Maximum	<b>46.8821</b>	<b>31.8719</b>	<b>17.5993</b>	<b>0.0387</b>	<b>15.4006</b>	<b>9.0191</b>
Threshold	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Group A: Unmitigated Maximum Daily Operational Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
SUMMER	lbs/day					
Category						
Area	3.2186	0.1279	11.0792	5.8000e-004	0.0611	0.0611
Energy	0.0530	0.4532	0.1929	2.8900e-003	0.0366	0.0366
Mobile	1.7287	8.1398	23.7310	0.0819	6.5424	1.7958
Total	<b>5.0003</b>	<b>8.7209</b>	<b>35.0031</b>	<b>0.0853</b>	<b>6.6401</b>	<b>1.8935</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
WINTER	lbs/day					
Category						
Area	3.2186	0.1279	11.0792	5.8000e-004	0.0611	0.0611
Energy	0.0530	0.4532	0.1929	2.8900e-003	0.0366	0.0366
Mobile	1.6798	8.3546	22.5186	0.0779	6.5428	1.7962
Total	<b>4.9514</b>	<b>8.9357</b>	<b>33.7906</b>	<b>0.0813</b>	<b>6.6405</b>	<b>1.8939</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>



**Table AQ - 2**  
Group B Unmitigated Construction and Operational Emissions

Group B: Unmitigated Maximum Daily Construction Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
Year	<b>lbs/day</b>					
2020 Summer	2.2079	21.7077	15.3858	0.0276	5.8047	3.1787
2021 Summer	34.6681	10.7601	13.2004	0.0239	1.0295	0.6613
2020 Winter	2.2150	21.7216	15.3479	0.0275	5.8047	3.1787
2021 Winter	34.6719	10.7715	13.0785	0.0236	1.0295	0.6614
Maximum	<b>34.6681</b>	<b>21.7216</b>	<b>15.3858</b>	<b>0.0276</b>	<b>5.8047</b>	<b>3.1787</b>
Threshold	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Group B: Unmitigated Maximum Daily Operational Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
SUMMER	<b>lbs/day</b>					
Category						
Area	1.3211	0.0525	4.5474	2.4000e-004	0.0251	0.0251
Energy	0.0218	0.1860	0.0792	1.1900e-003	0.0150	0.0150
Mobile	0.7095	3.3410	9.7403	0.0336	2.6853	0.7371
Total	<b>2.0524</b>	<b>3.5795</b>	<b>14.3669</b>	<b>0.0350</b>	<b>2.7254</b>	<b>0.7772</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
WINTER	<b>lbs/day</b>					
Category						
Area	1.3211	0.0525	4.5474	2.4000e-004	0.0251	0.0251
Energy	0.0218	0.1860	0.0792	1.1900e-003	0.0150	0.0150
Mobile	0.6895	3.4291	9.2427	0.0320	2.6855	0.7372
Total	<b>2.0323</b>	<b>3.6676</b>	<b>13.8693</b>	<b>0.0334</b>	<b>2.7256</b>	<b>0.7773</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**Table AQ - 3**

Group C Unmitigated Construction and Operational Emissions

Group C: Unmitigated Maximum Daily Construction Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
Year	<b>lbs/day</b>					
2020 Summer	2.0721	21.3745	14.9737	0.0265	7.6552	4.3089
2021 Summer	39.0524	12.0510	14.5950	0.0263	1.1761	0.7556
2020 Winter	2.0961	21.3781	14.8280	0.0261	7.6552	4.3089
2021 Winter	39.0568	12.0638	14.4586	0.0259	1.1761	0.7556
Maximum	<b>39.0568</b>	<b>21.3781</b>	<b>14.9737</b>	<b>0.0265</b>	<b>7.6552</b>	<b>4.3089</b>
Threshold	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Group C: Unmitigated Maximum Daily Operational Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
SUMMER	<b>lbs/day</b>					
Category						
Area	1.4892	0.0592	5.1262	2.7000e-004	0.0283	0.0283
Energy	0.0245	0.2097	0.0892	1.3400e-003	0.0170	0.0170
Mobile	0.7998	3.7662	10.9800	0.0379	3.0271	0.8309
Total	<b>2.3136</b>	<b>4.0351</b>	<b>16.1955</b>	<b>0.0395</b>	<b>3.0723</b>	<b>0.8761</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
WINTER	<b>lbs/day</b>					
Category						
Area	1.4892	0.0592	5.1262	2.7000e-004	0.0283	0.0283
Energy	0.0245	0.2097	0.0892	1.3400e-003	0.0170	0.0170
Mobile	0.7772	3.8656	10.4191	0.0360	3.0273	0.8311
Total	<b>2.2909</b>	<b>4.1344</b>	<b>15.6345</b>	<b>0.0376</b>	<b>3.0725</b>	<b>0.8763</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**Table AQ - 4**

Group D Unmitigated Construction and Operational Emissions

Group D: Unmitigated Maximum Daily Construction Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
Year	<b>lbs/day</b>					
2020 Summer	2.2162	21.9809	15.4463	0.0284	6.7107	3.7334
2021 Summer	29.6580	10.6453	12.9334	0.0230	0.9553	0.6410
2020 Winter	2.2235	21.9983	15.4122	0.0282	6.7107	3.7334
2021 Winter	29.6614	10.6550	12.8295	0.0227	0.9553	0.6410
Maximum	<b>29.6614</b>	<b>21.9983</b>	<b>15.4463</b>	<b>0.0284</b>	<b>6.7107</b>	<b>3.7334</b>
Threshold	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Group D: Unmitigated Maximum Daily Operational Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
SUMMER	<b>lbs/day</b>					
Category						
Area	1.1289	0.0449	3.8860	2.0000e-004	0.0214	0.0214
Energy	0.0186	0.0449	0.0677	1.0100e-003	0.0129	0.0129
Mobile	0.6063	2.8550	8.3236	0.0287	2.2947	0.6299
Total	<b>1.7538</b>	<b>3.0588</b>	<b>12.2772</b>	<b>0.0299</b>	<b>2.3290</b>	<b>0.6642</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
WINTER	<b>lbs/day</b>					
Category						
Area	1.1289	0.0449	3.8860	2.0000e-004	0.0214	0.0214
Energy	0.0186	0.1590	0.0677	1.0100e-003	0.0129	0.0129
Mobile	0.5892	2.9303	7.8983	0.0273	2.2949	0.6300
Total	<b>1.7367</b>	<b>3.1342</b>	<b>11.8519</b>	<b>0.0285</b>	<b>2.3291</b>	<b>0.6643</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**Table AQ - 5**

Group E Unmitigated Construction and Operational Emissions

Group E: Unmitigated Maximum Daily Construction Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
Year	<b>lbs/day</b>					
2020 Summer	16.5202	8.4471	8.1177	0.0139	1.3327	0.8900
2020 Winter	16.5213	8.4488	8.0845	0.0138	1.3327	0.8900
Maximum	<b>16.5213</b>	<b>8.4488</b>	<b>8.1177</b>	<b>0.0139</b>	<b>1.3327</b>	<b>0.8900</b>
Threshold	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Group E: Unmitigated Maximum Daily Operational Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
SUMMER	<b>lbs/day</b>					
Category						
Area	0.3123	0.0124	1.0749	6.0000e-005	5.9200e-003	5.9200e-003
Energy	5.1500e-003	0.0440	0.0187	2.8000e-004	3.5600e-003	3.5600e-003
Mobile	0.1677	0.7897	2.3023	7.9400e-003	0.6347	0.1742
Total	<b>0.4851</b>	<b>0.8461</b>	<b>3.3958</b>	<b>8.2800e-003</b>	<b>0.6442</b>	<b>0.1837</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
WINTER	<b>lbs/day</b>					
Category						
Area	0.3123	0.0124	1.0749	6.0000e-005	5.9200e-003	5.9200e-003
Energy	5.1500e-003	0.0440	0.0187	2.8000e-004	3.5600e-003	3.5600e-003
Mobile	0.1630	0.8105	2.1846	7.5500e-003	0.6348	0.1743
Total	<b>0.4804</b>	<b>0.8669</b>	<b>3.2782</b>	<b>7.8900e-003</b>	<b>0.6442</b>	<b>0.1837</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>



**Table AQ - 6**

Group F Unmitigated Construction and Operational Emissions

Group F: Unmitigated Maximum Daily Construction Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
Year	<b>lbs/day</b>					
2020 Summer	2.2891	24.3818	15.9783	0.0350	7.6552	4.3089
2021 Summer	47.8212	12.1776	15.0232	0.0277	1.2954	0.7881
2020 Winter	2.2982	24.4303	15.9776	0.0347	7.6552	4.3089
2021 Winter	47.8265	12.1933	14.8549	0.0272	1.2954	0.7881
Maximum	<b>47.8265</b>	<b>24.4303</b>	<b>15.9783</b>	<b>0.0350</b>	<b>7.6552</b>	<b>4.3089</b>
Threshold	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Group F: Unmitigated Maximum Daily Operational Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
SUMMER	<b>lbs/day</b>					
Category						
Area	1.8255	0.0725	6.2837	3.3000e-004	0.0346	0.0346
Energy	0.0301	0.2571	0.1094	1.6400e-003	0.0208	0.0208
Mobile	0.9805	4.6166	13.4594	0.0464	3.7106	1.0185
Total	<b>2.8360</b>	<b>4.9462</b>	<b>19.8525</b>	<b>0.0484</b>	<b>3.7661</b>	<b>1.0740</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
WINTER	<b>lbs/day</b>					
Category						
Area	1.8255	0.0725	6.2837	3.3000e-004	0.0346	0.0346
Energy	0.0301	0.2571	0.1094	1.6400e-003	0.0208	0.0208
Mobile	0.9527	4.7384	12.7717	0.0442	3.7108	1.0187
Total	<b>2.8083</b>	<b>5.0680</b>	<b>19.1649</b>	<b>0.0461</b>	<b>3.7662</b>	<b>1.0741</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**Table AQ - 7**

Group G Unmitigated Construction and Operational Emissions

Group G: Unmitigated Maximum Daily Construction Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
Year	<b>lbs/day</b>					
2019 Summer	2.4647	26.1378	16.2559	0.0346	7.7381	4.3851
2020 Summer	54.1098	13.2698	15.7737	0.0290	1.4896	0.9170
2019 Winter	2.4744	26.1885	16.2469	0.0344	7.7381	4.3851
2020 Winter	54.1159	13.2914	15.5712	0.0285	1.4897	0.9171
Maximum	<b>54.1159</b>	<b>26.1885</b>	<b>16.2559</b>	<b>0.0346</b>	<b>7.7381</b>	<b>4.3851</b>
Threshold	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Group G: Unmitigated Maximum Daily Operational Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
SUMMER	<b>lbs/day</b>					
Category						
Area	2.0657	0.0821	7.1105	3.7000e-004	0.0392	0.0392
Energy	0.0340	0.2909	0.1238	1.8600e-003	0.0235	0.0235
Mobile	1.1095	5.2241	15.2304	0.0525	4.1989	1.1525
Total	<b>3.2092</b>	<b>5.5970</b>	<b>22.4647</b>	<b>0.0548</b>	<b>4.2616</b>	<b>1.2153</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
WINTER	<b>lbs/day</b>					
Category						
Area	2.0657	0.0821	7.1105	3.7000e-004	0.0392	0.0392
Energy	0.0340	0.2909	0.1238	1.8600e-003	0.0235	0.0235
Mobile	1.0781	5.3619	14.4522	0.0500	4.1991	1.1528
Total	<b>3.1778</b>	<b>5.7349</b>	<b>21.6865</b>	<b>0.0522</b>	<b>4.2618</b>	<b>1.2155</b>
Threshold	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**Table AQ - 8**

## Groups A-G Combined Operational Emissions

Groups A-G Total Unmitigated Combined Daily Operational Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
SUMMER	lbs/day					
Total	17.6504	30.7836	123.5557	0.30118	23.4387	6.684
Threshold	55	55	550	150	150	55
Exceeds Threshold?	NO	NO	NO	NO	NO	NO
WINTER	lbs/day					
Total	17.4778	31.5417	119.2759	0.28699	23.4399	6.6851
Threshold	55	55	550	150	150	55
Exceeds Threshold?	NO	NO	NO	NO	NO	NO
Groups A-G Total Mitigated Cumulative Daily Operational Emissions						
	ROG (VOC)	NOX	CO	SO2	Total PM10	Total PM2.5
SUMMER	lbs/day					
Total	16.3391	27.1555	108.5117	0.24393	18.6174	5.3632
Threshold	55	55	550	150	150	55
Exceeds Threshold?	NO	NO	NO	NO	NO	NO
WINTER	lbs/day					
Total	16.388	28.3096	107.7935	0.24121	19.3834	5.5739
Threshold	55	55	550	150	150	55
Exceeds Threshold?	NO	NO	NO	NO	NO	NO

d) **Less Than Significant Impact.** The proposed HO-O zone is not anticipated to cause significant amounts of objectionable odors or similar emissions affecting large numbers of people, because the zoning ordinance itself does not authorize any new development. Proposed future development (apartments, condominiums) is not typical of odor-generating uses (factories, auto-repair shops, etc.). Still, short-term odors would be generated by construction equipment emissions, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be limited and temporary, and thus are not expected to affect a substantial number of people. 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.” Compliance with Rule 402 would reduce odor impacts to less than significant levels.

**IV. BIOLOGICAL RESOURCES**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Analysis:**

a) **No Impact.** Enacting the proposed HO-O overlay 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 the project site is an existing developed site in an urban setting, and no habitat for such species exists. No

such species have been identified within or in the vicinity of the project area by the Artesia GPPEIR.<sup>11</sup> Accordingly, no impacts to listed species are anticipated.

b) **No Impact.** Enacting the proposed HO-O overlay 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 HO-O zone area would likewise not affect riparian resources, because none exist in the project area. No impacts to riparian systems are anticipated.

c) **No Impact.** Enacting the proposed HO-O overlay zone would not directly affect wetlands since the overlay itself does not propose or authorize any particular development proposal. Future development in the HO-O zone area would likewise not affect wetlands because the project area is currently developed and no portion of the land area contains evidence of wetlands. No impacts to wetlands are anticipated.

d) **No Impact.** Enacting the proposed HO-O overlay zone would not directly interfere with fish or wildlife movement because the overlay itself does not propose or authorize any particular development proposal. Moreover, the HO-O zone areas are in a developed urban environment that does not support fish or wildlife, other than common bird species in ornamental vegetation. No impacts to wildlife corridors or nursery sites are anticipated.

e) **No Impact.** Enacting the proposed HO-O overlay 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. No related impacts are anticipated.

f) **No Impact.** Enacting the proposed HO-O overlay 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 HO-O project area. No related impacts are anticipated.

**Level of Significance: No Impact**

---

<sup>11</sup> Artesia General Plan Update 2030, Environmental Impact Report, July 2010.

## V. CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Impact Analysis:

- a) No Impact. Enacting the proposed HO-O zone would not change any of the City of Artesia's identified historical resources because none exist in the project area. The Artesia General plan identifies several informal cultural/historic resources within City boundaries: the Artesia Water Tower (Clarkdale Avenue and 183rd Street, 0.1 mile east of the project area), the Frampton-Dantema Home (18644 Alburdis Avenue, 0.07 mile west of the project area, and separated from it by the railroad right-of-way), the Artesia Divino Espirito Santo (DES)(11903 East Ashworth Street, 0.1 mile east of the project area), and the International Cultural District along Pioneer Boulevard, generally bordered by the project area. None of these resources would be physically affected by future development within the HO-O zone.<sup>12</sup>

A *Cultural Resources Technical Report*<sup>13</sup> prepared in 2016 for the City of Artesia by Rincon Consultants, Inc., in association with a project located on Gridley Road, approximately 0.4 mile west of the project, noted the Southern Pacific Railroad right-of-way, abutting the project area on the southwest, also qualified as a cultural resource. This existing right-of-way is currently programmed for a regional commuter rail extension. The project would not result in any adverse impact upon this resource.

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.<sup>14</sup> Although many structures in the project area 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.

The GPPEIR determined that no impacts to historical resources would occur resulting from adoption of the 2030 General Plan. Similarly, since as detailed further in Section XI, Land Use and Planning, below, the proposed HO-O zone overlay's development intensity is consistent with that programmed in the 2030 General Plan, no impacts to historical resources are anticipated by HO-O zone enactment.

- b, c) Less Than Significant with Mitigation Incorporated. Enacting the proposed HO-O zone, by itself, would not affect archaeological resources, since the overlay zone would not directly authorize any

<sup>12</sup> City of Artesia, Artesia General Plan 2030, Cultural and Historic Resources Sub-Element, p. CHR-3.

<sup>13</sup> Rincon Consultants, Inc., *Artesia Live II Project, Cultural Resources Technical Report* (November 2016) (This report is available for review at the City of Artesia Planning Department).

<sup>14</sup> GPPEIR, p. 5.10-10.

particular development. The GPPEIR found no evidence of archaeological resources, cemeteries or other evidence directly indicating the presence of human remains in the project area.<sup>15</sup> However, future development within the HO-O zone 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.<sup>16</sup> 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 and CR-2, included and revised as CULT-1 and CULT-2 below, 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. With these mitigation measures, impacts from the proposed project are anticipated to be less than significant.

### **Mitigation Measures**

The following shall be incorporated into the HO-O development standards:

**CULT-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.

**CULT-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.

**Level of Significance: Less Than Significant With Mitigation Incorporated.**

---

<sup>15</sup> Id..

<sup>16</sup> GPPEIR, p. 5.10-10, 11.

**VI. ENERGY**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis**

a, b) Enactment of the HO-O zone would not result in significant impacts associated with wasteful energy use, because the zoning overlay ordinance would not directly authorize or permit energy-using development. Moreover, future development facilitated by the HO-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 California Building Code, including providing photovoltaic (solar) energy generation on all new residential buildings. Energy use by personal vehicles is likely to be lower than comparable future development elsewhere, because the adjacent Pioneer Boulevard commercial corridor contains many stores, services and restaurants within walking or bicycling distance to all project areas. Impacts associated with energy use are anticipated to be less than significant.

**Level of Significance: Less Than Significant**



## VII. GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Impact Analysis:

- a) i, iv **Less Than Significant.** Enactment of the HO-O zone would not of 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 project area. 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.<sup>17</sup> 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 project area is therefore unlikely to experience surface fault rupture. The GPPEIR also states that there are no landslides conditions present in

<sup>17</sup> GPPEIR, p. 5.7-11, 12,

the City.<sup>18</sup> Accordingly, impacts associated with soil surface rupture or landslides are less than significant.

- a) ii **Less Than Significant with Mitigation Incorporated.** Enactment of the HO-O zone would not of itself cause direct or indirect effects associated with seismic ground shaking; however, future development in the HO-O zone area would expose structures and people to earthquake-induced ground shaking. Development of the HO-O zone could introduce between 78 to 273 added units, or 388 to 583 newly-redeveloped units to the area. 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”<sup>19</sup> and compares the overall seismic risk in the City to that of the surrounding southern California region.

All future construction in the HO-O zone 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.<sup>20</sup> 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 and updated for this Supplement, the following mitigation measures shall be added to the HO-O ordinance development standards:

### Mitigation Measures

**GEO-1** Prior to issuance of a Grading Permit or Building Permit for each development project in the HO-O zone, 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.

- a) iii **Less Than Significant With Mitigation Incorporated.** Enactment of the HO-O zone would not expose people or structures to seismic-related ground failure since the HO-O zone by itself would not authorize any particular development project. However, future development in the HO-O zone would likely expose people and structures to liquefaction hazards, because the “entire City is subject to liquefaction.”<sup>21</sup> Mitigation Measures Geo-1 and Geo-2 above 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. With application of these mitigation measures, remaining impacts are expected to be less than significant.

- b) **Less than Significant.** Enactment of the HO-O zone would not contribute to loss of topsoil or erosion generally, because the HO-O zone by itself would not authorize any particular development project. Moreover, the GPPEIR notes that because the City is already largely built-out and flat,

---

<sup>18</sup> Id., p. 5.7-16.

<sup>19</sup> Id., p. 5.7-17.

<sup>20</sup> 2016 California Residential Code, Ch. 4, Section R401.4.

<sup>21</sup> GPPEIR, p. 5.7-19

conditions that would lead to soil erosion are not generally present. The GPPEIR also notes that future development 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.<sup>22</sup> Compliance with this existing regulatory framework would reduce impacts to less than significant without additional mitigation measures.

- c) **Less Than Significant.** The GPPEIR indicates that there are no areas of the City that lie over unstable geologic units or soils prone to subsidence and collapse.<sup>23</sup> Accordingly, impacts related to soil instability would be less than significant.
- d) **Less Than Significant With Mitigation Incorporated.** 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 Measures Geo-1 and Geo-2 carry the GPPEIR's mitigations into the HO-O zone, and would require compliance with the geotechnical studies' recommendations. With these mitigation measures in place, along with adherence to California Building Code requirements, remaining impacts would be less than significant.
- e) **No 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 HO-O zone. No impacts associated with septic-adverse soils are anticipated.
- f) **No 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.<sup>24</sup> Moreover, most properties within the HO-O zone are either developed or have been affected by development in the past, with no evidence of paleontological resources. No impacts to paleontological resources are anticipated.

**Level of Significance: Less Than Significant With Mitigation Incorporated.**

---

<sup>22</sup> Id., p. 5.7-16.

<sup>23</sup> Id.

<sup>24</sup> Id., p. 5.7.5, 5.10-10.

**VIII. GREENHOUSE GAS EMISSIONS**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Background**

*Additional background is included in this section because of the evolving nature of both the issue itself and the regulatory framework governing greenhouse gas emissions that has been enacted since 2030 General Plan adoption in 2010.*

“Greenhouse gases” (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” These greenhouse gases contribute to an increase in the temperature of the earth by allowing incoming short wavelength visible sunlight to penetrate the atmosphere, while restricting outgoing terrestrial long wavelength heat radiation from exiting the atmosphere. The principal greenhouse gases (GHGs) include carbon dioxide (CO<sub>2</sub>), methane CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). Collectively GHGs are measured as carbon dioxide equivalents (CO<sub>2</sub>e).

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. Industrial and commercial sources are the second-largest contributors of GHG emissions, constituting about one-fourth of total emissions. According to climate scientists, California and the rest of the developed world must cut emissions by 80 percent from today’s levels to stabilize the amount of CO<sub>2</sub> in the atmosphere and prevent the most severe effects of global climate change.

California has passed several bills and former Governor Jerry Brown has signed seven executive orders (EOs) regarding greenhouse gases. GHG statues and EOs include Assembly Bill (AB) 32, Senate Bill (SB) 1368, EO S-03-05, EO S-20-06, EO S-01-07, EO S-13-08, EO B-16-12, EO B-18-12, and EO B-30-15. Of these, AB 32, the California Global Warming Solutions Act of 2006, mandates that California’s GHG emissions be reduced to 1990 levels by 2020, and tasks 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.

EO S-3-05 provides a more long-range goal and requires an 80 percent reduction of GHGs from 1990 levels by 2050. On a per-capita basis, that means reducing annual emissions of 14 MTs of CO<sub>2</sub> equivalent for every person in California down to approximately 10 MTs per person by 2020. Issued in 2015, EO-B-30-15 sets an increasingly-aggressive GHG-emissions target for 2030, 40 percent below 1990 levels. EO-B-30-15 was codified by SB 32 in 2016, which also provided the CARB with additional direction for refining the Climate Change Scoping Plan. That EO set forth five “pillars” for accomplishing GHG reduction, including (1) reducing today’s petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests

and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

The CARB's 2017 Climate Change Scoping Plan,<sup>25</sup> in part implements EO B-30-15, and 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 2030 with *existing* policies and programs, but without any further action to reduce GHGs. This level is estimated to be approximately 400 million metric tons (MMTs) of CO<sub>2</sub>e from all sources in 2030. The CARB's statewide 2030 target level of emissions is approximately 260 MMTs.<sup>26</sup> The Scoping Plan estimates that the change from 1990 levels in the residential and commercial sectors must be from 44 MMTCO<sub>2</sub>e to 38-40 MMTCO<sub>2</sub>e by 2030, a four to eight percent reduction.<sup>27</sup>

Senate Bill 375 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.

The Gateway Cities Council of Governments (GCCOG) is the local MPO that includes the City of Artesia, and has recently prepared a regional CAP framework for member cities as part of a sustainable community strategy.<sup>28</sup> The framework contains a comprehensive toolkit for cities' use to develop their own CAPs and set emissions targets. To date, the City of Artesia has not set emissions targets or numeric 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; 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, quantified GHG emissions may be determined to be significant and unavoidable. However, if a project demonstrates consistency with either a local CAP or with the CARB Scoping Plan, a finding of "less than significant with mitigation incorporated" may be appropriate.

## Impact Analysis

**a, b) Less Than Significant With Mitigation Incorporated.** Future development in the HO-O zone would generate GHG emissions during both construction and operational phases. The CalEEMod v. 2016.3.2 software, described above Section III, Air Quality, was used to predict future emissions from HO-O zone implementation (See Appendix A for complete CalEEMod results, including mitigation reports). Construction and operational emissions were estimated for Groups A-G, using model default values for construction equipment (without mitigation strategies such as lower-emission non-road engines). Mitigation strategies were incorporated into the model's "mitigation" data entry fields to estimate CO<sub>2</sub>e emissions during project "operation," e.g. when new residences are constructed and occupied. Several of these strategies are required by the California Building

---

<sup>25</sup> California Air Resources Board, *California's 2017 Climate Change Scoping Plan* (November 2017), available at [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf) (accessed March 21, 2019).

<sup>26</sup> Id., Figure 6, 2017 Scoping Plan Scenario, p. 24.

<sup>27</sup> Id., Table 3, p. 31.

<sup>28</sup> Gateway Cities Council of Governments, *Climate Action Planning Framework* (January 11, 2019), available at [http://www.gatewaycog.org/media/userfiles/subsite\\_9/files/cap\\_framework/Final%20GCCOG%20CAP%20Framework%20Dashboard%2001\\_11\\_19.pdf](http://www.gatewaycog.org/media/userfiles/subsite_9/files/cap_framework/Final%20GCCOG%20CAP%20Framework%20Dashboard%2001_11_19.pdf) (accessed March 21, 2019).

Code, including a minimum level of photovoltaic (solar) electricity-generating capacity and low-flow plumbing fixtures. Moreover, 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)<sup>29</sup>, which in turn adopts the California Green Building Standards Code (developed to meet AB 32 GHG-emission goals)).

Table GHG-1 shows the estimated GHG emissions for HO-O zone buildout, as unmitigated and mitigated by both code requirements and additional strategies. Percent reductions with mitigation are shown for operational emissions. The “unmitigated” emissions would result from a “business-as-usual” strategy of, for example, building a vehicle-dependent, stand-alone multifamily development. In contrast, the “mitigated” emissions show reductions that would be achieved by code compliance and additional measures. The various mitigation strategies show a GHG-emissions reduction from business-as-usual averaging 16%, exceeding CARB’s four to eight-percent goals noted above.

As discussed above, consistency with the CARB Scoping Plan is a measure of a project’s impact significance. Here, with mitigation measures applied that supplement California Green Building standards, implementation of the HO-O zone is consistent with the Scoping Plan and the GHG emissions associated with the project would be less than significant. Mitigation Measure GHG-1 below requires projects within the HO-O zone to use zero-VOC interior and exterior paints and to exclude all wood and gas fireplaces and wood stoves. Appendix A contains the CalEEMod Mitigation Reports for each group. Table GHG-2 below lists the mitigation measures that were entered in the model, and notes whether the measure is required by code or contained within Mitigation Measures GHG-1 or GHG-2.

### **Mitigation Measures**

- 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.

**Level of Significance: Less Than Significant With Mitigation Incorporated.**

---

<sup>29</sup> Los Angeles County, Title 31, Green Building Standards Code, available at [https://library.municode.com/ca/los\\_angeles\\_county/codes/code\\_of\\_ordinances?nodeId=TIT31GRBUSTCO](https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT31GRBUSTCO) (accessed March 22, 2019).

**Table GHG - 1**

**ANNUAL GHG EMISSIONS SUMMARY (CO<sub>2</sub>e)**

Group	Phase	Metric Tons (MT) CO <sub>2</sub> e/YR		
		Without Mitigation <sup>a</sup>	Mitigated <sup>b</sup>	Percent Reduction
A	Construction	313.06	313.06	0.00%
	Operation	1,668.65	1,396.17	16.33%
B	Construction	221.85	221.85	0.00%
	Operation	684.89	576.26	15.86%
C	Construction	242.60	242.60	0.00%
	Operation	772.06	645.99	16.33%
D	Construction	214.64	214.64	0.00%
	Operation	585.27	492.44	15.86%
E	Construction	55.03	55.03	0.00%
	Operation	161.88	131.94	18.50%
F	Construction	263.45	263.45	0.00%
	Operation	946.40	796.29	15.86%
G	Construction	259.74	259.74	0.00%
	Operation	1,070.92	901.06	15.86%
Totals	<b>Construction</b>	<b>1,570.35</b>	<b>1,570.35</b>	<b>0.00%</b>
	<b>Operation</b>	<b>5,890.08</b>	<b>4,940.14</b>	<b>16.13%</b>

“Without Mitigation” for CalEEMod purposes means that estimated future project building construction and operational data were entered without adjusting for equipment engine emissions or operational features required in the California Building Code (Title 24). This is essentially the “business as usual” scenario.

“Mitigation” for CalEEMod purposes can mean inherent design features of a project, such as increasing a project’s “walkability,” thus reducing vehicle trips. Since the proposed HO-O zone increases residential density in an area close to shops, restaurants and services, increasing walkability is already a component of the project, not a necessary mitigation measure. Also included as “mitigation” were other features of future construction that would be required by the California Building code, such as minimum levels of solar-energy generation on each residential building, water-conserving plumbing and irrigation systems, and adherence to green building standards.

**Table GHG - 2**

**CalEEMod Mitigation Measures**

CalEEMod Mitigation Measure	HO-O Zone Development Standard	California Building Code (includes CalGreen Code)	Mitigation Measure GHG-1
Increase Residential Density	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No Hearth	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Use Low VOC Paint (Residential Interior/Exterior)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
On-Site Renewable Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Incorporate Below-Market Rate Housing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use low-flow bathroom fixtures	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Use low-flow kitchen faucet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Use low-flow toilets	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Use low-flow shower	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Use water efficient irrigation systems	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



**IX. HAZARDS AND WASTE MATERIALS**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident considerations involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Analysis**

- a) **Less Than Significant Impact.** Enacting the HO-O zone, by itself, would not result in hazards related to transport, use or disposal of hazardous materials. Future residential development in the project area would not involve the routine transport, use or disposal hazardous substances, other than minor amounts typically used for maintenance, cleaning and pest control. Impacts would be less than significant.
- b) **Less Than Significant With Mitigation Incorporated.** Future development in the HO-O zone, however, 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 and 3 require that prior to obtaining grading and/or demolition permits, developers or renovators of existing properties and buildings within the HO-O zone be surveyed for asbestos, lead-based paint and other hazardous materials and that developers engage licensed specialty contractors to remove and contain all hazardous materials. With these mitigation measures in place, associated impacts would be reduced to less than significant levels.

## Mitigation Measures

- 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.
- c) **Less Than Significant Impact.** Enactment of the HO-O zone, by itself, would not emit hazardous materials, nor would future multi-family residential development be foreseeable generators of hazardous materials. 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 three schools within ¼ mile of the project area: Our Lady of Fatima School, 18626 Clarkdale Ave., Luther Burbank Elementary School, 17711 Roseton Ave., and Ross Middle School, 17707 Elaine Ave. Impacts related to hazardous material release within 1/4 mile of an existing or proposed school would be less than significant.
- d) **No Impact.** The proposed HO-O zone area is not located on or near any identified hazardous material site. Figure HAZ-1 below shows the current California Department of Toxic Substance Control site inventory for the project area. There are no identified sites within a 2500-foot radius from the central portion of the HO-O zone. No impacts associated with hazardous waste sites are anticipated.
- e) **No Impact.** The proposed HO-O zone would not subject present or future residents of the project area to safety hazards associated with airports, because the City does not lie within an airport land use plan area, and 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

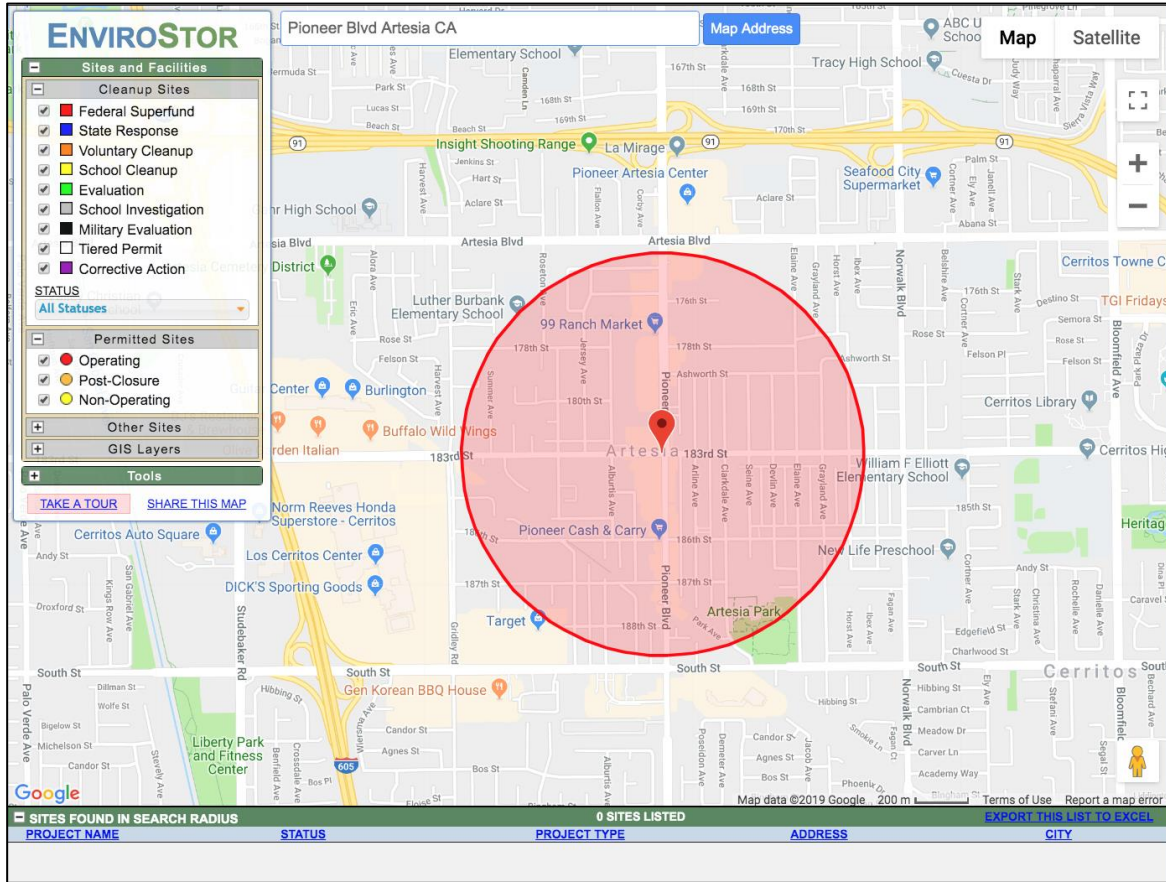
the City) and the Los Alamitos Army Airfield (4.4 miles south of the City). Accordingly, no impacts associated with airport safety hazards would be anticipated.

- f) **No Impact.** The proposed HO-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 project. The HO-O zone would not change the primary circulation system that could affect evacuation plans. Accordingly, no impacts associated with local emergency response would be anticipated.
- g) **No Impact.** The proposed HO-O zone area is fully urbanized 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 project area are minimal. No direct impacts from wildland fire are anticipated.

**Level of Significance: Less Than Significant with Mitigation Incorporated**

Figure HAZ - 1

California Department of Toxic Substances Control  
EnviroStor Map of Project Area



Source: California Department of Toxic Substances Control, EnviroStor, available at <http://www.envirostor.dtsc.ca.gov/?surl=zmy95>, (accessed March 23, 2019); search term: Pioneer Blvd., Artesia, CA.

**X. HYDROLOGY AND WATER QUALITY**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis**

h) **Less Than Significant Impact.** Enactment of the HO-O zone itself would not be expected to violate water quality standards or waste discharge requirements, because the HO-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 providing notification and intent to comply with State of California General Construction Permit. 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. With these measures in place and continued compliance, related impacts to water quality would be less than significant.

- i) **Less Than Significant Impact.** Implementation of the proposed HO-O zone would not likely substantially deplete groundwater supplies so as to deprive existing land uses, since the zone does not permit greater density than that already permitted by the General Plan (30 du/acre), 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. Accordingly, impacts to groundwater supplies or recharge would be less than significant.
- j) **Less Than Significant Impact.**
  - i. Implementation of the proposed HO-O zone would not substantially alter the existing drainage pattern and result in substantial erosion or siltation on- or off-site because (1) the project area is already developed with single- and multiple-family residences with existing storm drainage 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 HO-O zone area is not near a stream or river. The area itself is relatively flat, and required BMPs would retain erodible material on-site during construction. Accordingly, impacts related to erosion or siltation are anticipated to be less than significant.
  - ii. Implementation of the proposed HO-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 project area is already developed with residences and paved parking areas, similar to any future redevelopment pattern. 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.<sup>30</sup> Impacts related to project-caused flooding are anticipated to be less than significant.
  - iii. Implementation of the HO-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 project area is developed with impervious surfaces, and (2) all construction and operation would be subject to the regulations described in (a) above, moderating storm water runoff. The project’s drainage design would also be required to comply with City drainage standards, which account for existing storm drain capacity and require improvements as necessary. Accordingly, impacts related to excessive runoff water and storm drain capacity are anticipated to be less than significant.
  - iv. Implementation of the HO-O zone would not be expected to impede flood flows, because as described above, the project area is already developed, and re-development of individual areas within the HO-O zone would be constructed with similar footprints and setbacks. The project areas are not near a wash or river.

---

<sup>30</sup> GPPEIR, p. 5.8-22

Impacts associated with interference with flood flows are anticipated to be less than significant.

- k) **No Impact.** Implementation of the proposed HO-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 project site is not located near any body of water that would be considered susceptible to seiche, and the area is considerably removed from any tsunami hazard zone along the Pacific Ocean. The project area is relatively flat, fully urbanized, and not near undeveloped upland that could generate mudflows. No related impacts are anticipated.
- l) **Less Than Significant Impact.** Enactment of the HO-O zone would not be expected to interfere with water quality control plans or groundwater management plans, because the intensity of future development would not exceed that projected by the 2030 General Plan. The GPPEIR indicates that the Central Basin limits the City's annual withdrawal of groundwater supplies, and cannot exceed that limit lawfully.<sup>31</sup> Because the City would be unable to withdraw more than the amount adjudicated by the Central Basin, and future development must comply 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.

**Level of Significance: Less Than Significant**

---

<sup>31</sup> GPPEIR, p. 5.8-21.



**XI. LAND USE AND PLANNING**

<i>Would the project</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis**

- a) **No Impact.** Implementation of the HO-O zone is planned for an infill area within an existing urbanized part of Artesia. Future development would not block existing streets or pedestrian routes. As such, neither the HO-O zone nor any future development would physically divide an existing community. No associated impacts are anticipated.
- b) **Less Than Significant.** Implementation of the HO-O zone is expressly intended to accomplish the General Plan Housing Element Policy HE-3.1b, restated as follows:

Action HE 3.1b: Provide for Adequate Sites for Housing Development

To provide for adequate sites to accommodate the City’s remaining very-low- and low-income growth need of 76 dwelling units (52 of which shall be on sites designated exclusively for residential use), the City shall re-zone a minimum of 3.8 acres of land to permit owner-occupied and rental single family and multifamily development by-right with a minimum net density of 20 du/ac. A minimum of 2.6 acres of the rezoned land shall allow exclusively by-right residential development to accommodate at least 50 percent of the City’s very-low and low-income growth need. This acreage will be included within the City’s proposed Housing Opportunity Overlay. The City will also evaluate and incorporate regulatory incentives as appropriate into the Housing Opportunity Overlay to encourage new residential development. These incentives may include, but are not limited to, modified parking requirements and height limits, lot consolidation incentives and other regulatory provisions. The very-low and low-income housing need shall be accommodated on sites with densities and development standards that permit at minimum of 16 units per site.

Section 9-2.29974(f) of the HO-O zoning ordinance also addresses the Housing Element Policy Action regarding off-street parking requirements:

Action HE 5.3c: Review and Revise Multi-family Parking Requirements

The City understands that parking requirements may impact the feasibility of residential development, especially the development of multi-family units. To ensure the City’s parking requirements are not a constraint to residential development, especially new housing units affordable to lower and moderate-income households, the City shall review the existing parking requirements and revise the requirements, as appropriate. Further study of these revisions shall be conducted as part of anticipated Zoning Code revisions as provided in this Housing Element.

The following items will be evaluated and implemented, as found appropriate:

- Reductions in the number of spaces required for affordable housing projects, if it can be demonstrated that the expected tenants will own fewer cars than the regular standards anticipate.
- Allowances for some of the spaces to be covered or uncovered space in-lieu of enclosed spaces in multi-family projects.

The proposed HO-O zone (see Exhibit A, attached) text would add an overlay zone on designated parcels as listed in Table 1 and shown on Figure 3. The overlay zone would allow residential densities up to 30 units per acre by right, without additional CEQA review, consistent with the 30 units per acre residential densities assigned in the City Center Mixed-Use area.<sup>32</sup> Additionally, the zone would set parking requirements that are somewhat lower than those set forth in the underlying Multiple Residential (M-R) Zone, consistent with Policy Action HE 5.3c. Table LU-1 below compares the HO-O zone’s parking requirements to those in the M-R zone.

Future development in the HO-O zone may be perceived to be in conflict with General Plan policies regarding neighborhood compatibility. The HO-O zone would permit structures three stories in height without a Conditional Use Permit, including further CEQA review. Such new construction may not be considered “in scale” with the surrounding residential neighborhood, because most neighboring residential structures do not exceed two stories in height. However, any future development would be subject to both the development standards in the HO-O provisions as well as City design review, which would reasonably ensure neighborhood compatibility. Accordingly, the proposed HO-O zone would be consistent with City of Artesia land use plans and policies, and any associated impacts are anticipated to be less than significant.

**Table LU - 1**  
**Comparison of Parking Requirements**

	<b>M-R</b>	<b>HO-O</b>
	<b>Spaces per Unit</b>	<b>Spaces Per Unit</b>
<b>1 bedroom or fewer</b>	2	1 1/4
<b>2 bedrooms</b>	2	1 1/2
<b>3 bedrooms</b>	2 1/2	2
<b>4+ bedrooms</b>	2 plus 1/2 for each bedroom above the first 2 bedrooms	2 1/2
<b>Guest Parking</b>	1/4 up to 4 units  1/3 for each 3 units after the 4 <sup>th</sup> unit	1/4

**Level of Significance: Less Than Significant**

---

<sup>32</sup> Artesia General Plan, Table LU-3, General Plan Land Use Summary, p. LU-7.

## XII. MINERAL RESOURCES.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Impact Analysis:

- a, b) **No Impact.** No significant mineral deposits have been identified within the project area per the United States Geological Survey (USGS), 2014. As a result, the proposed project would not cause a loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impacts with respect to mineral resources are expected to occur.

**Level of Significance: No Impact**

## XIII. NOISE

<i>Would the project result in:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Impact Analysis:

- a-b) **Less Than Significant With Mitigation Incorporated.** Implementation of the proposed HO-O zone would itself not generate excessive noise or vibration, since it does not authorize any particular development project. Future development in the HO-O zone, 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), as well as ground-borne vibration. Table NOI-1 below shows the City's Noise Standards.

As noted in the Project Description, the proposed HO-O zone area flanks the east and west sides of the Pioneer Boulevard commercial corridor. There are several nearby noise-sensitive uses in

the nearby area, including churches, schools and the Artesia Library and Park.<sup>33</sup> Because of these uses, as well as the existing residential development, mitigation is warranted to reduce potential impacts to less than significant levels. The following measures from the GPFEIR shall be incorporated directly or by reference in the HO-O ordinance:

### Mitigation Measures

- NOI-1:** During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors.
- NOI-2:** 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 engines, drivetrains, and other components.
- NOI-3:** Construction noise-reduction methods (i.e., prohibiting extended equipment idling, 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 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 substantially detrimental effect on construction operations or schedule.
- 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.).
- c) **No Impact.** The HO-O zone project area is 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 project area is 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 GPFEIR 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. Because the project is consistent with the General Plan Land Use Element location and density thresholds, it is reasonable to conclude that HO-O zone implementation would not result in airport noise-related impacts.

---

<sup>33</sup> GPFEIR, Table 5.6-4, *Noise-Sensitive Receptors*, p. 5.6-7.

With the above mitigation measures in place, and with adherence to the City’s Noise Standards, remaining impacts are anticipated to be less than significant.

**Level of Significance: Less Than Significant With Mitigation Incorporated**

**Table NOI - 1**  
**City of Artesia Noise Standards**

Noise Zone	Exterior Noise Standards		Interior Noise Standards	
	Noise Level	Time Period	Noise Level	Time Period
All residential properties	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.**

**XIV. POPULATION AND HOUSING**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis**

a,b) **Less Than Significant Impact.** Implementation of the proposed HO-O zone would not induce substantial *unplanned* population growth, and would replace existing housing on a project-by-project basis. As explained in the Land Use section above, the maximum residential density in the HO-O zone, 30 units per acre, is consistent with the 2030 General Plan Mixed-Use City Center residential density. As shown in Table 1, the HO-O zone could potentially add between 78 and 273 new units in the project area while replacing existing units, according to the combined land area of Groups A-G. Based on an average of 3.7 persons per household, new units would be occupied by approximately 302 – 1010 new residents. This projection represents between 1.2 and 6 percent of the existing population of the City (16,792 in 2018).<sup>34</sup>

---

<sup>34</sup> California Department of Finance. E-1: City/County Population Estimates for Cities, Counties and the State - January 1, 2017 and 2018. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/>, accessed March 22, 2019.

The City of Artesia’s 2014 Housing Element quantifies the City’s housing objectives for the 2014-2021 Planning Period at 120 new units.<sup>35</sup> The proposed HO-O zone would facilitate these objectives by easing constraints to both re-development and renovation of existing housing in the project area.

Temporary displacement of existing housing would occur if and when properties are re-developed, causing socioeconomic impacts. Socioeconomic issues are outside the scope of CEQA, and should be addressed in the planning staff analysis that accompanies the CEQA document. Redevelopment of the project area would both replace the existing number of units within Groups A-G, and construct new units.

Accordingly, the proposed HO-O zone would accommodate planned growth, and would not permanently displace housing, causing housing development in other locations in or outside of the City. Associated impacts are expected to be less than significant.

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

**XV. PUBLIC SERVICES**

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

**Impact Analysis:**

- a) **Less than Significant Impact.** The GPPEIR indicates that the planned General Plan buildout, including the HO-O zone project area, would likely not require new or physically altered fire protection facilities.<sup>36</sup> All new or redeveloped projects in the HO-O zone area 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. Individual projects would be reviewed by the Los Angeles County Fire Department to determine the specific fire requirements applicable to that development and to

<sup>35</sup> City of Artesia General Plan, 2014 Housing Element, Table H5-1, p. H-80.

<sup>36</sup> GPPEIR, p. 5.11-5.

ensure compliance with these requirements. Impacts associated with installing new fire facilities would be limited to those common to other small public works construction projects, such as street widening, curb and gutter replacement, etc. Such impacts are anticipated to be less than significant.

- b) **Less than Significant Impact.** The GPPEIR indicates that buildout according to the proposed 2030 General Plan would not require new or physically altered police protection facilities.<sup>37</sup> The proposed HO-O zone implementation is consistent with the General Plan buildout as discussed throughout this document. Accordingly, project implementation would not result in substantial adverse physical impacts associated with providing police protection services. Related impacts are anticipated to be less than significant.
- c) **Less than Significant Impact.** 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,<sup>38</sup> reducing the urgency for any new school construction projects and alleviating capacity constraints on all area schools. Accordingly, since the HO-O zone is consistent with the 2030 General Plan, the project would not require construction of new school facilities and would not result in physical impacts associated with the provision of new or physically-altered school facilities. Related impacts are anticipated to be less than significant.
- d) **Less Significant Impact with Mitigation Incorporated.** 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. Through the development review process, cumulative developments would be evaluated to determine their parkland demands and the conditions for their establishment and operation. Payment of Quimby fees and/or land dedications by cumulative developments would mitigate the impacts from cumulative demands for parkland to less than significant levels. Accordingly, the GPPEIR included the mitigation measure below, which shall be incorporated into the HO-O zone ordinance:

#### Mitigation Measure

- PS-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. (GPPEIR Mitigation Measure PR-1).
- e) **Less Than Significant Impact.** 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, southeast of the HO-O zone project area. Although future development within the project area 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.<sup>39</sup> Accordingly, impacts associated with construction of new library facilities to serve future development in the HO-O zone would be less than significant.

---

<sup>37</sup> Id., p. 5.11-10.

<sup>38</sup> Id., p. 5.11-13.

<sup>39</sup> See LA County Library, Borrowing Materials, available at <https://lacountylibrary.org/borrowing-materials/> (accessed March 22, 2019).

**Level of Significance: Less Than Significant**

**XVI. RECREATION**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis:**

- a) **Less than Significant with Mitigation Incorporated.** Implementation of the proposed HO-O zone would not itself increase park use such that substantial physical deterioration would occur; however, as noted in the GPPEIR, the City is deficient in parkland and increases in population would increase pressure on existing parks. GPPEIR Mitigation Measure PR-1, as listed in this document as PS-1, would counteract such deterioration by providing the City with either parkland dedication or fees as required by the Quimby Act. Remaining impacts are anticipated to be less than significant.
- b) **Less than Significant Impact.** Implementation of the proposed HO-O zone is limited to facilitating residential development, and the ordinance does not require construction or expansion of recreational facilities. While future development within the HO-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. Accordingly, impacts related to such facilities are anticipated to be less than significant.

**Level of Significance: Less Than Significant with Mitigation Incorporated.**



**XVII. TRANSPORTATION**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycles and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Analysis:**

The discussions in this section incorporate by reference the Traffic Impact Analysis prepared by Willdan, March 19, 2019 (Appendix B).

a) **No Impact.** Implementation of the proposed HO-O zone would not conflict with programs or plans concerning the City’s circulation system, as the zoning overlay ordinance would apply only to residential parcels within the HO-O zone area. Nothing in the HO-O zone development standards interferes with the City’s ability to improve bicycle or pedestrian facilities, since there are no changes to setbacks from the public right-of-way.

b) **Less Than Significant Impact.** Implementation of the HO-O zone would not be inconsistent with CEQA Guidelines Section 15064.3, *Determining the Significance of Transportation Impacts*, because the future development in the zone is highly likely to reduce vehicle miles traveled (VMTs) since it would increase residential density on either side of an existing diverse commercial and transit corridor. Existing and future residents of the HO-O zone would not require individual vehicle trips to access grocery stores, restaurants and professional services, as many are within ¼ mile from any location in the HO-O zone area. Figure TR-1 below shows a Google Maps image that exhibits the range of destinations along Pioneer Blvd.

Additionally, the Traffic Impact Analysis (TIA) performed for the project indicates that the added trips generated by projected future development would not adversely affect the performance of the three intersections studied: Pioneer Blvd. at Artesia Blvd.; Pioneer Blvd. at 178<sup>th</sup> Ave.; and Pioneer Blvd. at 183<sup>rd</sup> St. Baseline traffic counts were taken on one weekday and one weekend day at morning and afternoon peak hours. The present intersections’ operations were rated at Levels of Service A to B (nearly free-flowing conditions). Tables 3 to 5 in the TIA show that future added vehicle trips from the HO-O zone area alone would not decrease service levels below “B” at the 2030 General Plan buildout year.<sup>40</sup>

Accordingly, in consideration of likely future vehicle trip reduction that results from the HO-O zone’s proximity to existing destinations, as well as the documentation from the TIA, impacts to transportation modalities would be less than significant.

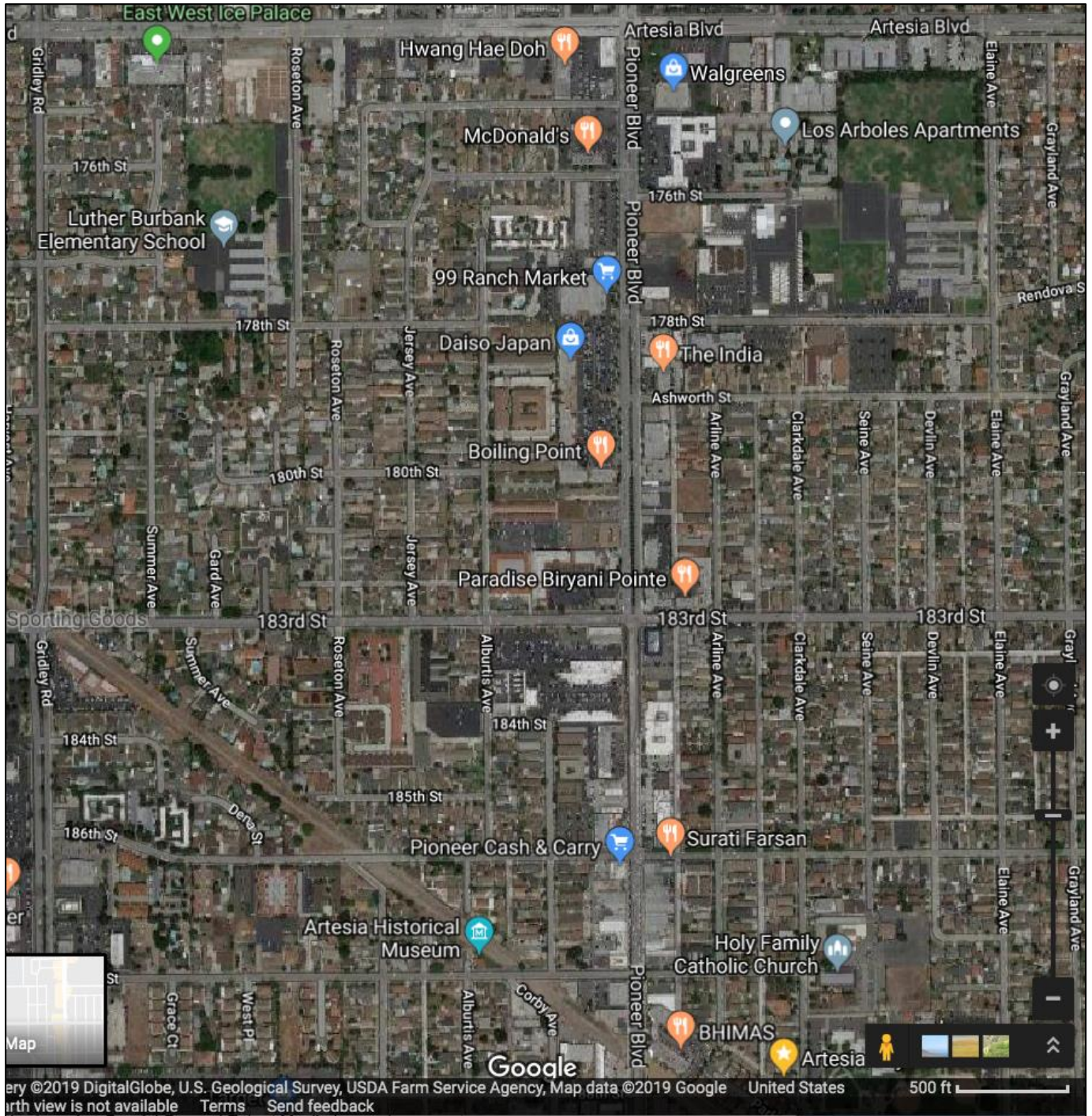
---

<sup>40</sup> Willdan, Traffic Impact Analysis for City of Artesia Housing Overlay Zone (Appendix B), pp. 5-9.

- c) **Less Than Significant Impact.** Implementation of the proposed HO-O zone would not introduce substantially increase hazards related to roadway design features or incompatible uses, because the zone would simply change land use densities and development standards within the project area. No new roadways are proposed. Because front and side setbacks would not be changed from the existing permitted dimensions, no conflicts with sight lines for vehicles, pedestrians or cyclists would be exacerbated. Related impacts are anticipated to be less than significant.
- d) **No Impact.** Implementation of the proposed HO-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.

**Level of Significance: Less Than Significant**

**Figure TR - 1**  
**Services in HO-O Zone Area**



Source: © 2019 Google Maps, <https://www.google.com/maps/@33.8669857,-118.0836814,1636m/data=!3m1!1e3> (accessed March 22, 2019)

**XVIII. TRIBAL CULTURAL RESOURCES**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its direction and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis**

- a)(i) **Less Than Significant Impact.** The project area is currently developed with single and multiple-family residences and surface parking lots. Additionally, as discussed in Section V above, the 2030 General Plan does not identify any historical resources, including tribal cultural resources located on or near the project area. Impacts related to tribal cultural resources are expected to be less than significant.
- a)(ii) **Less Than Significant With Mitigation Incorporated.** A Cultural Resources Technical Report<sup>41</sup> prepared for a proposed project on Gridley Road at 183<sup>rd</sup> St. found no evidence of archaeological resources, cemeteries or other evidence directly indicating the presence of tribal cultural resources

---

<sup>41</sup> 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).

in the project area.<sup>42</sup> In November 2016, the Native American Heritage Commission (NAHC) conducted a search of the Sacred Lands File to identify archaeological or cultural resources within a half-mile of that project site, which encompassed a large portion of the HO-O zone project area. No Native American resources were identified. Nevertheless, the potential to disturb tribal cultural resources within the HO-O-zone area remains since the possibility that buried historic period archaeological resources may still exist below the ground surface of the project area. 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, implementation of Mitigation Measures CULT-1 and CULT-2 would reduce impacts to a less than significant level.

The City is presently contacting local tribal representatives as part of AB 52 compliance. To date, no consultation requests have been received.

Nonetheless, compliance with Mitigation Measures CULT-1 and CULT-2 related to accidental discovery of tribal cultural resources would reduce potentially significant impacts to a less than significant level. The cultural resources survey conducted within the area of direct impact for the project on Gridley Rd. indicates that there is a low potential to encounter surface and/or subsurface prehistoric archaeological or tribal cultural resources, and a reasonable inference can be drawn to other previously-developed areas in the City that no such resources are present. Therefore, through implementation of mitigation measures *CULT-1* and *CULT-2*, impacts to tribal cultural resources as a result of the project would be less than significant.

**Level of Significance: Less Than Significant With Mitigation Incorporated**

**XIX. UTILITIES AND SERVICE SYSTEMS**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>42</sup> Id., pp. 15-19.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis**

a,c) **No Impact.** Wastewater service is provided by the County Sanitation Districts of Los Angeles County (Districts). Wastewater originating from the HO-O zone area would ultimately be treated by facilities owned and operated by the Districts in the cities of Carson, Cerritos and Long Beach. As previously discussed, the proposed HO-O zoning designation conforms to and implements General Plan policies and programs at this location. As such, the project does not place undue strain on wastewater conveyance or treatment facilities. Additionally, the GPPEIR indicated that planned growth envisioned in the General Plan update (which includes this project) could be accommodated within the existing wastewater treatment infrastructure, which was operating at a maximum 74 percent capacity.<sup>43</sup>

Effluent from the project area would be collected and directed to the District’s trunk sewer lines. The wastewater treatment requirements issued by the State Water Resources Control Board for the District’s treatment plant that would receive wastewater from the project site were developed to ensure that adequate levels of treatment would be provided for the wastewater flows emanating from all land uses in its service area. Therefore, the residential wastewater from the project site would not cause the treatment plant to exceed established treatment requirements, nor would the project require new plant construction or expansion. No impacts are anticipated.

b) **Less than Significant Impact.** The City of Artesia’s potable water needs are served by the Golden State Water Company. The Urban Water Management Plan (UWMP) discussed the reliability of supply for the Artesia System, of which the majority of Artesia is a part (along with the City of Hawaiian Gardens). The UWMP indicates that the Golden State Water Company water supply is anticipated to be 100 percent reliable through 2035, based on adjudicated groundwater rights in the Central Basin, availability of leased groundwater, benefits of conjunctive use storage programs (to be developed in accordance with court judgments that are anticipated at some time in the near future), CBMWD and Metropolitan (projected to be 100 percent reliable), conservation-derived supply, and the availability of recycled water from CBMWD<sup>44</sup>.

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

As shown previously, implementation of the HO-O zone would not exceed growth assumptions set forth in the GPPEIR. Given this consistency, and with water-conservation measures mandated City-wide during droughts, impacts on water supplies or water supply infrastructure are anticipated to be less than significant.

d) **Less than 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

<sup>43</sup> GPPEIR, p. 5.12-25.

<sup>44</sup> Golden State Water Company, Draft 2010 Urban Water Management Plan, September 2011.

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. Given the available capacity at the Mesquite Landfill and other local facilities, and combined with CR&R’s recycling capabilities, the additional solid waste generated by future residences in the HO-O zone is not anticipated to cause the District’s solid waste facilities to exceed its daily permitted capacity. Accordingly, impacts with respect to solid waste collection and supporting infrastructure, solid waste impacts would be less than significant.

- e) **Less Than Significant Impact.** Implementation of the proposed HO-O zone, and future development in the zone, is unlikely to violate applicable statutes and regulations related to solid waste. As discussed above, the overlay zone is consistent with General Plan growth projections. Given this consistency, combined with existing and future programs to support waste diversion, impacts with respect to the project effects on waste management regulations are anticipated to be less than significant.

**Level of Significance: Less than Significant**

**XX. MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis:**

- a) **Less than Significant With Mitigation Incorporated.** As shown in Sections I-IX above, implementation of the HO-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 site is located in a developed area, currently developed with single and multiple-family residences and some surface parking lots, and is surrounded by urban development. There are potential impacts to hidden/undiscovered cultural resources that are adequately reduced to a less than significant level by Mitigation Measures Cult-1 and Cult 1. Accordingly, the City of Artesia has determined that the proposed project would not substantially degrade the quality of the environment.
- b) **Less than Significant Impact.** As shown in Sections I-XIX above, implementation of the HO-O zone does not have impacts that are individually limited, but cumulatively considerable. As discussed throughout the document, implementation of the HO-O zone is consistent with the City's General plan with respect to the projected residential density, the area is already developed and surrounded by existing urban-scale commercial and residential uses. Incremental impacts resulting from development and operation of the proposed project and other nearby projects include increased traffic, generation of greenhouse gas, increased short-term and long-term air quality emissions, increased use of domestic water, generation of wastewater and solid waste, and short-term construction noise and long-term operational noise impacts. The analysis concluded that these incremental impacts were anticipated by the GPPEIR, are each less than significant or can be mitigated to a less than significant level.
- c) **Less than Significant Impact.** As shown in Sections I-XIX above, there is no indication that this project could result in substantial adverse effects on human beings. While there would be a variety of effects during construction within the overlay zone area related to traffic, noise, and air quality, 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. Potential long-term effects would include increased vehicular traffic, on-site operational noise, minor changes to area drainage, and changes to the visual character of the area. In all, the project would not cause environmental effects that



cause substantial direct or indirect adverse effects on human beings with the adoption and implementation of the mitigation measures, as well as with compliance with applicable City standards and regulations proposed throughout this document.

## **EARLIER ANALYSES**

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration per Section 15063(c)(3)(D). The effects identified above for this project were within the scope of and adequately analyzed in the following earlier document(s) pursuant to applicable legal standards, and such effects were addressed by mitigation measures based on the earlier analysis, or by additional mitigation measures. The following earlier analyses were utilized in completing this Initial Study and are hereby wholly incorporated by reference. They are available for review in the City of Artesia Community Development Department:

City of Artesia General Plan 2030, July 2010

City of Artesia General Plan 2030 Environmental Impact Report, July 2010 (Certified)

City of Artesia Housing Element, Public Review Draft (Final), January 2014

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

## **TECHNICAL STUDIES PREPARED FOR THIS PROJECT:**

Traffic Impact Analysis Memo, Willdan.