

# **CITY VENTURES ARKANSAS STREET SPECIFIC PLAN & 11700 ARKANSAS STREET PROJECTS**

City of Artesia

## **PROJECT CASE # 2021-06 MITIGATED NEGATIVE DECLARATION**



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#### IV. BACKGROUND INFORMATION AND PROJECT DESCRIPTION:

**A. Project Case Number(s):**

2021-01

**B. Project Title:**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

**C. Project Summary/Description:**

Arkansas Street Specific Plan Project

The Arkansas Street Specific Plan Project proposed by the City of Artesia encompasses the 4.22-acre area bounded north by Arkansas Street, east by Pioneer Boulevard, south by a single-family residential neighborhood, and west by single-family residential and Alburdis Avenue. The Specific Plan Project aims to create a document that provides abilities for the future redevelopment of underutilized parcels. By creating a neighborhood composed of a mix of uses, residential and commercial, the City can have a path forward and strategy for growth, prosperity, and stability of this neighborhood (Arkansas Street Specific Plan DRAFT (Appendix 2)). The 11700 Arkansas Street development project, described below, is encompassed within the proposed Arkansas Street Specific Plan.

11700 Arkansas Street Project

The 11700 Arkansas Street Project will consist of 4,544 square feet of commercial space facing Arkansas Street. It will also include fifty-nine (59) townhomes with private garages, drive aisles, sidewalks, guest parking, and common landscaped areas on 2.65-acres. Twenty-two (22) townhomes will include live/work flex space within the dwelling units.

**D. Public Comment Period:**

September 7, 2022 – October 7, 2022

**E. Lead Agency:**

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**G. Project Applicant/Developer:**

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**H. Project Location:**

The Arkansas Street Specific Plan area is bounded to the north by Arkansas Street, to the east by Pioneer Boulevard, to the south by a single-family residential neighborhood, and the west by Alburdis Avenue within the City of Artesia, Los Angeles County, California, as shown in Figure 6 – Aerial Map. The project site is within Section 25, Township 3 South, Range 12 West, shown on the U.S. Geological Survey (USGS) Whittier, CA, 7.5-minute topographic quadrangle map. It comprises Tax Assessor Parcel Numbers 7014-003-015 through -028 and the portion of Alburdis Avenue to be vacated within the project area (Figure 7 – Project Area with APNs).

**I. General Plan:** Light Manufacturing and Industrial – (1.0 FAR) and Pioneer Boulevard Commercial (1.5 FAR and 30 du/ac)

As stated in the City's General Plan, the Light Manufacturing and Industrial designation provide opportunities for less intensive assembly and manufacturing uses with low noise and traffic impacts and non-hazardous operations and/or materials. Currently, 3.31 acres are under this designation.

The Pioneer Boulevard Commercial designation encourages locally serving commercial retail development that enhances functional integration and buffering of adjacent single-

family neighborhoods. Integrated, mixed-use commercial and residential development that provides residential development and complimentary, pedestrian-friendly retail activities are encouraged (City of Artesia General Plan 2030 pages LU-9 – LU-10). Currently, .91 acres are under this designation.

**J. Zoning:** Light Manufacturing and Industrial – M-1 Zone and General Commercial – C-G Zone

Per Title 9 of the Municipal Code – Zoning, “*The Light Manufacturing and Industrial Zone (M-1) is intended to be developed with small to moderate sized industry which poses limited environmental impacts in terms of noise, chemical wastes and health and safety hazards. The M-1 Zone provides for uses where small to medium scale equipment is used and which produce low volumes of truck traffic. This zone is also intended for certain limited commercial, and service uses which are compatible with the other uses in the zone and which are necessary to serve the businesses in that zone.*” Currently, 3.31 acres are under this designation.

“*The General Commercial (C-G) Zone is established to provide for regional retail commercial needs. The C-G Zone provides for intensive commercial activities and specialized service establishments, which require central location within a large urban population. The C-G Zone also permits the development of wholesale businesses and major financial administrative centers which may serve an entire region.*” Currently, .91 acres are under this designation.

The Zoning and General Plan land-use designations are currently consistent with one another. As noted later in this document, the applicant requests a General Plan amendment and Zone change through the requested Specific Plan process.

**K. Surrounding Land Uses and Setting:**

	Land Use	General Plan	Zoning
Project Site	El Pollo Loco	Pioneer Boulevard Commercial	C-G Zone
	Light Industrial	Light Manufacturing & Industrial	M-1 Zone
	Cerritos Auto Repair Center	Light Manufacturing & Industrial	M-1 & C-G Zones
	Pioneer RV Storage	Light Manufacturing & Industrial	M-1 Zone
	Single-Family Residential	Light Manufacturing & Industrial	M-1 Zone
North	Revelation Car Audio	Pioneer Boulevard Commercial	C-G Zone
	Ben Ash Iron Works	Light Manufacturing & Industrial	M-1 Zone
	Industrial Uses	Light Manufacturing & Industrial	M-1 Zone
South	Chevron	Pioneer Boulevard Commercial	C-G Zone
	Single-Family Residential	Low-Density Residential	Single-Family Residential
East	Single-Family Residential	Pioneer Boulevard Commercial	C-G Zone
	Dentist Building	Pioneer Boulevard Commercial	C-G Zone
	1-Stop Flooring Supply	Pioneer Boulevard Commercial	C-G Zone
West	Single-Family Residential	Low-Density Residential	Single-Family Residential

*Table 1 - Land Use Setting*

**L. Description of the Site and Project:**

*Environmental Setting*

***Arkansas Street Specific Plan Project***

The project consists of two elements. The first element is the Arkansas Street Specific Plan Project proposed by the City of Artesia. It encompasses the entire 4.22-acre area bounded north by Arkansas Street, east by Pioneer Boulevard, south by a single-family residential neighborhood, and west by single-family residential and Alburdis Avenue. A portion of Alburdis Avenue is to be vacated within the project area. The parcels within the project area currently have multiple landowners and uses, including commercial (El Pollo Loco restaurant and Pioneer RV Storage), residential, light industrial, and parking.

Land within the Specific Plan area was historically zoned for commercial and industrial uses. An examination of land-use practices indicates that surficial deposits throughout much of the project area have been extensively disturbed by past activities. Although the exact depths of the prior disturbance are unknown, previous construction likely disturbed at least the upper 3–5 feet of sediment within the project area (Phase I Cultural Resource Assessment, Appendix 6).

The following buildings exist on the project site.

<b>Buildings Over 50 years of Age on the Arkansas Street Specific Plan Project Site</b>			
<b>Address</b>	<b>APN</b>	<b>Building Size</b>	<b>Description</b>
11734 Arkansas	7014-003-018	9,800 sq. ft.	One-and-one-half-story commercial auto repair building with an attached single-story office was constructed in 1957 on a flat 0.36-acre parcel.
11732 Arkansas	7014-003-019	572 sq. ft.	One-story single-family modest vernacular cottage with Craftsman influences was constructed in 1920 on a flat 0.18-acre parcel. Today, the building serves as an office for a pool-plastering company.
11708 Arkansas	7014-003-024	5,355 sq. ft.	One-story Modern Commercial Vernacular building was constructed in 1970 on a flat 0.25-acre parcel. It features concrete construction and a rectangular plan with a flat composition roof. Part of the Pioneer RV Storage yard.
11700 Arkansas	7014-003-025	2,772 sq. ft.	One-story single-family residence was constructed in 1960 on a flat, 0.22-acre parcel at 11700 Arkansas Street. The Minimal Traditional style residence exhibits contemporary features that include a broad brick chimney and a recessed entrance, and the front door is obscured from the street view. Caretaker's cottage for Pioneer RV Storage.
16703 Pioneer	7014-003-028	600 sq. ft.	One-story single-family modest Ranch style cottage was constructed in 1954 on a 1.64-acre parcel. Today, the building serves as a caretaker's cottage on the large parcel currently zoned for industrial use that contains Pioneer RV's largest storage yard within the Project area.
Phase I Cultural Resource Assessment (Appendix 6)			

*Table 2 - Buildings Over 50-Years of Age on the Arkansas Street Specific Plan Project Site*

### **11700 Arkansas Street Project**

The second element is the 2.65-acre 11700 Arkansas Street Project, or Phase 1 area denoted in Figure 7 – Project Area with APNs proposed by City Ventures for 59 townhomes. This portion of the project site comprises several existing lots that form two adjacent rectangular shape areas with a total of 2.65-acres.

The property is approximately 64 feet above mean sea level (amsl), and the topography is relatively flat with a slight slope toward the southwest. Surface water runoff is expected to infiltrate through unpaved portions of the property, with excess expected to follow north toward Arkansas Street.



The northern portion of the project site consists of a single-family residential home that is used as a caretaker's cottage for Pioneer Storage and a commercial building. The southerly portion of the project site is an existing RV parking lot covered with AC paving, with a small building serving the RV storage site. There is an existing retaining wall along the southerly border of the parking lot.

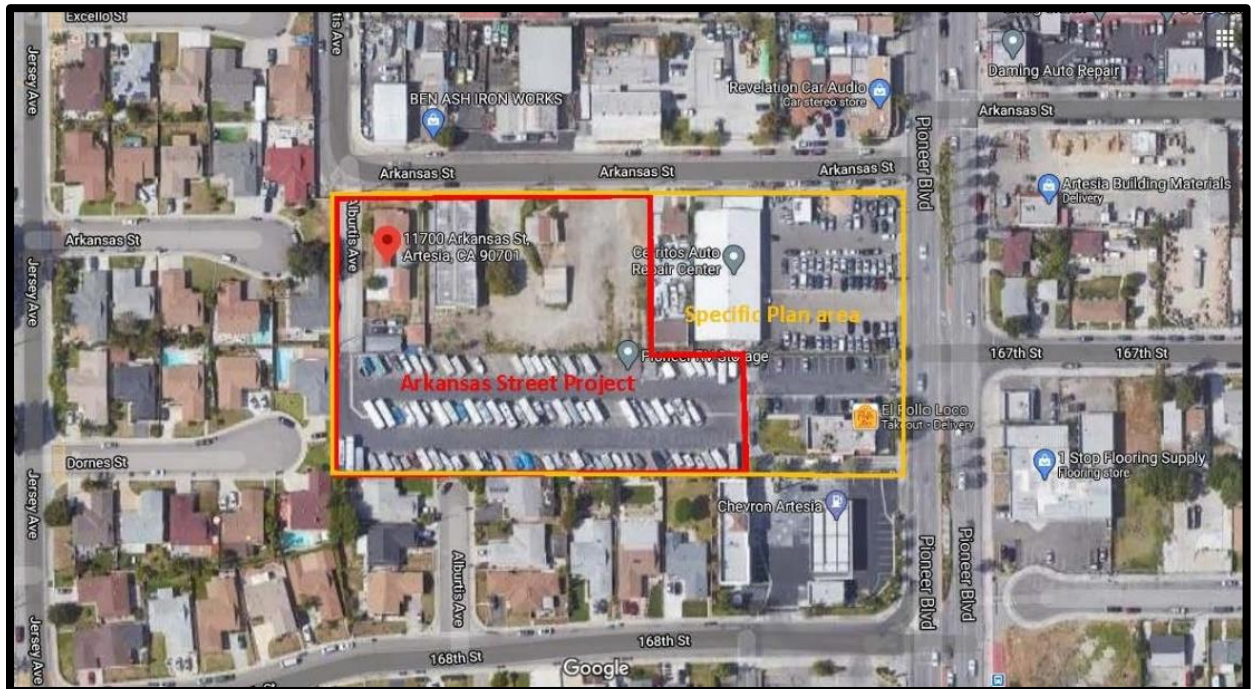


Figure 1 - Project Areas in Context

The existing drainage of the project site consists of two outlets. The properties of the northern portion of the project site appear to drain north-westerly toward Arkansas Street and downstream to an off-site catch basin. The RV parking lot drainage is inverted to a longitudinal gutter split easterly and north-westerly. The drainage extending to the north-west enters the same catch basin as the site's northern portion, which continues to flow westerly. The drainage extending to the east ends at a drainage inlet on the side of the drive-through entrance to the adjacent property. It continues downstream toward Pioneer Boulevard via an off-site V-gutter. All drainage appears to surface flow with no sign of any storm drain on Arkansas Street to the downstream catch basin (Preliminary Hydrology Study (Appendix 10)).

### Project Description

#### **Arkansas Street Specific Plan Project**

The Arkansas Street Specific Plan Project (Specific Plan Project) consists of a General Plan Text and Map Amendment, a Zoning Code Text and Map Amendment, and a Specific Plan. These discretionary approvals are discussed below.

### General Plan Text Amendment

The General Plan text amendment will include amendments to the General Plan text to add the Arkansas Street Specific Plan. These text amendments include amending the

Land Use Sub-Element Table LU-3 – 2030 General Plan Land Use Summary and Table LU-4 – 2030 General Plan Buildout Analysis to reflect the change from the Light Manufacturing and Industrial land use designation to the Pioneer Boulevard Commercial designation.

In addition, the Housing Sub-Element Introduction under C.3.c. (as noted below) will need to be amended to add the Arkansas Street Specific Plan.

- C. State Law and Local Planning
  - 3. Relationship to Other Plans and Programs
    - c. Specific Plans

### General Plan Map Amendment

Under the Specific Plan Project, the General Plan land use designation on the subject property is proposed to be changed from Light Manufacturing and Industrial to Pioneer Boulevard Commercial. The land use designation change is a General Plan Map Amendment.

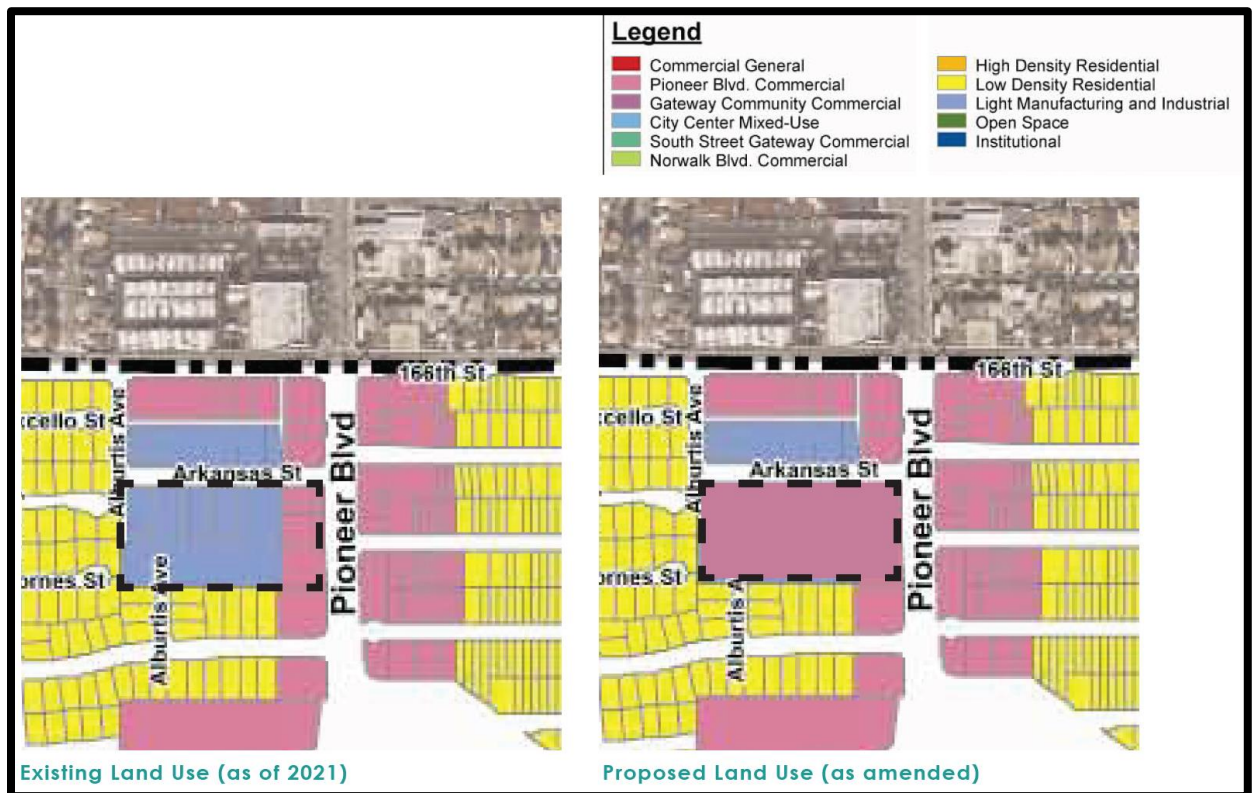


Figure 2 - General Plan Map Amendment

### Zoning Text & Map Amendment

The Zoning Text Amendment is an amendment to Title 9 – Planning and Zoning, Chapter 2 – Zoning, Article 34.5 – Specific Plan Zones (SP), Section 9-2.3453 – Specific Plan Zones and Zoning Map Designations of the Artesia Municipal Code. A new subparagraph (e) will be added as follows:

*Arkansas Street Specific Plan.* The Arkansas Street Specific Plan, a copy of which is on file in the Office of the City Clerk, has been prepared to create a document that provides abilities for future redevelopment of underutilized parcels. By creating a neighborhood composed of a mix of uses, residential and commercial, the City can have a path forward and strategy for growth, prosperity, and stability of neighborhood that encompasses the specific plan area covering 4.22 acres. The Plan will also facilitate the construction of a mixed-use project consisting of 59 residential units, including live-work units, and 4,544 square feet of commercial space on a 2.65-acre site, consistent with the Specific Plan.

The text amendment to the Zoning Code facilitates the Arkansas Street Specific Plan Project and the 11700 Arkansas Street Project.

The Zoning Map Amendment for the Specific Plan Project includes changing the Zone of the subject property from Commercial General and Light Manufacturing and Industrial to Arkansas Street Specific Plan.

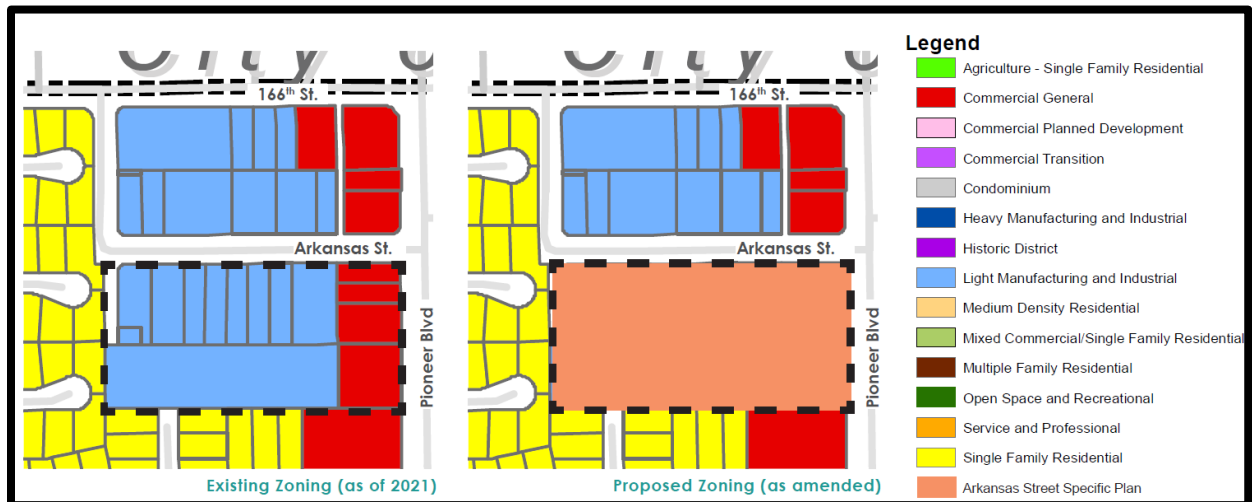


Figure 3 - Zoning Map Amendment

### Specific Plan – Arkansas Street Specific Plan

California Government Code governs the preparation of a specific plan (§65450 – §65456). A specific plan must be prepared, adopted, and amended in the same manner as a general plan and must be consistent with the general plan.

The Arkansas Street Specific Plan has been created for the subject area providing the parameters for desirable infill development. The Specific Plan coordinates the land use, intensity, and scale of development with the goals and policies of the Artesia General Plan.

The Specific Plan defines a vision and establishes standards and requirements for site development. The Development Standards for the Specific Pan area are noted below.



Table 3.1: Development Standards	
Element	Requirement
Lot Area (min)	4,000 Square Feet (based on approximate smallest existing parcel in Specific Plan area)
Lot Width (min)	40 Feet
Lot Depth	100 Feet
Density (max)	25 du/ac
Floor Area Ratio (for commercial uses)	0.5
Setbacks (from Property Line to Building)	
Front Yard - Pioneer Boulevard	0 Feet (min.); 20 Feet (max.)
Front Yard - Arkansas Street	0 Feet (min.); 5 Feet must be publicly accessible, can be used for outdoor seating
Side Yard	0 Feet (min.)
Side Yard - If abutting residential zone	10 Feet (min.)
Street Side Yard	5 Feet (min.); 20 Feet (max.). The side yard must be publicly accessible at all times, be used for outdoor seating for ground floor businesses, or be landscaped.
Rear Yard (min.)	10 Feet; Ancillary structures abutting alley 5 Feet (min.)
Other	
Building Separation (min.)	Per Building Code
Height (max.)	Height limits are established as shown on Figure 3.1.
Private Open Space (for Mixed-Use Residential/Commercial Combination)	100 square feet per unit, (can be cumulative calculation of deck/balcony and ground floor open space), minimum 5' dimension.  Roof Deck permitted
Common Open Space (for Mixed-Use Residential/Commercial Combination)	50 square feet per unit. Minimum of 600 square feet for a project and no single facility less than 500 square feet, minimum 10' dimension.  In residential uses, If private open space is double the private open space requirement, common open space may be reduced by 20%.
Signage	Per Section 9.2, Article 12 of the AMC.
Ground Floor Façade Transparency (% of building wall area)	50% (min.)

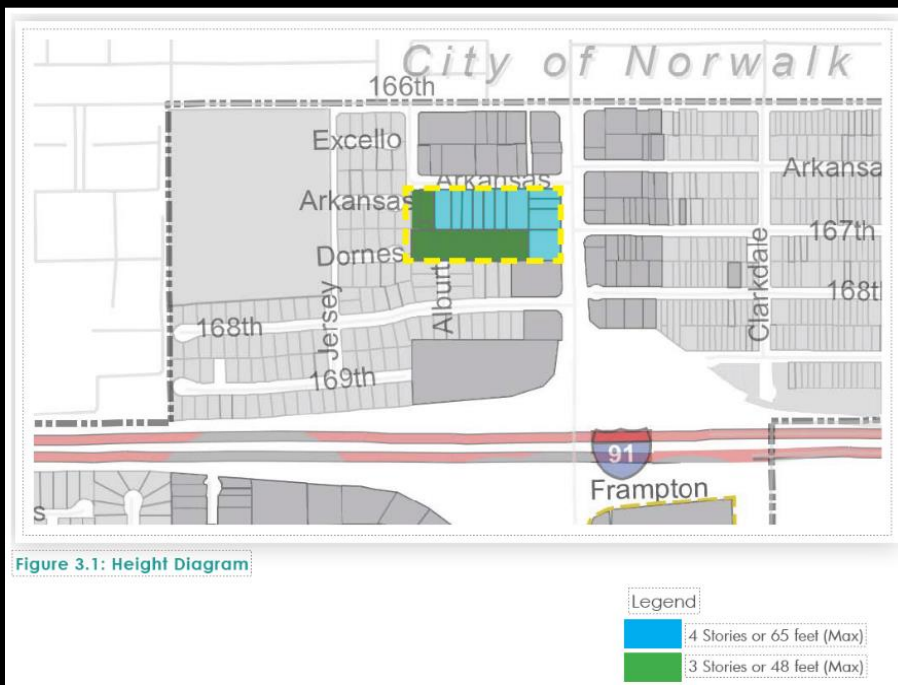


Figure 4 - Specific Plan Development Standards

The CEQA Analysis buildout of the Specific Plan Project area under the existing General Plan designation and the proposed Specific Plan designation is denoted in the following table. While the General Plan buildout in Tables LU-3 and LU-4 would permit greater densities, the proposed Arkansas Street Specific Plan limits the density to 25 du/ac and a FAR of .5. Therefore, the net change between the existing proposed building out under the General Plan and what is now proposed under the Specific Plan is negligible.

<b>Specific Plan Buildout Analysis</b>				
<b>Land Use Designation</b>	<b>Acres</b>	<b>Non-Residential Development Potential (sq. ft.)<sup>1</sup></b>	<b>Residential Development Potential (DUs)<sup>1</sup></b>	<b>Population<sup>2</sup></b>
<b>Existing General Plan</b>				
Light Manufacturing & Industrial	3.21 acres	20,974 sq. ft.	4 du	14
Pioneer Boulevard Commercial	1.01 acres	18,478 sq. ft.	3 du	11
<b>TOTAL</b>		<b>39,452 sq. ft.</b>	<b>7 du</b>	<b>25</b>
<b>Proposed Specific Plan</b>				
11700 Arkansas Street Project	2.65 acres	4,544 sq. ft.	59 du	212
The remainder of the Specific Plan Area	1.57 acres	34,190 sq. ft.	40 du	144
<b>TOTAL</b>		<b>38,734 sq. ft.</b>	<b>99 du</b>	<b>356</b>
<b>NET CHANGE</b>		<b>-718 sq. ft.</b>	<b>+92 du</b>	<b>+331</b>
1. Based on Table LU-4—2030 General Plan Buildout Analysis from the 2030 General Plan: 3.21 acres (139,828) x 15% = 20,974 sq. ft. & 4 du DU calculation 5/4.47 for total City – 1.1 du/ac 1.1 du/ac x 3.21 ac = 3.53 du for Arkansas Street SP (rounded up to 4) 1.01 acres (43,996) x 42% = 18,478 sq. ft. and 3 du DU calculation 41/11.9 for total City 3.4 du/ac 3.4 du/ac x 1.01 ac = 3.43 du for Arkansas Street SP (rounded down to 3) 2. The numbers are rounded and based on the average household size of 3.6 from the SCAG Profile of the City of Artesia Local Profiles Report 2019, May 2019.				

*Table 3 - CEQA Buildout Analysis of the Specific Plan Project Area*

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred, and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and decreasing the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update.

### **11700 Arkansas Street Project**

The project comprises fifty-nine (59) townhomes with private garages, drive aisles, sidewalks, guest parking, and common landscaped areas on 2.65-acres. There are also 4,544 square feet of demisable commercial space facing Arkansas Street. Twenty-two (22) townhomes will include live/work flex space within the dwelling units. The project site will be accessible via an entrance/exit off Arkansas Avenue. The project is being built under an air space condominium map TM-83442.

The project has been designed to provide housing for larger families with three (3) bedroom floor plan designs. The design includes solar roofs, and the townhomes will be all-electric with no natural gas. However, gas lines will be pulled to the property line if one of the live/work flex spaces needs gas.

### Tentative Tract Map 83442

The map proposes subdividing the property into a single air space condominium lot for townhome purposes. The on-site streets will be private with an easement for emergency and solid waste collection access (including ingress and egress rights to the City) (see Appendix 1 – Sheet C-1).

### Street Vacation

The portion of Albutis Avenue located within the project area is proposed for vacation as it will no longer serve a public purpose. It currently only serves as access to the Pioneer RV Storage property.

### Design Review

The project has ten (10) three-story buildings, including two (2) five-plexes with demisable commercial space, one (1) nine-plex, one (1) eight-plex, two (2) six-plexes, and four (4) five-plexes. There are four (4) plan types:

- Plan 1 at 1,320-square-feet
- Plan 2 at 1,576-square-feet
- Plan 3 at 1,855-square-feet

The building's architectural style is "Contemporary." Exterior façade materials are composed of a stucco field with fiber cement siding. The roof level is distinguished by a perimeter, asphalt shingled hip roof punctuated with projecting gables and parapets. Architectural accents include aesthetically placed metal guardrails, bracket-supported awning roofs, and contemporary coach lights.

The storefronts on Arkansas Street include a decorative front entry door with spandrel glass windows and metal awnings. Signage treatment will be below the metal awning. An arch connecting the two buildings will demark Arkansas Street entry (see Appendix 1 – Sheets A-1 – A-7).

Product Information			
Building Type	Building Size	Livable Area	Unit Design
<b>9-plex</b>	17,335 sq. ft.		
Plan 1		1,320 sq. ft.	3 bedrooms 3 baths
Plan 2		1,576 sq. ft.	3 bedrooms 3 baths Live/Work
<b>8-plex</b>	15,422 sq. ft.		
Plan 1		1,320 sq. ft.	3 bedrooms 3 baths

Product Information			
Building Type	Building Size	Livable Area	Unit Design
Plan 2		1,576 sq. ft.	3 bedrooms 3 baths Live/Work
6-plex	11,575 sq. ft.		
Plan 1		1,320 sq. ft.	3 bedrooms 3 baths
Plan 2		1,576 sq. ft.	3 bedrooms 3 baths Live/Work
5-plex with Commercial Space	14,235 sq. ft.		
Plan 3		1,855 sq. ft.	3 bedrooms 2.5 baths Den Opt. Bed 4
5-plex	9,641 sq. ft.		
Plan 1		1,320 sq. ft.	3 bedrooms 3 baths
Plan 2		1,576 sq. ft.	3 bedrooms 3 baths Live/Work

Table 4 - Building and Product Information

### Construction Characteristics

Construction for the 11700 Arkansas Street Project is estimated to start in the first quarter of 2023 and end in 2024. It is expected to be operational at the end of 2024 or the beginning of 2025. The future phases were estimated to start construction in 2025 as a conservative estimate. The grading will generally include 436-cubic-yards of infill, requiring approximately 43 truck trips a day for ten (10) days.

During construction, the contractors will locate the equipment staging areas to create the greatest distance between the construction-related noise/vibration sources and the residential (sensitive receptors) nearest the project site. Per the City's ordinance, construction will only occur during the permissible hours of 7:00 a.m. to 7:00 p.m. on weekdays and Saturdays. No construction will be permitted on Sundays and federal holidays. All equipment will have the appropriate noise attenuating devices, and idling equipment will be turned off when not in use. Lastly, all equipment will be maintained and secured from rattling and banging while on-site to the extent possible.

Construction Phasing	
Phase Name	Length of Phase (days)
Demolition	37
Site Preparation	5
Grading	10
Building Construction	428
Paving	21
Architectural Coating	21
<b>Total</b>	<b>522</b>

Table 5 - Construction Phasing

Construction Equipment						
Type of Equipment	Phase					
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating
Concrete/Industrial Saws	1					
Grader		1	1			
Scrapers		1				
Rubber Tired Dozer	1		1			
Tractor/Back-hoe/Loader	3	1	2	1	1	
Cranes				1		
Forklifts				2		
Generator Sets				1		
Welders				3		
Cement & Mortar Mixers					1	
Pavers					1	
Rollers					2	
Paving Equipment					1	
Air Compressors						1

Table 6 - Construction Equipment

### Off-Site Improvements

1. Required street improvements will include the following:
  - Wherever necessary, roadways adjacent to the proposed project site and site access points will be constructed in compliance with recommended roadway classifications and respective cross-sections in the City of Artesia General Plan or as directed by the City Engineer.
  - Signing/stripping will be implemented in conjunction with detailed construction plans for the project site.
2. The project includes preliminary grading, drainage, and water quality management plans.

**M. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Pursuant to AB 52 (Gatto, 2014), the City sent letters of formal notification of determination that the project application was complete. The City was making notice of the consultation opportunity, according to Public Resources Code § [21080.3.1](#), on August 6, 2021. The City sent a 30-day notification letter to the following tribes.

- Tongva Ancestral Territorial Tribal Nation
- Tongva Tribe

Neither tribe responded requesting consultation under AB 52.

Because the project includes a General Plan Amendment and a Specific Plan, the City sent formal notification letters pursuant to SB 18 (Burton). The City was making notice of the consultation opportunity, according to Government Code § [65352.3](#), on August 6, 2021. The City sent a 90-day notification letter to the following tribes.

- Gabrielino-Tongva Tribe
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Juaneno Band of Mission Indians Acjachemen Nation-Belardes
- Gabrieleño Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

The Gabrieleño Band of Mission Indians - Kizh Nation responded by requesting a consultation with the City. The City consulted with the Gabrieleno representative on October 12, 2021, and mitigation measures were prepared for inclusion within this environmental analysis, as noted in Sections V – Cultural Resources and XVIII – Tribal Cultural Resources. The consultation was formally closed on April 27, 2022.

**N. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

1. Los Angeles County Sanitation District – Sewer
2. Liberty Utilities – Water
3. City of Norwalk – Water
4. Southern California Edison
5. The Gas Company
6. South Coast Air Quality Management District (SCAQMD)
7. Statewide Construction General Permit
8. Regional Water Quality Control Board

**O. Appendices (Found as Separate Documents and Incorporated by Reference into this IS/MND Pursuant to CEQA Guidelines Section 15150):**

1. Architectural/Civil Drawings
2. Arkansas Street Specific Plan DRAFT, prepared by WHA, Inc., February 2022
3. General Plan Text Amendment
4. Zoning Text Amendment
5. Arkansas Street Residential Development and Specific Plan Air Quality and Greenhouse Gas Impact Study, City of Artesia, CA, prepared by MD Acoustics, LLC, July 14, 2022



6. Phase I Cultural Resource Assessment for the Arkansas Street Specific Plan Project, City of Artesia, Los Angeles County, California, prepared by Applied EarthWorks, Inc., October 2021
7. Arkansas Street Residential Development and Specific Plan – CEQA Energy Review, City of Artesia, CA, prepared by MD Acoustics, LLC, August 1, 2022
8. Geotechnical Investigation, 11700 Arkansas Street, City of Artesia, California, prepared by Alta California, January 14, 2021
9. Phase I and II Environmental Site Assessment 11700 and 11708 Arkansas Avenue, Artesia, California 90701, prepared by Stantec, February 1, 2021
10. Preliminary Hydrology Study TTM No. 83442 Arkansas Street Project, City of Artesia, prepared by C&V Consulting, Inc., May 2021
11. Preliminary Low Impact Development (LID) Plan, prepared by C&V Consulting, Inc., May 2021
12. Arkansas Street Residential Development and Specific Plan Noise Impact Study, City of Artesia, CA, prepared by MD Acoustics, LLC, July 25, 2022
13. Sewer Area Study TTM No. 83442 P.C. 5899, P.C. 7615, Artesia Imp. No. 4-M, JO-p-0422 SMD Index 2029, prepared by C&V Consulting, Inc., March 2022
14. 11700 Arkansas Street Mixed-Use Project Traffic Impact Analysis, City of Artesia, California, prepared by TJW Engineering, Inc., April 18, 2022
15. 11700 Arkansas Mixed-Use Vehicle Miles Traveled (VMT) Analysis, City of Artesia, prepared by TJW Engineering, Inc., June 15, 2022

**P. Acronyms:**

ACM -	Asbestos Containing Materials
ACCM -	Asbestos Construction Containing Materials
ADA -	American with Disabilities Act
ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
AQMP -	Air Quality Management Plan
BMP -	Best Management Practice
CEQA -	California Environmental Quality Act
CIWMD -	California Integrated Waste Management District
CMP -	Congestion Management Plan
CUP -	Conditional Use Permit
DOSH -	Division of Occupational Safety and Health Administration
DP -	Development Plan
DTSC -	Department of Toxic Substance Control
DWR -	Department of Water Resources
EIR -	Environmental Impact Report
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FMMP -	Farmland Mapping and Monitoring Program
GIS -	Geographic Information System
GHG -	Greenhouse Gas
GP -	General Plan
GPU -	General Plan Update
HCM -	Highway Capacity Manual
HCP -	Habitat Conservation Plan

HOA -	Homeowners' Association
IS -	Initial Study
LBP -	Lead-Based Paint
LHMP -	Local Hazard Mitigation Plan
LID -	Low Impact Development
LOS -	Level of Service
LST -	Localized Significance Threshold
MCUP -	Minor Conditional Use Permit
MM -	Mitigation Measure
MSHCP -	Multiple Species Habitat Conservation Plan
MWD -	Metropolitan Water District
NCCP -	Natural Communities Conservation Plan
NPDES -	National Pollutant Discharge Elimination System
OEM -	Office of Emergency Services
OSHA -	Occupational Health and Safety Administration
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works
PWQMP -	Preliminary Water Quality Management Plan
RCP -	Regional Comprehensive Plan
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCE -	Southern California Edison
SCH -	State Clearinghouse
SEIR -	Supplemental Environmental Impact Report
SWPPP -	Storm Water Pollution Prevention Plan
SWRCB -	State Water Resources Control Board
UBC -	Uniform Building Code
USFWS -	United States Fish and Wildlife
USGS -	United States Geologic Survey
VMT -	Vehicle Miles Traveled
WQMP -	Water Quality Management Plan



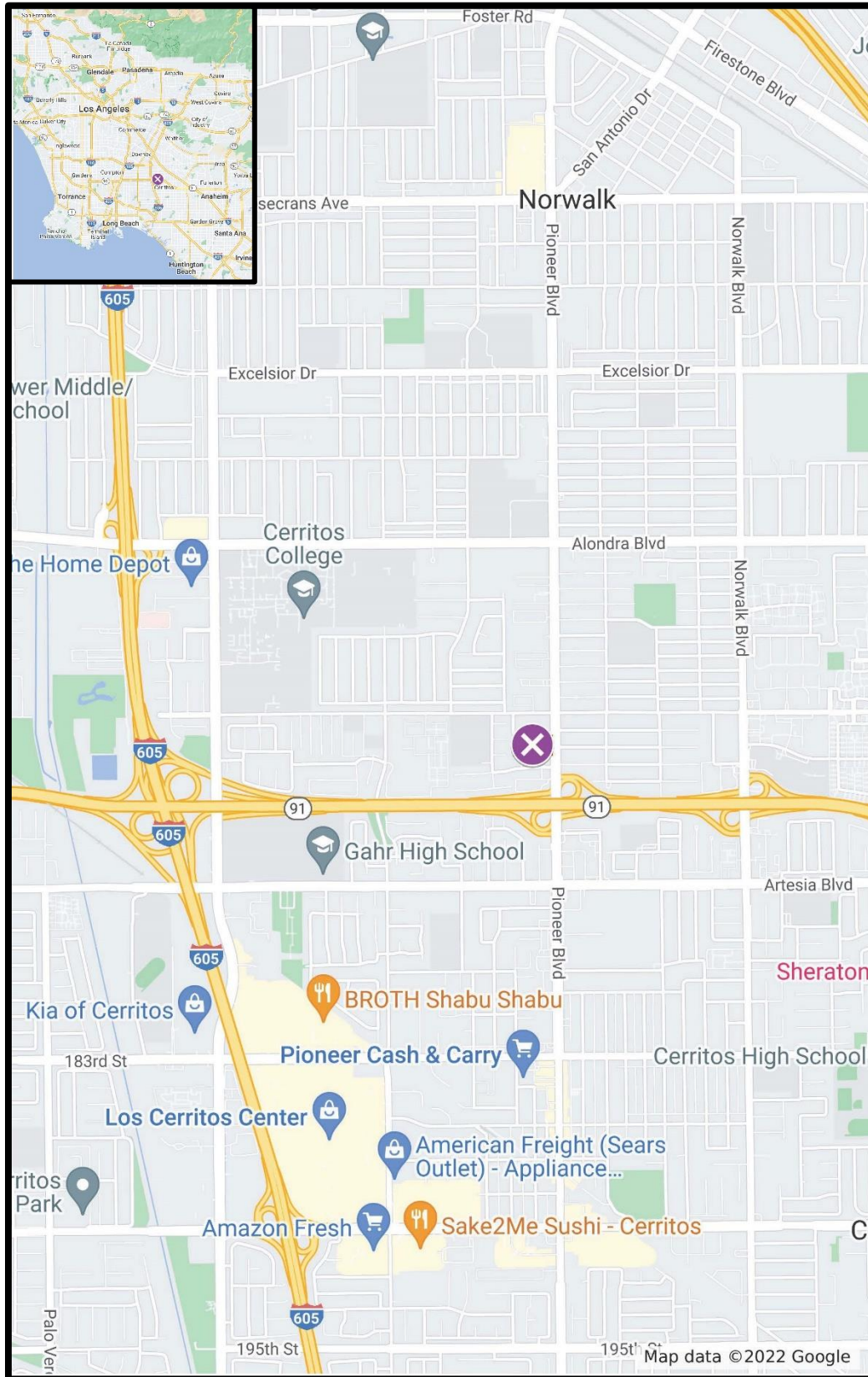


Figure 5 - Location Map

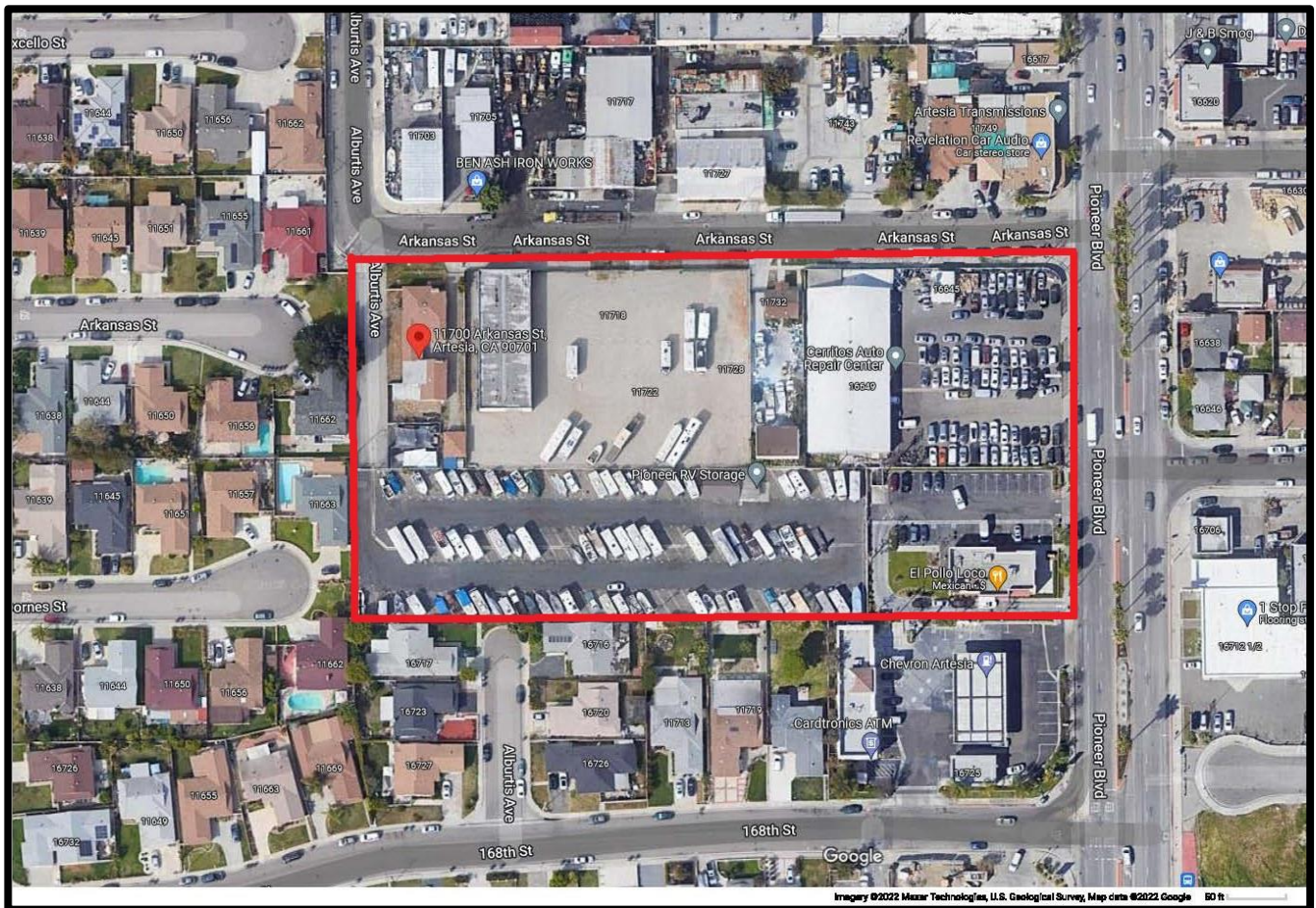


Figure 6 - Aerial Map





Figure 7 - Project Area Map with APNs

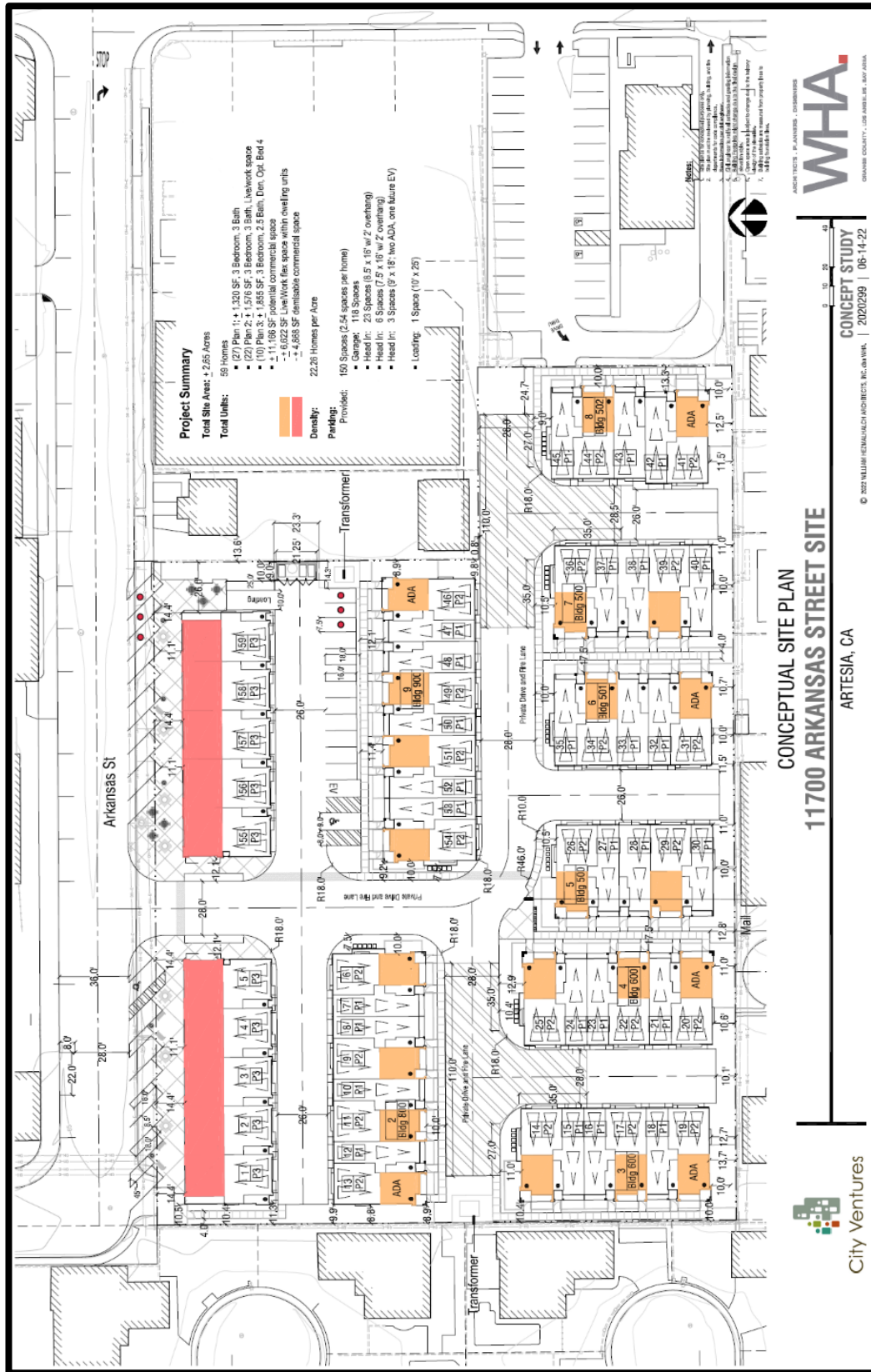


Figure 8 - Site Plan

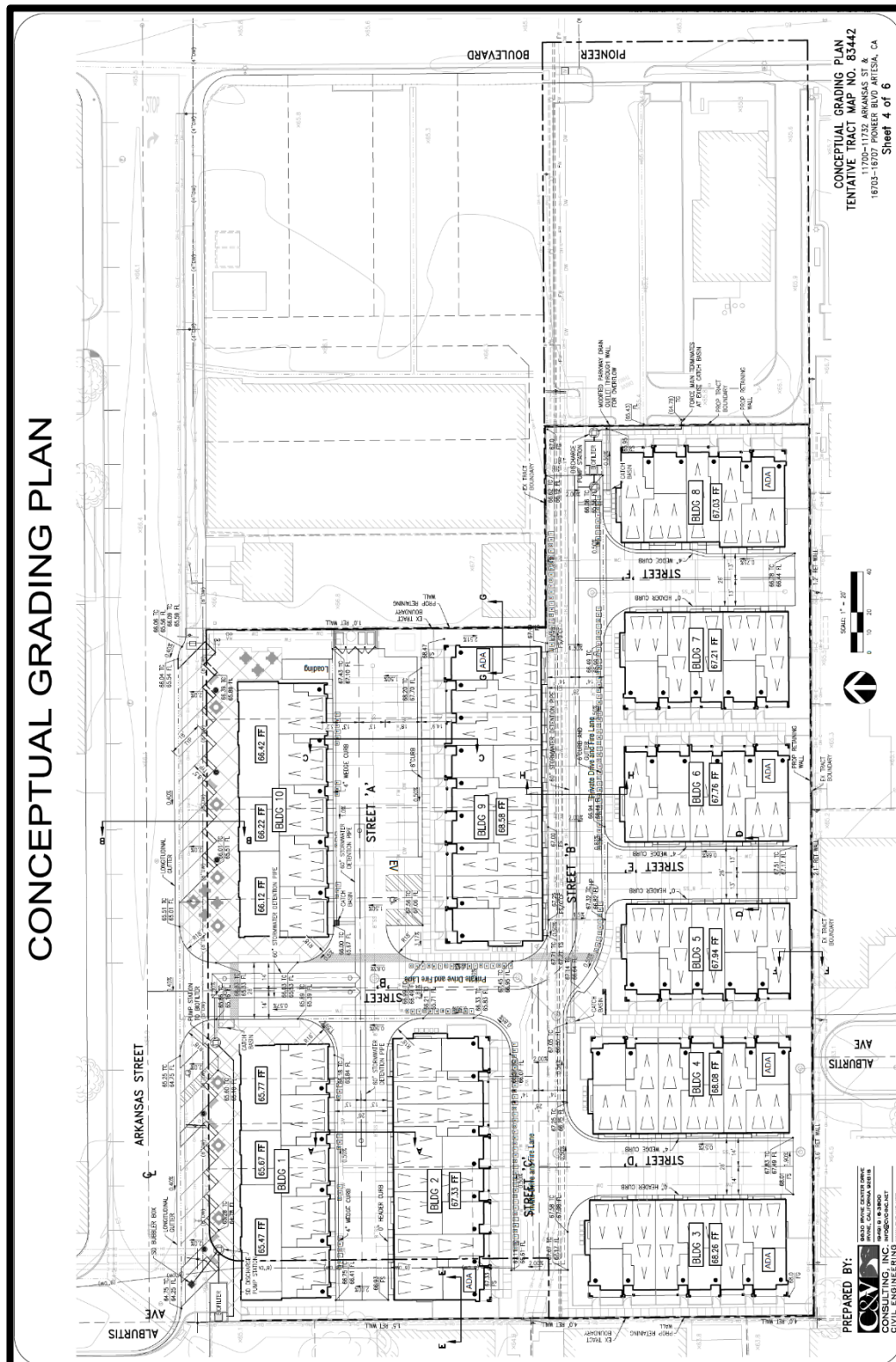


Figure 9 - Grading Plan



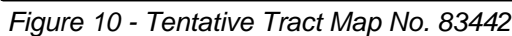




Figure 11 - Preliminary Landscape Plan

**IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture & Forestry Resources	<input 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 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 type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities & Service Systems	<input type="checkbox"/>	Wildfire	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

**V. DETERMINATION (To be completed by the Lead Agency):**

Based on this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <div style="border-bottom: 1px solid black; margin-bottom: 5px;"></div> <div>Signature</div> </div> <div style="width: 45%;"> <div style="border-bottom: 1px solid black; margin-bottom: 5px;"></div> <div>Date</div> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <div style="border-bottom: 1px solid black; margin-bottom: 5px;"></div> <div>Printed Name</div> </div> <div style="width: 45%;"> <div style="border-bottom: 1px solid black; margin-bottom: 5px;"></div> <div>For</div> </div> </div>	



## VI. EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect is significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or another CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analyses Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

## A. Issues & Supporting Information Sources:

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS –</b> Except as provided in <a href="#">Public Resources Code Section 21099</a> – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – <b>Would the project:</b>				
a) Have a substantial adverse 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Sources:</b> <ol style="list-style-type: none"> <li>1. City of Artesia <a href="#">General Plan 2030</a></li> <li>2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a>, July 28, 2010</li> <li>3. <a href="#">Title 9 – Planning and Zoning</a> <ul style="list-style-type: none"> <li>➤ <a href="#">Article 12.5 – Lighting</a></li> <li>➤ <a href="#">Article 20 – Design Review Approval</a></li> </ul> </li> <li>4. <a href="#">CalTrans Scenic Highways</a> – Accessed April 6, 2022</li> </ol>				

### a) Have a substantial adverse effect on a scenic vista?

#### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

*No designated scenic vistas or other scenic resources are present within the City of Artesia. The City of Artesia is primarily built out (99 percent) and the City's aesthetic character is fully urbanized. The density of development is relatively low for all types of development in the City. Cities surrounding Artesia are also fully developed and urbanized with similar land use patterns, density, and character. The predominant land uses within the city are residential, commercial, and industrial. (City of Artesia General Plan 2030 Environmental Impact Report Section 5.3 Aesthetics and Light/Glare, pages 5.3-3 – 5.3-4).*

The Arkansas Street Specific Plan Project and the 11700 Arkansas Street Project will have **no impact**, directly, indirectly, or cumulatively, on scenic vistas. It would not result in a substantial change in the scenic views available in the surrounding area.

- b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

As noted in City of Artesia General Plan 2030 Environmental Impact Report Section 5.3 Aesthetics and Light/Glare, pages 5.3-3 – 5.3-4, “*The State Scenic Highway System involves highways, mainly state highways, which have been designated by the California Department of Transportation (Caltrans) as scenic highways. There are no officially designated state scenic highways or eligible state scenic highways that traverse the City.*”

A CalTrans Scenic Highways Program review found that no new state scenic highways have been designated in the City of Artesia since the General Plan 2030 was adopted. Therefore, the Arkansas Street Specific Plan Project and the 11700 Arkansas Street Project will have **no impact**, directly, indirectly, or cumulatively, on scenic resources within a state-designated scenic highway/corridor.

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

The project site is located in an urbanized area and does not conflict with the zoning or other regulations governing scenic quality.

**Construction Impacts**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The City does not have specific regulations to mitigate visual construction impacts. However, short-term construction related to construction equipment and on-street parking impacts are addressed in the City of Artesia General Plan 2030 Environmental Impact Report (EIR) Section 5.3 Aesthetics and Light/Glare, page 5.3-11 for non-residential projects adjacent to residential uses. The General Plan 2030 EIR mitigation measure AES-1 is recommended for non-residential projects adjacent to residential uses. This mitigation measure requires all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. It also requires that construction equipment be parked and staged within the project site, with the staging areas screened from view from residential properties. It allows construction worker parking to be located off-site with the approval of the City; however, on-street parking of construction worker vehicles on residential streets is prohibited. All vehicles are to be kept clean and free of mud and dust before leaving the development site, and surrounding streets are to be swept daily and maintained free of dirt and debris.

The General Plan 2030 EIR mitigation measure is a good best practice measure to ensure short-term construction impacts are less than significant. Therefore, mitigation measure **MM AES-1** will be implemented for the Arkansas Street Specific Plan Project and the 11700 Arkansas Street Project. With mitigation measure **MM AES-1**, construction impacts will be **less than significant with mitigation**.

## **Operational Impacts**

### *Arkansas Street Specific Plan Project*

The project site is proposed to be located in the new Arkansas Street Specific Plan Zone. The overarching vision of the Arkansas Street Specific Plan is to create a document that provides abilities for the future redevelopment of underutilized parcels. By creating a neighborhood composed of a mix of uses, residential and commercial, the City can have a path forward and strategy for growth, prosperity, and stability of this neighborhood.

The Specific Plan area is adjacent to residential, light industrial, and commercial uses. Many Specific Plan boundary buildings are aging, and properties reflect deferred investment, maintenance, and repair. The visual character is depleted and could greatly benefit from an energized and revitalized area.

Due to existing uses and vacant/underutilized parcels, adequate pedestrian amenities are absent. As a result, pedestrian activity is non-existent, and the area is best used during the day for business.

The Specific Plan provides requirements and guidelines for the Specific Plan area development. The standards and guidelines are to implement a high-quality development, encouraging a mix of uses and an active streetscape, consistent with the General Plan Pioneer Boulevard Commercial Designation.

Mixed-use development proposed in the Specific Plan area integrates residential and commercial development on the same or contiguous parcels. Mixed-use development can be integrated vertically or horizontally. Doing so provides opportunities to activate and energize the area using creative development solutions.

The standards apply to the mixed-use vision of this Specific Plan and supplement other applicable regulations in the City's Zoning Code.

The guidelines within the Specific Plan are a design framework for parcels and buildings to convey an aesthetically attractive community identity within an urban living environment. The guidelines are intended to be flexible, promoting engaging streetscapes without limiting the product type or configuration of the built environment. They allow for the greatest adaptability to market changes and creative design outcomes.

The built environment shall exhibit design quality, including consideration of articulated entries and facades, proportionate windows, and quality building materials.



Additionally, pedestrian connectivity and safety in the public realm shall be considered when creating the built environment.

All new projects within the Specific Plan will be built to comply with the vision of the Specific Plan and will be required to undergo design review pursuant to the provisions of the Artesia Municipal Code (AMC) Title 9 Chapter 2 Article 20 – Design Review Approval. Therefore, the Specific Plan Project will have a **less than significant impact** directly, indirectly, or cumulatively for conflicting with applicable zoning and other regulations governing scenic quality.

#### 11700 Arkansas Street Project

The project site is visible from the residential uses to the west and south. The project is subject to compliance with the Arkansas Street Specific Plan development and design standards. The development standards address development factors that would influence the visual character/quality of the development site and its surroundings, namely, Development Standards, Landscape Design, Walls and Fences, Functional Elements, Scale, Massing, and Articulation, Elevations and Color Application, and Architectural Styles.

In summary, the project will comply with the Arkansas Street Specific Plan and applicable zoning and other regulations governing scenic quality. The project will be required to undergo design review pursuant to the Artesia Municipal Code (AMC) Title 9 Chapter 2 Article 20 – Design Review Approval. As designed and conditioned, the project will have a **less than significant impact**, directly, indirectly, or cumulatively, on conflicting with applicable zoning and other regulations governing scenic quality.

- d) **Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

#### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The Specific Plan Project is an infill project in an area with commercial and industrial development on two sides (north and east). Pioneer Boulevard, to the east, is an existing six-lane Primary Arterial Highway with a raised median. Future development of the Specific Plan area is not anticipated to create substantial light and glare, resulting in an appreciable difference from existing levels. However, as stated in the City of Artesia General Plan 2030 Environmental Impact Report Section 5.3 Aesthetics and Light/Glare, pages 5.3-14 – 5.3-15, *“Notwithstanding, limiting the effects of lighting on the existing sensitive receptors would be an important aspect of the design of all new development. Compliance with AMC Section 9-2.1252, Exposed Neon Lighting for Signs and Architectural Accents, which represents the City’s policy statement on the use of exposed neon lighting and states that it is the City’s policy to ensure that signs and building facades create an attractive appearance, do not negatively impact neighboring properties, and improve the City’s aesthetic character, would be required. Additionally, all future projects would undergo design review, pursuant to the provisions of AMC Chapter 2 Article 20, Design Review Approval.”*

Compliance with the Arkansas Street Specific Plan design guidelines and the City's Design Review process will ensure that light and glare for projects within the Specific Plan are addressed. In addition, implementing mitigation measure **MM AES-2** will ensure that lighting will not spill over to the single-family residential properties adjacent to the Specific Plan Project area. All new projects, including the 11700 Arkansas Street Project, within the Specific Plan, will comply with the design guidelines of the Specific Plan and will be required to undergo design review pursuant to the provisions of the Artesia Municipal Code (AMC) Title 9 Chapter 2 Article 20 – Design Review Approval as well as the requirement of **MM AES-2**. Therefore, new projects in the Specific Plan, including the 11700 Arkansas Street Project, will have a **less than significant impact with mitigation** on creating a new source of substantial light or glare, which would adversely affect day or nighttime views in the area, directly, indirectly, or cumulatively.

**Mitigation:**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

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

**MM AES-2:** Outdoor lighting shall maintain a minimum of 1 footcandle illumination for all parking and pedestrian areas and shall not exceed 0 footcandle at the property lines adjacent to single-family residential uses. The Permittee/Owner shall submit a photometric plan for Planning review and approval prior to building permit issuance. The plan must include beam spreads and/or photometric calculations, location and type of fixtures, and exterior lighting arrangement that does not create glare or hazardous interference to adjacent streets or properties.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FOREST RESOURCES –</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. – <b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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 <a href="#">Public Resources Code Section 12220(g)</a> ), timberland (as defined by <a href="#">Public Resources Code Section 4526</a> ), or timberland zoned Timberland Production (as defined by <a href="#">Government Code Section 51104(g)</a> )?	<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 the 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"/>
<b>Sources:</b> 1. City of Artesia <a href="#">General Plan 2030</a> 2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a> , July 28, 2010 3. <a href="#">Title 9 – Planning and Zoning</a> 4. <a href="#">Farmland Mapping and Monitoring Program</a> – Accessed April 6, 2022				

- 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?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

A review of the Department of Conservation, California Farmland Mapping and Monitoring Program (FMMP) mapping system has found the project site designated as Unclassified. Therefore, the property is not designated as farmland or agricultural land.

Therefore, neither project would affect any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and **no impact**, directly, indirectly, or cumulatively, would occur on farmland.

**b) Conflict with existing zoning for agricultural use or a Williamson Act contract?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

None of the properties within the Specific Plan area are under a Williamson Act contract or are being used for agricultural purposes. The existing zoning of M-1 – Light Manufacturing and C-G – General Commercial and the proposed zoning of Arkansas Street Specific Plan does not permit agricultural uses. Therefore, both projects will have **no impact**, directly, indirectly, or cumulatively, on zoning for agricultural use or on a Williamson Act contract.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in [Public Resources Code Section 12220\(g\)](#)), timberland (as defined by [Public Resources Code Section 4526](#)), or timberland zoned Timberland Production (as defined by [Government Code Section 51104\(g\)](#))?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

In Southern California, including the City of Artesia, climate and topography limit the types and locations of forest lands and their potential for commercial or industrial timber utilization. Accordingly, there is no existing or currently proposed zoning of forest land, timberland, or Timberland Production Zones within the City. Therefore, neither project would not conflict with the existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. The projects will have **no impact**, directly, indirectly, or cumulatively.

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

There is no commercial forestry or timber production industry within the City. The Specific Plan area has been used for commercial and industrial uses and is located in an urbanized area that does not support forest land. Therefore, the projects would not result in the loss of forest land or the conversion.

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

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The Specific Plan area is already built-out and has not been used for agricultural purposes for many years. Due to the adjacent residential and commercial uses,

agricultural uses on this site would be problematic. Therefore, the projects would not result in the conversion of farmland to non-agricultural use and will have **no impact** directly, indirectly, or cumulatively.

**Mitigation:** None

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY –</b> 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. <b>Would the project:</b>				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Sources:</b>  1. City of Artesia <a href="#">General Plan 2030</a> 2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a> , July 28, 2010 3. <a href="#">Title 9 – Planning and Zoning</a> 4. <a href="#">South Coast Air Quality Management District's 2016 Air Quality Management Plan</a> 5. <a href="#">SCAQMD CEQA Air Quality Handbook, 1993</a> Arkansas Street Residential Development and Specific Plan Air Quality and Greenhouse Gas Impact Study, City of Artesia, CA, prepared by MD Acoustics, LLC, July 14, 2022 (Appendix 5)				

a) **Conflict with or obstruct implementation of the applicable air quality plan?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

The projects will not result in an inconsistency with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) based on the Air Quality and Greenhouse Gas Impact Study (Appendix 5) that MD Acoustics, LLC prepared on July 14, 2022, and quoted throughout this Section.

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan for the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this Section discusses any potential inconsistencies of the proposed project with the AQMP.

This discussion aims to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality



standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or the inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states, “*New or amended General Plan Elements (including land-use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP.*” Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

#### **A. Criterion 1 - Increase in the Frequency or Severity of Violations**

Based on the air quality modeling analysis contained in the Air Quality and Greenhouse Gas Impact Study (Appendix 5) in Tables 8, 9, and 10 (pages 40 - 42), short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The Air Analysis also found that long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance, as shown in Tables 11 and 12 (pages 44 and 45).

Tables 8 through 12 can also be found in Responses III) b) and c) below.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is consistent with the AQMP for the first criterion.

#### **B. Criterion 2 - Exceed Assumptions in the AQMP?**

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The criterion ensures that the analyses conducted for the project are based on the same forecasts as the AQMP. The 2020-2045 Regional Transportation/Sustainable Communities Strategy Connect SoCal, prepared by the Southern California Association of Governments (SCAG), 2016 includes chapters on the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis

of their plans for consistency with applicable regional plans under CEQA. For the proposed projects, the City of Artesia Land Use Plan defines the assumptions represented in the AQMP.

The project site is currently zoned as Light Manufacturing and Industrial and Pioneer Boulevard Commercial. The project is the preparation of a specific plan (Arkansas Street Specific Plan) over approximately 4.22-acres. Included in the full Specific Plan proposal are the following:

- General Plan Amendment (GPA) to add the new Arkansas Street Specific Plan to the General Plan and change the land use designation from Light Manufacturing and Industrial and Pioneer Boulevard Commercial to Arkansas Mixed-Use
- Specific Plan – Arkansas Street Specific Plan (4.22-acres)
- Change of Zone from Light Manufacturing and Industrial (M-1) and Commercial General (C-G) to Specific Plan (SP) Zone – Arkansas Street Specific Plan

Therefore, as the projects are mixed-use land uses with residential and commercial uses, the projects are inconsistent with the existing land use and zoning designations. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update. The incremental increase in density and intensity proposed under the Arkansas Street Specific Plan is insignificant compared to the General Plan 2030 Update. Once the GPA and Zone Change are approved, the projects would be consistent with the General Plan land use designations. Although the Arkansas Street Specific Plan Project, GPA, and Zone Change may initially result in an inconsistency with the AQMP on paper, the inconsistency would not necessarily conflict with the AQMP. The SCAQMD acknowledges that strict consistency with all aspects of the AQMP is not required to find consistency. Rather, a project is considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The projects built under the Specific Plan and the 11700 Arkansas Street Project would implement contemporary energy-efficient technologies and regulatory/operational programs required per Title 24, CalGreen, and City standards. Generally, compliance with SCAQMD emissions reductions and control requirements reduces project air pollutant emissions. In combination, project emissions-reducing design features and regulatory/operational programs are consistent with and support overarching AQMP air pollution reduction strategies. Project support of these strategies promotes timely attainment of AQMP air quality standards and would bring the project into conformance with the AQMP. Therefore, the proposed projects are not anticipated to exceed the AQMP assumptions for the project site and are found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed projects will not be inconsistent with the SCAQMD AQMP. Therefore, a **less than significant impact** will occur.

- 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?**

MD Acoustics, LLC prepared the Air Quality and Greenhouse Gas Impact Study (Appendix 5) dated July 14, 2022. The Study indicates the projects will not result in a cumulative net increase in a criteria pollutant for which the region is in non-attainment.

The Environmental Protection Agency (EPA) and the Air Resource Board (ARB) designate air basins where ambient air quality standards are exceeded as “non-attainment” areas. The area is designated as an “attainment” area if standards are met. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National non-attainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or ‘form’ of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in the attainment of the CO standard if no more than one 8-hour ambient air monitoring value exceeds the threshold per year. In contrast, the federal annual PM<sub>2.5</sub> standard is met if the three-year average of the annual average PM<sub>2.5</sub> concentration is less than or equal to the standard. Table 5 lists the attainment status for the criteria pollutants in the basin.

Table 5: South Coast Air Basin Attainment Status				
Pollutant	Standard <sup>1</sup>	Averaging Time	Designation <sup>2</sup>	Attainment Date <sup>3</sup>
1-Hour Ozone	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (not attained) <sup>4</sup>
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone <sup>5</sup>	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
CO	NAAQS	1-Hour (35 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO <sub>2</sub> <sup>6</sup>	NAAQS	1-Hour (0.1 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	-

Table 5: South Coast Air Basin Attainment Status				
Pollutant	Standard <sup>1</sup>	Averaging Time	Designation <sup>2</sup>	Attainment Date <sup>3</sup>
SO <sub>2</sub> <sup>7</sup>	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)
PM <sub>10</sub>	NAAQS	1987 24-Hour (150 µg/m <sup>3</sup> )	Attainment (Maintenance) <sup>8</sup>	7/26/2013 (attained)
	CAAQS	24-Hour (50 µg/m <sup>3</sup> ) Annual (20 µg/m <sup>3</sup> )	Nonattainment	N/A
PM <sub>2.5</sub> <sup>9</sup>	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	2021 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
Lead	NAAQS	3-Months Rolling (0.15 µg/m <sup>3</sup> )	Nonattainment (Partial) <sup>10</sup>	12/31/2015

Notes:  
Source: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf>  
<sup>1</sup> NAAQS = National Ambient Air Quality Standards, CAAQS = California Ambient Air Quality Standards  
<sup>2</sup> U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.  
<sup>3</sup> 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.  
<sup>4</sup> 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.  
<sup>5</sup> 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.  
<sup>6</sup> New NO<sub>2</sub> 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO<sub>2</sub> standard retained.  
<sup>7</sup> 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.  
<sup>8</sup> 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.  
<sup>9</sup> 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 the effective date of designations for Serious non-attainment areas). The 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.  
<sup>10</sup> Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect redesignation to attainment based on current monitoring data.

Table 7 - MD Acoustics' AQ/GHG Table 5 South Coast Air Basin Attainment Status

## CalEEMod

Typical emission rates from construction activities were obtained from CalEEMod Version 2020.4.0 CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2017 computer program to calculate the emission rates specific for the southwestern portion of Los Angeles County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2017 and OFFROAD2011 are computer programs generated by CARB that calculate composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions were calculated and

presented below. These emissions represent the highest level of emissions for each construction phase regarding air pollutant emissions.

### **Regional Significance Thresholds for Construction Emissions**

The following CEQA significance thresholds for construction emissions are established for the Basin:

- 75 pounds per day (lbs/day) of VOC
- 100 lbs/day of NO<sub>x</sub>
- 550 lbs/day of CO
- 150 lbs/day of PM<sub>10</sub>
- 55 lbs/day of PM<sub>2.5</sub>
- 150 lbs/day of SO<sub>2</sub>

Projects in the basin with construction-related emissions exceeding emission thresholds are considered significant under SCAQMD guidelines.

### **Construction Air Quality Emissions Impact**

The latest version of CalEEMod was used to estimate the on-site and off-site construction emissions. The emissions incorporate Rule 402 and 403. Rule 402 (nuisance) and 403 (fugitive dust) are not considered mitigation measures as the project, by default, is required to incorporate these rules during construction.

**SCAQMD Rule 402** prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

**SCAQMD Rule 403** governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through the application of standard Best Management Practices, such as the application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementing dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable suppression techniques are indicated below and include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten (10) days or more).
- Water active sites at least three (3) times daily.



- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least two (2) feet of freeboard per California Vehicle Code (CVC) section 23114.
- Pave construction access roads at least 100 feet from the main road site.
- Reduce traffic speeds on all unpaved roads to 15 mph or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares to reduce the amount of particulate matter on public streets.

Other SCAQMD construction rules applicable to the project include Rule 1113 and 1143.

**SCAQMD Rule 1113** governs the sale, use, and manufacturing of architectural coatings and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during the construction and operation of the project must comply with Rule 1113.

**SCAQMD Rule 1143** governs the sale, use, and manufacturing of consumer paint thinners and multi-purpose solvents and limits the VOC content in paint thinners and paint solvents. This rule regulates the VOC content of paint thinners available during construction. Therefore, all paint thinners and solvents used during the construction and operation of the project must comply with Rule 1143.

**Idling Diesel Vehicle Trucks** – Idling for more than 5 minutes in one location is prohibited within California borders.

**SCAQMD Rule 1403** establishes notification and work practice requirements to limit asbestos emissions from building demolition and renovation activities. This rule requires a survey for the presence of Asbestos-Containing Materials (ACM) to be conducted and documented prior to the commencement of any demolition or renovation.

## **Regional Construction Emissions**

### *Arkansas Street Specific Plan Project*

The construction emissions for the future development of the Arkansas Street Specific Plan Project (excluding the 11700 Arkansas Street Project) would not exceed the SCAQMD's daily emission thresholds at the regional level, as demonstrated in Table 9, and therefore would be considered **less than significant**.

Table 9: Regional Significance - Construction Emissions (pounds/day) – Future Phases						
Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Demolition</b>						
On-Site <sup>2</sup>	1.44	13.89	13.49	0.02	0.90	0.63
Off-Site <sup>3</sup>	0.05	0.46	0.55	0.00	0.20	0.06
<b>Total</b>	<b>1.49</b>	<b>14.35</b>	<b>14.04</b>	<b>0.03</b>	<b>1.10</b>	<b>0.69</b>
<b>Site Preparation</b>						
On-Site <sup>2</sup>	1.11	11.84	6.63	0.02	2.74	1.60
Off-Site <sup>3</sup>	0.04	0.97	0.52	0.00	0.22	0.06
<b>Total</b>	<b>1.15</b>	<b>12.81</b>	<b>7.15</b>	<b>0.02</b>	<b>2.96</b>	<b>1.66</b>
<b>Grading</b>						
On-Site <sup>2</sup>	1.30	13.82	8.70	0.02	3.33	1.86
Off-Site <sup>3</sup>	0.03	0.02	0.34	0.00	0.11	0.03
<b>Total</b>	<b>1.33</b>	<b>13.84</b>	<b>9.04</b>	<b>0.02</b>	<b>3.45</b>	<b>1.89</b>
<b>Building Construction</b>						
On-Site <sup>2</sup>	1.42	11.06	12.52	0.02	0.45	0.43
Off-Site <sup>3</sup>	0.13	0.49	1.49	0.01	0.52	0.14
<b>Total</b>	<b>1.55</b>	<b>11.55</b>	<b>14.01</b>	<b>0.03</b>	<b>0.97</b>	<b>0.58</b>
<b>Paving</b>						
On-Site <sup>2</sup>	0.57	5.33	8.80	0.01	0.25	0.23
Off-Site <sup>3</sup>	0.04	0.03	0.41	0.00	0.15	0.04
<b>Total</b>	<b>0.61</b>	<b>5.35</b>	<b>9.20</b>	<b>0.01</b>	<b>0.39</b>	<b>0.27</b>
<b>Architectural Coating</b>						
On-Site <sup>2</sup>	56.89	1.15	1.81	0.00	0.05	0.05
Off-Site <sup>3</sup>	0.02	0.02	0.25	0.00	0.09	0.02
<b>Total</b>	<b>56.92</b>	<b>1.16</b>	<b>2.06</b>	<b>0.00</b>	<b>0.14</b>	<b>0.08</b>
<b>Total of Overlapping Phases<sup>4</sup></b>	<b>59.08</b>	<b>18.07</b>	<b>25.28</b>	<b>0.05</b>	<b>1.50</b>	<b>0.92</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Thresholds</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes:						
<sup>1</sup> Source: CalEEMod Version 2020.4.0						
<sup>2</sup> On-site emissions from equipment operated on-site that is not operated on public roads.						
<sup>3</sup> Off-site emissions from equipment operated on public roads.						
<sup>4</sup> Construction, architectural coatings, and paving phases may overlap.						

Table 8 - MD Acoustics' AQ/GHG Table 9 Regional Significance Construction Emissions Future Phases

### 11700 Arkansas Street Project

The construction emissions for the 11700 Arkansas Street Project would not exceed the SCAQMD's daily emission thresholds at the regional level, as demonstrated in Table 8, and therefore would be considered **less than significant**.

Table 8: Regional Significance - Construction Emissions (pounds/day) – Phase 1						
Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Demolition</b>						
On-Site <sup>2</sup>	1.69	16.62	13.96	0.02	0.93	0.80
Off-Site <sup>3</sup>	0.05	0.23	0.55	0.00	0.17	0.05
<b>Total</b>	<b>1.74</b>	<b>16.85</b>	<b>14.52</b>	<b>0.03</b>	<b>1.10</b>	<b>0.84</b>
<b>Site Preparation</b>						

Table 8: Regional Significance - Construction Emissions (pounds/day) – Phase 1						
Activity	Pollutant Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
On-Site <sup>2</sup>	1.38	15.67	10.06	0.02	0.78	0.57
Off-Site <sup>3</sup>	0.06	1.07	0.55	0.00	0.20	0.06
<b>Total</b>	<b>1.44</b>	<b>16.74</b>	<b>10.61</b>	<b>0.03</b>	<b>0.98</b>	<b>0.63</b>
<b>Grading</b>						
On-Site <sup>2</sup>	1.54	16.98	9.22	0.02	3.50	2.02
Off-Site <sup>3</sup>	0.06	0.78	0.56	0.00	0.19	0.06
<b>Total</b>	<b>1.60</b>	<b>17.76</b>	<b>9.78</b>	<b>0.02</b>	<b>3.70</b>	<b>2.07</b>
<b>Building Construction</b>						
On-Site <sup>2</sup>	1.86	14.60	14.35	0.03	0.70	0.67
Off-Site <sup>3</sup>	0.26	0.89	2.68	0.01	0.79	0.22
<b>Total</b>	<b>2.11</b>	<b>15.49</b>	<b>17.03</b>	<b>0.03</b>	<b>1.50</b>	<b>0.89</b>
<b>Paving</b>						
On-Site <sup>2</sup>	0.92	8.10	11.71	0.02	0.40	0.37
Off-Site <sup>3</sup>	0.05	0.03	0.51	0.00	0.17	0.05
<b>Total</b>	<b>0.97</b>	<b>8.14</b>	<b>12.21</b>	<b>0.02</b>	<b>0.56</b>	<b>0.41</b>
<b>Architectural Coating</b>						
On-Site <sup>2</sup>	19.49	1.22	1.81	0.00	0.06	0.06
Off-Site <sup>3</sup>	0.04	0.03	0.40	0.00	0.13	0.04
<b>Total</b>	<b>19.53</b>	<b>1.25</b>	<b>2.21</b>	<b>0.00</b>	<b>0.20</b>	<b>0.10</b>
<b>Total of Overlapping Phases<sup>4</sup></b>	<b>22.62</b>	<b>24.87</b>	<b>31.46</b>	<b>0.06</b>	<b>2.26</b>	<b>1.40</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Thresholds</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes:						
<sup>1</sup> Source: CalEEMod Version 2020.4.0						
<sup>2</sup> On-site emissions from equipment operated on-site that is not operated on public roads.						
<sup>3</sup> Off-site emissions from equipment operated on public roads.						
<sup>4</sup> Construction, architectural coatings, and paving phases may overlap.						

Table 9 - MD Acoustics' AQ/GHG Table 8 Regional Significance Construction Emissions Phase 1

## Regional Significance Thresholds for Operational Emissions

The daily operational emissions significance thresholds for the basin are as follows:

- 55 pounds per day (lbs/day) of VOC
- 55 lbs/day of NO<sub>x</sub>
- 550 lbs/day of CO
- 150 lbs/day of PM<sub>10</sub>
- 55 lbs/day of PM<sub>2.5</sub>
- 150 lbs/day of SO<sub>2</sub>

**Local Microscale Concentration Standards** The significance of localized project impacts under CEQA depends on whether ambient CO levels in the project's vicinity are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions exceed one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm
- California State 8-hour CO standard of 9.0 ppm

## Regional Operational Emissions

### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The operations-related criteria air quality impacts created by the Arkansas Street Specific Plan have been analyzed using the CalEEMod model. The operating emissions were based on the year 2024 for the 11700 Arkansas Street Project (Phase 1) and, to be conservative, 2025 for the Future Phases of the Specific Plan.<sup>1</sup> The summer and winter emissions created by Phase 1, Future Phases, and the total Specific Plan (Phase 1 and Future Phases combined) long-term operations were calculated. The highest emissions from either summer or winter are summarized in Table 11.

<b>Table 11: Regional Significance - Unmitigated Operational Emissions (lbs/day)</b>						
<b>Activity</b>	<b>Pollutant Emissions (pounds/day)<sup>1</sup></b>					
	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Phase 1</b>						
Area Sources <sup>2</sup>	1.66	0.94	5.24	0.01	0.10	0.10
Energy Usage <sup>3</sup>	0.02	0.20	0.08	0.00	0.02	0.02
Mobile Sources <sup>4</sup>	1.45	1.53	14.16	0.03	3.24	0.88
<b>Total Emissions</b>	<b>3.13</b>	<b>2.66</b>	<b>19.48</b>	<b>0.04</b>	<b>3.35</b>	<b>0.99</b>
SCAQMD Thresholds	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Future Phases</b>						
Area Sources <sup>2</sup>	12.21	0.87	23.64	0.05	3.07	3.07
Energy Usage <sup>3</sup>	0.02	0.15	0.07	0.00	0.01	0.01
Mobile Sources <sup>4</sup>	4.33	4.15	38.56	0.08	8.81	2.39
<b>Total Emissions</b>	<b>16.55</b>	<b>5.17</b>	<b>62.27</b>	<b>0.13</b>	<b>11.89</b>	<b>5.47</b>
SCAQMD Thresholds	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Total Emissions from Specific Plan (Phase 1 &amp; Future Phases combined)</b>	<b>19.68</b>	<b>7.83</b>	<b>81.76</b>	<b>0.17</b>	<b>15.25</b>	<b>6.46</b>
SCAQMD Thresholds	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes:						
<sup>1</sup> Source: CalEEMod Version 2020.4.0						
<sup>2</sup> Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.						
<sup>3</sup> Energy usage consists of emissions from on-site natural gas usage.						
<sup>4</sup> Mobile sources consist of emissions from vehicles and road dust.						

*Table 10 - MD Acoustics' AQ/GHG Table 11 Regional Significance Unmitigated Operational Emissions*

Table 11 provides the unmitigated operational emissions. Table 11 shows that the 11700 Arkansas Street Project (Phase 1), Future Phases, and total Arkansas Street Specific Plan (Phase 1 and Future Phases combined) do not exceed the

<sup>1</sup> Per the project applicant, it was assumed that the development of the Future Phases of the Specific Plan would occur after the completion of Phase 1 construction; therefore, using CalEEMod default construction timing for the earliest operational year for the Future Phases would be 2025.

SCAQMD daily emission threshold, and regional operational emissions are considered **less than significant**.

## **CO Hot Spot Emissions**

### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and indicate potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the state and federal CO standards found in Section 5.0 of the Air Quality and Greenhouse Gas Impact Study (Appendix 5).

To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no “hot spots” anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Los Angeles County. If the worst-case intersections in the air basin have no “hot spot” potential, any local impacts will be below thresholds.

The trip generation provided by TJW Engineering, Inc. showed that the total Specific Plan would generate up to 8,864 daily vehicle trips, with 259 trips during the AM peak hour and 876 trips during the PM peak hour. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection with a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The traffic volume at project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO “hot spot” modeling was performed, and no significant long-term impact on local air quality is anticipated with the ongoing use of the Specific Plan.

Therefore, no CO “hot spot” modeling was performed, and **no significant long-term air quality impact** is anticipated on local air quality with the ongoing use of the Arkansas Street Specific Plan. Since the 11700 Arkansas Street Project is part of this Specific Plan, it is covered by this analysis.



## Cumulative Regional Air Quality Impacts

### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Cumulative projects include local development and general growth within the project area. However, as with most development, the most significant source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and would cover an even larger area when wind patterns are considered. Accordingly, the project's cumulative air quality analysis must be generic by nature.

The project area is out of attainment for ozone and PM<sub>10</sub> particulate matter. Construction and operation of cumulative projects will further degrade the local air quality and the South Coast Air Basin air quality. The most significant cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and heavy equipment and trucks associated with the construction of these projects. The air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The project does not exceed any significance thresholds and is considered **less than significant**.

#### c) **Expose sensitive receptors to substantial pollutant concentrations?**

MD Acoustics, LLC prepared the Air Quality and Greenhouse Gas Impact Study (Appendix 5) dated July 14, 2022. The Study indicates the project will not expose sensitive receptors to substantial pollutant concentrations.

#### **Sensitive Receptors**

Sensitive receptors are considered land uses or other population groups that are more sensitive to air pollution due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For the California Environmental Quality Act (CEQA) purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24 hours or longer, such as residencies, hospitals, schools (etc.).

The closest existing sensitive receptors (to the site area) are the single-family residential uses adjacent to the south and west and approximately 100 feet east of the Specific Plan area. In addition, John H. Niemes Elementary School is located approximately 364 feet west of the project site.

#### **Thresholds for Localized Significance**

Project-related construction air emissions may exceed state and federal air quality standards, even though these pollutant emissions may not be significant enough

to create a regional impact on the South Coast Air Basin (SCAB) in the project vicinity. To assess local air quality impacts, the SCAQMD has developed Localized Significant Thresholds (LSTs) to evaluate the project-related air emissions in the vicinity. The SCAQMD has also provided the Final Localized Significant Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

The emission thresholds were calculated based on the Southeast LA County source receptor area (SRA 5) and a disturbance of two (2) acres per day at a distance of 25 meters (82 feet) for construction.

## Localized Construction Emissions

### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Table 10 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors for the 11700 Arkansas Street Project (Phase 1) and the Future Phases of the Specific Plan. Therefore, the proposed project's construction would have a **less than significant** local air quality impact.

<b>Table 10: Localized Significance – Construction</b>				
<b>Phase</b>	<b>On-Site Pollutant Emissions (pounds/day)<sup>1</sup></b>			
	<b>NOx</b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Phase 1</b>				
Demolition	16.62	13.96	0.93	0.80
Site Preparation	15.67	10.06	0.78	0.57
Grading	16.98	9.22	3.50	2.02
Building Construction	14.60	14.35	0.70	0.67
Paving	8.10	11.71	0.40	0.37
Architectural Coating	1.22	1.81	0.06	0.06
<b>Total of overlapping phases</b>	<b>23.93</b>	<b>27.87</b>	<b>1.16</b>	<b>1.10</b>
<b>SCAQMD Threshold for 25 meters (82 feet) or less<sup>2</sup></b>	<b>114</b>	<b>861</b>	<b>7</b>	<b>4</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Future Phases</b>				
Demolition	13.89	13.49	0.90	0.63
Site Preparation	11.84	6.63	2.74	1.60
Grading	13.82	8.70	3.33	1.86
Building Construction	11.06	12.52	0.45	0.43
Paving	5.33	8.80	0.25	0.23
Architectural Coating	1.15	1.81	0.05	0.05
<b>Total of overlapping phases</b>	<b>17.54</b>	<b>23.12</b>	<b>0.75</b>	<b>0.71</b>
<b>SCAQMD Threshold for 25 meters (82 feet) or less<sup>2</sup></b>	<b>114</b>	<b>861</b>	<b>7</b>	<b>4</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes: <sup>1</sup> Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for two acres, to be conservative, in Southeast LA County Receptor Area (SRA 5). Phase 1 and the Future Phases will disturb a maximum of 2 acres per day (see Table 7). <sup>2</sup> The nearest sensitive receptor is located adjacent to the west and south of the project site; therefore, the 25-meter threshold has been used.				

Table 11 - MS Acoustics' AQ/GHG Table 10 Localized Significance Construction

## Construction-Related Human Health Impacts

### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the Specific Plan (including Phase 1 and the Future Phases) would be below the applicable thresholds, they would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts resulting from construction are not anticipated.

## Construction-Related Toxic Air Contaminant Impact

### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during the construction of the proposed Specific Plan (Phase 1 and the Future Phases). The Office of Environmental Health Hazard Assessment (OEHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments, February 2015, to provide a description of the algorithms, recommended exposure variates, cancer, and noncancer health values. The air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987. Hazard identification includes identifying all substances evaluated for cancer risk and/or non-cancer acute, 8-hour, and chronic health impacts and identifying multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given the relatively limited number of heavy-duty construction equipment and construction schedule, the Specific Plan (Phase 1 and the Future Phases) would not result in a substantial long-term source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during the construction of the Specific Plan (Phase 1 and the Future Phases). Therefore, no significant short-term toxic air contaminant impacts would occur during the proposed projects' construction, and there will be **no impact**.

## Localized Operational Emissions

### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Table 12 shows the calculated emissions for the proposed operational activities compared with appropriate LSTs for Phase 1. The LST analysis only includes on-

site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 12 include all on-site project-related stationary sources and 10% of the project-related new mobile sources.<sup>2</sup> This percentage estimates the amount of project-related new vehicle traffic that will occur on-site.

<b>Table 12: Localized Significance – Phase 1 Unmitigated Operational Emissions</b>				
<b>On-Site Emission Source</b>	<b>On-Site Pollutant Emissions (pounds/day)<sup>1</sup></b>			
	<b>NOx</b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Phase 1</b>				
Area Sources <sup>2</sup>	1.66	5.24	0.10	0.10
Energy Usage <sup>3</sup>	0.02	0.08	0.02	0.02
On-Site Vehicle Emissions <sup>4</sup>	0.15	1.42	0.32	0.09
<b>Total Emissions</b>	<b>1.82</b>	<b>6.74</b>	<b>0.44</b>	<b>0.20</b>
<b>SCAQMD Threshold for 25 meters (82 feet)<sup>5</sup></b>	<b>114</b>	<b>861</b>	<b>2</b>	<b>1</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes: <sup>1</sup> Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for two acres, to be conservative, in Southeast LA County Receptor Area (SRA 5). <sup>2</sup> Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment. <sup>3</sup> Energy usage consists of emissions from the generation of electricity usage. <sup>4</sup> On-site vehicular emissions are based on 1/10 of the gross vehicular emissions and road dust. <sup>5</sup> The nearest sensitive receptor is located adjacent to the west and south of the project site; therefore, the 25-meter threshold has been used.				

*Table 12 - MD Acoustics' AQ/GHG Table 12 Localized Significance Phase 1 Unmitigated Operational Emissions*

Table 12 indicates that the local operational emission would not exceed the LST thresholds at the nearest sensitive receptors adjacent to the project. Therefore, the project will not result in significant Localized Operational emissions.

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the Specific Plan vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

As stated previously, according to SCAQMD LST methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed future phases of the Specific Plan contain mixed-use residential and commercial uses and do not include such uses. Therefore, no long-term localized significance threshold analysis is warranted due to the lack of stationary source emissions.

<sup>2</sup> The project site is approximately 0.08 miles in length at its longest point; therefore the on-site mobile source emissions represent approximately 1/86th of the shortest CalEEMod default distance of 6.9 miles. Therefore, to be conservative, 1/10th the distance (dividing the mobile source emissions by 10) was used to represent the portion of the overall mobile source emissions that would occur on-site.

## Operations-Related Human Health Impacts

### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

As stated previously, regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during operation of the Specific Plan (Phase 1 and Future Phases combined) would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts resulting from operations are not anticipated.

d) **Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

MD Acoustics, LLC prepared the Air Quality and Greenhouse Gas Impact Study (Appendix 5) dated July 14, 2022. The Study indicates the project will not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The SCAQMD recommends that odor impacts be addressed qualitatively. Such analysis shall determine whether the project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

## Construction

### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Potential sources that may emit odors during construction include applying materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature. The odor emissions are expected to cease upon the drying or hardening of the odor-producing materials. Diesel exhaust and VOCs would be emitted during construction of the Specific Plan (Phase 1 and the Future Phases), which are objectionable to some; however, emissions would disperse rapidly from the project site and, therefore, should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor-producing materials being utilized, no significant impact related to odors would occur during the construction of the Specific Plan (Phase 1 and the Future Phases). Therefore, **no significant** impacts related to odors would occur during the proposed project's construction.



## Operational

### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The SCAQMD recommends that odor impacts be addressed qualitatively. Such analysis shall determine whether the Specific Plan (Phase 1 and the Future Phases) would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code. Thus would, the odors constitute a public nuisance related to air quality.

Potential sources that may emit odors during the ongoing operations of the Specific Plan (Phase 1 and the Future Phases) would include odor emissions from diesel truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402, **no significant impact** related to odors would occur during the ongoing operations of the Specific Plan (Phase 1 and the Future Phases).

**Mitigation:** None

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES –</b>				
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and 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 any riparian habitat or other sensitive natural community identified in local or regional plans, policies, 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"/>
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 an 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"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES –</b> <b>Would the project:</b>				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Sources:</b> <ol style="list-style-type: none"> <li>1. City of Artesia <a href="#">General Plan 2030</a> <ul style="list-style-type: none"> <li>➤ Open Space and Conservation Sub Element</li> </ul> </li> <li>2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a>, July 28, 2010</li> <li>3. <a href="#">Title 9 – Planning and Zoning</a></li> <li>4. US Fish and Wildlife Service National <a href="#">Wetlands Mapper</a>, accessed April 7, 2022</li> <li>5. Los Angeles County General Plan 2008 <ul style="list-style-type: none"> <li>➤ <a href="#">Figure 6.3</a> - Significant Ecological Areas (SEAs)</li> </ul> </li> </ol>				

- 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?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

The Open Space and Conservation Sub Element of the General Plan 2030 notes the limit biological resources inventory in the City, page OS-8, “*Biological resources include natural and altered biotic habitats (vegetative communities and corresponding wildlife habitat), as well as associated flora and fauna.*”

*The City of Artesia is highly urbanized and landscaped with mostly non-native species. No rare or endangered plant or animal species have been identified within the City. There are no significant natural habitats in the City. Wildlife species present in the City are typical of any disturbed, highly urbanized setting and are not considered rare, endangered, or threatened.*

*The City is also devoid of wetland and riparian habitat. The City’s most significant plant resources are imported trees and ornamental plants. While these offer only limited biological value, they do contribute to the aesthetic and historical character of the City.*

The Arkansas Street Specific Plan Project, of which the 11700 Arkansas Street Project is a part, encompasses the entire 4.22-acre area bounded to the north by Arkansas Street, to the east by Pioneer Boulevard, to the south by a single-family residential neighborhood, and the west by Alburtis Avenue. The parcels within the project area currently have multiple landowners and uses, including commercial (El Pollo Loco Restaurant, Cerritos Auto Repair Center, and Pioneer RV Storage), residential, light industrial, and parking.

Land within the Specific Plan area was historically zoned for commercial and industrial uses. Arkansas Street is the northern boundary of the Specific Plan. Uses adjacent to the northern boundary include light industrial businesses such as iron-works, tire storage, auto repair centers, and storage. Pioneer Boulevard bounds the Specific Plan on the east. Existing uses along Pioneer Boulevard include single-family residential, a dentist's office building, and a commercial flooring business. The southern boundary of the Specific Plan includes a single-family residential neighborhood and a gasoline service station. A single-family residential neighborhood bounds the west side of the Specific Plan.

A review of the County of Los Angeles' Geographical Information System files on April 7, 2022, found that the Project site was not located in a biologically sensitive area or a Significant Ecological Area (SEA).

The project will have **no impact** on the habitat of 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, or interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

As noted in IV Biological Resources a) above, the project site has been developed. As such, the site does not have any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or the California Department of Fish and Game or U.S. Fish and Wildlife Service will have **no impact** on these resources

- 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?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

As noted in IV Biological Resources a) above, the project site has been developed. A US Fish and Wildlife Service National Wetlands Mapper review indicates no wetlands in the project area. The site has no state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) resources. Therefore, it will have **no impact** on these resources.

- d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

As noted in IV Biological Resources a) above, the project site does not support habitat or species and, therefore, will have **no impact** on established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The City does not have an ordinance protecting trees. A review of the County of Los Angeles' Geographical Information System files on April 7, 2022, found that the Project site was not located in a biologically sensitive area or a Significant Ecological Area (SEA). The project will have **no impact** on local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

As noted in IV Biological Resources a) above, the project site does not support habitat or species and, therefore, will have **no impact** on an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan.

**Mitigation:** None

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES –</b> <b>Would the project:</b>				
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 archaeological 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 formally dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Sources:</b>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES –</b> <b>Would the project:</b> <ol style="list-style-type: none"> <li>1. City of Artesia <a href="#">General Plan 2030</a> <ul style="list-style-type: none"> <li>➤ Cultural and Historic Resources Sub-Element</li> </ul> </li> <li>2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a>, July 28, 2010</li> <li>3. <a href="#">Title 5 – Public Welfare</a> <ul style="list-style-type: none"> <li>➤ <a href="#">Chapter 16 – Designation of Local Historical Landmarks</a></li> </ul> </li> <li>4. <a href="#">Title 9 – Planning and Zoning</a></li> <li>5. Phase I Cultural Resource Assessment for the Arkansas Street Specific Plan Project, City of Artesia, County of Los Angeles, California, prepared by Applied EarthWorks, Inc., October 2021 (Appendix 6)</li> </ol>				

a) **Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?**

The Phase I Cultural Resources Assessment for the Arkansas Street Specific Plan Project, City of Artesia, Los Angeles County, California, prepared by Applied EarthWorks, Inc., October 2021 (Appendix 6), includes cultural and historical resources study within the project area. The main goal of the investigations was to gather and analyze the information needed to determine if the project would impact cultural resources.

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

Applied EarthWorks, Inc. (Æ) conducted a cultural resource assessment of the Specific Plan Project area, including the 11700 Arkansas Street Project area, per the California Environmental Quality Act (CEQA). Æ's assessment included a records search and literature review, communication with Native American tribal representatives, and an archaeological and built environment survey of the Project area. The purpose of the investigation was to determine the potential for the proposed Project to impact historical resources eligible for or listed in the California Register of Historical Resources (CRHR).

The literature and records search at the South Central Coastal Information Center of the California Historical Resources Information System indicates that no cultural resources have been documented within a 0.25-mile radius of the Project area. This search indicated three cultural resources studies had been conducted within a 0.25-mile radius. None of these studies involved the Project area.

Æ Archaeologist and Architectural Historian Susan Wood completed the cultural resource survey of the Project area on September 8, 2021. No archaeological resources were discovered; however, six built environment resources were identified and documented within the Project area. According to CRHR significance criteria, these resources were evaluated and are recommended ineligible for listing. Additionally, they were evaluated at the local level as outlined in the Cultural and Historic Resources Sub-Element of the City of Artesia General Plan and the local landmark process of the Artesia Municipal Code (AMC) and recommended ineligible.



Built Environment Resources and Evaluation			
Address	APN	Building Size	Description/Summary of Evaluation for Listing
11734 Arkansas	7014-003-018	9,800 sq. ft.	One-and-one-half-story commercial auto repair building with an attached single-story office was constructed in 1957 on a flat 0.36-acre parcel.
<p><b>Significance Evaluation:</b></p> <p><b>Criterion 1:</b> This commercial building was constructed in mid-twentieth century Southern California when numerous other entrepreneurs took advantage of the growth of the automobile industry and opened auto repair establishments along well-traveled highways. Although this building was constructed during this important period of suburban expansion in the Los Angeles basin, the Project area was peripheral to the commercial areas that developed farther south, closer to the Artesia city center. While the construction of this commercial enterprise is associated with the trend in the development of the area, it is one of many surviving commercial concerns of its type in Artesia and it is not associated with a specific event that is historically significant at the local, state, or national level. As a result, 11734 Arkansas Street (APN 7014-003-018) is not significant under Criterion 1.</p> <p><b>Criterion 2:</b> 11734 Arkansas Street (APN 7014-003-018) does not appear to have any direct association with lives of significant persons in our past. Research has yielded no information to suggest that any persons of historic significance are associated with the construction or continued use of the structure. Therefore, 11734 Arkansas Street (APN 7014-003-018) is not significant under Criterion 2.</p> <p><b>Criterion 3:</b> 11734 Arkansas Street (APN 7014-003-018) is a modest vernacular utilitarian-style corrugated metal commercial building constructed to operate as an auto repair shop and office. The attached office with Ranch style elements appears to be the only decorative consideration and may have been added for customer appeal. The building is a good example of this style; however, it is one of many surviving vernacular corrugated metal commercial buildings of its type in Artesia and Southern California. The structure does not possess high artistic value. The building designer and builder are unknown, so the building does not represent the work of a master. As a result, the structure at 11734 Arkansas Street (APN 7014-003-018) is not significant under Criterion 3.</p> <p><b>Criterion 4:</b> This criterion is typically reserved for archaeological resources, ruins, or rare built environment resources of which little is already known that are considered to be the sole sources of historical data about design, engineering, or construction methods. The building at 11734 Arkansas Street (APN 7014-003-018) was built within the standard construction methods of the era, and it is not likely to yield new information on the growth and development of Artesia or about the development of the auto repair business in Southern California. Therefore, the structure at 11734 Arkansas Street (APN 7014-003-018) is not significant under Criterion 4.</p> <p><b>City of Artesia:</b> 11734 Arkansas Street (APN 7014-003-018) is not within the boundaries of the City of Artesia Historical District Zone. Additionally, research shows that 11734 Arkansas Street (APN 7014-003-018) did not play a significant role in the formation of Artesia. Therefore, we recommend that 11734 Arkansas Street (APN 7014-003-018) is not significant at the local level as outlined in the Cultural and Historic Resources Sub-Element of the City of Artesia General Plan and the local landmark process of the AMC.</p> <p><b>Integrity Evaluation:</b> Because 11734 Arkansas Street (APN 7014-003-018) does not qualify as a significant resource under any of the four CRHR criteria or at the local level under the City of Artesia guidelines, assessment of integrity is not necessary. Due to a lack of significance, this property is recommended ineligible for inclusion in the CRHR or as a City of Artesia locally designated landmark.</p>			

Built Environment Resources and Evaluation			
Address	APN	Building Size	Description/Summary of Evaluation for Listing
11732 Arkansas	7014-003-019	572 sq. ft.	<p>One-story single-family modest vernacular cottage with Craftsman influences was constructed in 1920 on a flat 0.18-acre parcel. Today, the building serves as an office for a pool-plastering company.</p> <p><b>Integrity Evaluation:</b> Because 11732 Arkansas Street (APN 7014-003-019) does not qualify as a significant resource under any of the four CRHR criteria or at the local level under the City of Artesia guidelines, assessment of integrity is not necessary. Due to a lack of significance, the property is recommended ineligible for inclusion in the CRHR or as a City of Artesia locally designated landmark.</p>
<p><b>Significance Evaluation:</b></p> <p><b>Criterion 1:</b> A 1928 aerial photograph shows the residence was surrounded by a mix of agricultural and commercial concerns that settlers had established near today's Pioneer Boulevard. At the time of construction, Pioneer Boulevard was already a primary road that connected to both the Southern Pacific Railroad in Norwalk to the north and to the trading hub in downtown Artesia, where Huntington's Pacific Electric Railway crossed the road. The residence was constructed during this important period of early growth in the region stimulated by improvements in local transportation and trading networks. However, properties such as this were ubiquitous up and down Pioneer Boulevard, and this residence did not play an integral role in or have a direct connection with historical events at the local, state, or national level. As a result, 11732 Arkansas Street (APN 7014-003-019) is not significant under Criterion 1.</p> <p><b>Criterion 2:</b> 11732 Arkansas Street (APN 7014-003-019) does not appear to have any direct association with lives of significant persons in our past. Research has yielded no information to suggest that any persons of historic significance are associated with the construction or continued use of the residence. Therefore, 11732 Arkansas Street (APN 7014-003-019) is not significant under Criterion 2.</p> <p><b>Criterion 3:</b> 11732 Arkansas Street (APN 7014-003-019) is an unassuming vernacular farm cottage. The residence features modest Craftsman elements, including a moderate pitch, side-abled roof, exposed rafter eave overhang, and a porch-covered entry supported by two columns with battered sides. However, due to extensive modification, it is no longer a good example of a modest farm cottage with Craftsman elements. The structure does not possess high artistic value. The building designer and builder are unknown, so the building does not represent the work of a master. As a result, the structure at 11732 Arkansas Street (APN 7014-003-019) is not significant under Criterion 3.</p> <p><b>Criterion 4:</b> This criterion is typically reserved for archaeological resources, ruins, or rare built environment resources of which little is already known that are considered to be the sole sources of historical data about design, engineering, or construction methods. The cottage at 11732 Arkansas Street (APN 7014-003-019) was built within the standard construction methods of the era, and it is not likely to yield new information on the growth and development of Artesia. Therefore, the structure at 11732 Arkansas Street (APN 7014-003-019) is not significant under Criterion 4.</p> <p><b>City of Artesia:</b> 11732 Arkansas Street (APN 7014-003-019) is not within the boundaries of the City of Artesia Historical District Zone. Additionally, research shows that 11732 Arkansas Street (APN 7014-003-019) did not play a significant role in the formation of the Artesia. Therefore, we recommend that 11732 Arkansas Street (APN 7014-003-019) is not significant at the local level</p>			

Built Environment Resources and Evaluation			
Address	APN	Building Size	Description/Summary of Evaluation for Listing
<p>as outlined in the Cultural and Historic Resources Sub-Element of the City of Artesia General Plan and the local landmark process of the AMC.</p> <p><b>Integrity Evaluation:</b> Because 11732 Arkansas Street (APN 7014-003-019) does not qualify as a significant resource under any of the four CRHR criteria or at the local level under the City of Artesia guidelines, assessment of integrity is not necessary. Due to a lack of significance, the property is recommended ineligible for inclusion in the CRHR or as a City of Artesia locally designated landmark.</p>			
11708 Arkansas	7014-003-024	5,355 sq. ft.	One-story Modern Commercial Vernacular building was constructed in 1970 on a flat 0.25-acre parcel. It features concrete construction and a rectangular plan with a flat composition roof. Part of the Pioneer RV Storage yard.
<p><b>Significance Evaluation:</b></p> <p><b>Criterion 1:</b> This commercial building was constructed in 1970, just after the completion of the freeway, SR 91, through the area. The freeway was less than 0.25 miles south of the Project area, and further connected Artesia to the urban centers of Los Angeles, Riverside and Orange counties. The post–World War II Southern California population boom and associated suburban expansion had already progressively pushed into Artesia’s dairy and agricultural regions. In the Project area, now close to the freeway system, commercial and industrial enterprises increasingly pushed out the remaining single-family farms and associated residential buildings. No archival evidence could be located that confirmed the exact type of commercial enterprise the building was constructed to contain. Today the building is owned by Pioneer RV Storage but sits unused as part of the business. Although an entrepreneur constructed this building during an important period of increased commercial and industrial urbanization in Artesia, the Project area was peripheral to the commercial development of the region. The building is one of many surviving vernacular commercial buildings of its type in Artesia and Southern California. It is not associated with a specific event or industry that is historically significant at the local, state, or national level. As a result, 11708 Arkansas Street (APN 7014-003-024) is not significant under Criterion 1.</p> <p><b>Criterion 2:</b> 11708 Arkansas Street (APN 7014-003-024) does not appear to have any direct association with lives of significant persons in our past. Research has yielded no information to suggest that any persons of historic significance are associated with the construction or continued use of the residence. Therefore, 11708 Arkansas Street (APN 7014-003-024) is not significant under Criterion 2.</p> <p><b>Criterion 3:</b> 11708 Arkansas Street (APN 7014-003-024) is a modest Modern Commercial Vernacular building that features rectangular massing, minimal adornment of flagstone veneer cladding on the bottom portion of the primary elevation, a flat roof, a slightly recessed entry area, and a horizontal band of flush metal-framed windows that punctuate either end of the primary elevation. The building is a good example of this style; however, it is one of many surviving vernacular commercial buildings of its type in Artesia and Southern California. The structure does not possess high artistic value. The building designer and builder are unknown, so the building does not represent the work of a master. As a result, the structure at 11708 Arkansas Street (APN 7014-003-024) is not significant under Criterion 3.</p> <p><b>Criterion 4:</b> This criterion is typically reserved for archaeological resources, ruins, or rare built environment resources of which little is already known that are considered to be the sole sources of historical data about design, engineering, or construction methods. The building at 11708 Arkansas Street (APN 7014-003-024) was built within the standard construction methods of the era, and it is not likely to yield new information on the growth and development of Artesia or about commercial development in Southern California. Therefore, the structure at 11708 Arkansas Street (APN 7014-003-024) is not significant under Criterion 4.</p>			

Built Environment Resources and Evaluation			
Address	APN	Building Size	Description/Summary of Evaluation for Listing
<p><b>City of Artesia:</b> 11708 Arkansas Street (APN 7014-003-024) is not within the boundaries of the City of Artesia Historical District Zone. Additionally, research shows that 11708 Arkansas Street (APN 7014-003-024) did not play a significant role in the formation of Artesia. Therefore, we recommend that 11708 Arkansas Street (APN 7014-003-024) is not significant at the local level as outlined in the Cultural and Historic Resources Sub-Element of the City of Artesia General Plan and the local landmark process of the AMC.</p> <p><b>Integrity Evaluation:</b> Because 11708 Arkansas Street (APN 7014-003-024) does not qualify as a significant resource under any of the four CRHR criteria or at the local level under the City of Artesia guidelines, assessment of integrity is not necessary. Due to a lack of significance, the residential property is recommended ineligible for inclusion in the CRHR or as a City of Artesia locally designated landmark.</p>			
11700 Arkansas	7014-003-025	2,772 sq. ft.	One-story single-family residence was constructed in 1960 on a flat, 0.22-acre parcel at 11700 Arkansas Street. The Minimal Traditional style residence exhibits contemporary features that include a broad brick chimney and a recessed entrance, and the front door is obscured from the street view. Caretaker's cottage for Pioneer RV Storage.
<p><b>Significance Evaluation:</b></p> <p><b>Criterion 1:</b> A 1963 aerial photograph shows the residence situated in a still-open section of land on the western end of the Project area, although a new, residential development was adjacent to the west and south of the parcel (historicaerials.com). The residence was constructed during a period of growth and transition in the area. The post–World War II Southern California population boom and associated suburban expansion had already progressively pushed into Artesia's dairy and agricultural regions. In the Project area, commercial and industrial enterprises increasingly pushed out the remaining single-family farms and associated residential buildings. However, real estate developers were constructing large residential developments throughout the region, and at the time of construction, the Project area was surrounded on three sides by new housing tracts. While the residence was built during this important post–World War II transitional phase for previous agricultural areas like Artesia, this residence did not play an integral role in or have a direct connection with historical events at the local, state, or national level. As a result, 11700 Arkansas Street (APN 7014-003-025) is not significant under Criterion 1.</p> <p><b>Criterion 2:</b> 11700 Arkansas Street (APN 7014-003-025) does not appear to have any direct association with lives of significant persons in our past. Research has yielded no information to suggest that any persons of historic significance are associated with the construction or continued use of the residence. Therefore, 11700 Arkansas Street (APN 7014-003-025) is not significant under Criterion 2.</p> <p><b>Criterion 3:</b> 11700 Arkansas Street (APN 7014-003-024) is a modest Minimal Traditional style residence that exhibits contemporary features that include a broad brick chimney and a recessed entrance with a front door that is obscured from street view. The overall massing of the current residence is generally rectangular. The original, primarily square 1,100 square-foot section of the residence fronts Arkansas Street. By 1972, an approximately 1,672 square-foot L-shaped, end-gabled addition was attached to the western end of the rear (south) elevation, creating a courtyard at the center of the eastern elevation. Today, with the alterations and additions to the house, it is not an intact example of the original style, as designed, or when remodeled. The structure does not possess high artistic value. The building designer and builder are unknown, so the building does not represent the work of a master. As a result, the structure at 11700 Arkansas Street (APN 7014-003-025) is not significant under Criterion 3.</p>			

Built Environment Resources and Evaluation			
Address	APN	Building Size	Description/Summary of Evaluation for Listing
<p><b>Criterion 4:</b> This criterion is typically reserved for archaeological resources, ruins, or rare built environment resources of which little is already known that are considered to be the sole sources of historical data about design, engineering, or construction methods. The building at 11700 Arkansas Street (APN 7014-003-025) was built within the standard construction methods of the era, and it is not likely to yield new information on the growth and development of the City of Artesia. Therefore, the structure at 11700 Arkansas Street (APN 7014-003-025) is not significant under Criterion 4.</p> <p><b>City of Artesia:</b> 11700 Arkansas Street (APN 7014-003-025) is not within the boundaries of the City of Artesia Historical District Zone. Additionally, research shows that 11700 Arkansas Street (APN 7014-003-025) did not play a significant role in the formation of the City of Artesia. Therefore, we recommend that 11700 Arkansas Street (APN 7014-003-025) is not significant at the local level as outlined in the Cultural and Historic Resources Sub-Element of the City of Artesia General Plan and the local landmark process of the AMC.</p> <p><b>Integrity Evaluation:</b> Because 11700 Arkansas Street (APN 7014-003-025) does not qualify as a significant resource under any of the four CRHR criteria or at the local level under the City of Artesia guidelines, assessment of integrity is not necessary. Due to a lack of significance, the residence is recommended ineligible for inclusion in the CRHR or as a City of Artesia locally designated landmark.</p>			
16703 Pioneer	7014-003-028	600 sq. ft.	One-story single-family modest Ranch style cottage was constructed in 1954 on a 1.64-acre parcel. Today, the building serves as a caretaker's cottage on the large parcel currently zoned for industrial use that contains Pioneer RV's largest storage yard within the Project area.
<p><b>Significance Evaluation:</b></p> <p><b>Criterion 1:</b> A 1956 aerial photo shows the residence situated in a still-open area of land both to the south and to the east (Map &amp; Imagery Laboratory 1956). A Los Angeles County Regional Planning Commission Land Use map covering 1940–1968 shows this particular parcel as agricultural land being used to cultivate grapes, although a new residential development was adjacent to the Project area to the east on the other side of Pioneer Boulevard. The residence was constructed during a period of growth and transition in the area. The post–World War II Southern California population boom and associated suburban expansion had already progressively pushed into Artesia's dairy and agricultural regions. In the Project area, commercial and industrial enterprises increasingly pushed out the remaining single-family farms and associated residential buildings. However, there were still open agricultural areas primarily to the west of the Project Area. While the residence was built during this important post–World War II transitional phase for Artesia, this residence did not play an pivotal role in or have a direct connection with historical events at the local, state, or national level. As a result, 16703 Pioneer Boulevard (APN 7014-003-028) is not significant under Criterion 1.</p> <p><b>Criterion 2:</b> 16703 Pioneer Boulevard (APN 7014-003-028) does not appear to have any direct association with lives of significant persons in our past. Research has yielded no information to suggest that any persons of historic significance are associated with the construction or continued use of the residence. Therefore, 16703 Pioneer Boulevard (APN 7014-003-028) is not significant under Criterion 2.</p> <p><b>Criterion 3:</b> 16703 Pioneer Boulevard (APN 7014-003-028) is a modest Ranch style cottage that features a low-pitch side-gabled roof, a slight boxed eave overhang, and gable vents. Today, with the alterations it is not an intact example of this ubiquitous, modest style ranch cottage from the mid-twentieth century. The structure does not possess high artistic value. The building designer and builder are unknown, so the building does not represent the work of a master. As a</p>			



Built Environment Resources and Evaluation			
Address	APN	Building Size	Description/Summary of Evaluation for Listing
<p>result, the structure at 16703 Pioneer Boulevard (APN 7014-003-028) is not significant under Criterion 3.</p> <p><b>Criterion 4:</b> This criterion is typically reserved for archaeological resources, ruins, or rare built environment resources of which little is already known that are considered to be the sole sources of historical data about design, engineering, or construction methods. The building at 16703 Pioneer Boulevard (APN 7014-003-028) was built within the standard construction methods of the era, and it is not likely to yield new information on the growth and development of Artesia. Therefore, the structure at 16703 Pioneer Boulevard (APN 7014-003-028) is not significant under Criterion 4.</p> <p><b>City of Artesia:</b> 16703 Pioneer Boulevard (APN 7014-003-028) is not located within the boundaries of the City of Artesia Historical District Zone. Additionally, research shows that 16703 Pioneer Boulevard (APN 7014-003-028) did not play a significant role in the formation of Artesia. Therefore, we recommend that 16703 Pioneer Boulevard (APN 7014-003-028) is not significant at the local level as outlined in the Cultural and Historic Resources Sub-Element of the City of Artesia General Plan and the local landmark process of the AMC.</p> <p><b>Integrity Evaluation:</b> Because 16703 Pioneer Boulevard (APN 7014-003-028) does not qualify as a significant resource under any of the four CRHR criteria or at the local level under the City of Artesia guidelines, assessment of integrity is not necessary. Due to a lack of significance, the residence is recommended ineligible for inclusion in the CRHR or as a City of Artesia locally designated landmark.</p>			
Alburtis Avenue			Short north-south road that extends from 166th Street to where it dead-ends at the northwest corner of APN 7014-003-028. The asphalt-paved two-lane road is approximately 35 feet wide between 166th Street and where it intersects with Arkansas Avenue and is flanked by concrete sidewalks.
<p><b>Significance Evaluation:</b></p> <p><b>Criterion 1:</b> A dirt road in the location and length of Alburtis Avenue is visible on historic aerials by 1928. By 1945, Arkansas Street is paved, but Alburtis remained dirt (U.S. Geological Survey 1945). By 1972, both streets had been paved (U.S. Geological Survey 1965). Alburtis Avenue was and is a minor connector road to properties along Arkansas Street from the major thoroughfares of 166th Street (formerly 6th Street) and Pioneer Boulevard. There is no indication that Alburtis Avenue was pivotal to the development of Artesia or the greater region. There are other north-south streets named Alburtis Avenue farther south, near the Artesia city center. However, historic aerial photos and maps show that the Alburtis Avenue in the Project area never extended farther south than it does today. Therefore, Alburtis Avenue in the Project area is not an orphan segment of a thoroughfare that formerly extended south through downtown Artesia. Alburtis Avenue did not play an integral role in or have a direct connection with historical events at the local, state, or national level. As a result, Alburtis Avenue is not significant under Criterion 1.</p> <p><b>Criterion 2:</b> Alburtis Avenue does not appear to have any direct association with lives of significant persons in our past. Research has yielded no information to suggest that any persons of historic significance are associated with the construction or continued use of the road. Therefore, Alburtis Avenue is not significant under Criterion 2.</p> <p><b>Criterion 3:</b> Alburtis Avenue does not embody the distinctive characteristics of a type, period, or method of construction as it has been modified multiple times over its history. It is not representative as the work of a master, nor does it possess high artistic values. Alburtis Avenue is an asphalt paved road that is indistinguishable from other examples of the property type. Alburtis Avenue is neither the first nor the most distinctive example of a road within the region, state, or</p>			

Built Environment Resources and Evaluation			
Address	APN	Building Size	Description/Summary of Evaluation for Listing
<p>the nation. Its design and construction do not represent a departure from standard practices for this property type. As a result, Alburdis Avenue is not significant under Criterion 3.</p> <p><b>Criterion 4:</b> This criterion is typically reserved for archaeological resources, ruins, or rare built environment resources of which little is already known, that are considered to be the sole sources of historical data about design, engineering, or construction methods. Alburdis Avenue does not appear to be significant for any potential to provide new information important to the study of the roadway construction or development of the City of Artesia. Therefore, Alburdis Avenue is not significant under Criterion 4.</p> <p><b>City of Artesia:</b> Alburdis Avenue, in the Project area, is not within the boundaries of the City of Artesia Historical District Zone. Additionally, research shows that Alburdis Avenue did not play a significant role in the formation of Artesia. Therefore, we recommend that Alburdis Avenue is not significant at the local level as outlined in the Cultural and Historic Resources Sub-Element of the City of Artesia General Plan and the local landmark process of the AMC.</p> <p><b>Integrity Evaluation:</b> Because Alburdis Avenue does not qualify as a significant resource under any of the four CRHR criteria or at the local level under the City of Artesia guidelines, assessment of integrity is not necessary. Due to a lack of significance, the road is recommended ineligible for inclusion in the CRHR or as a City of Artesia locally designated landmark.</p>			
Phase I Cultural Resource Assessment (Appendix 6)			

*Table 13 - Built Environment Resources and Evaluation*

No further management of these six built environment resources is recommended at this time. Therefore, the project will have **no impact** on a historic resource.

b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

The Phase I Cultural Resources Assessment for the Arkansas Street Specific Plan Project, City of Artesia, Los Angeles County, California, prepared by Applied Earth-Works, Inc., October 2021 (Appendix 6), includes cultural and historical resources study within the project area. The main goal of the investigations was to gather and analyze the information needed to determine if the project would impact cultural resources.

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

As part of the cultural resource investigation, Æ requested a search of the Sacred Lands File from the Native American Heritage Commission. The search results indicate no known Native American cultural resources within the Project area. Æ contacted Native American individuals and organizations to elicit additional information on Native American resources within the Project area. Of the eight groups and/or individuals contacted, Æ received one response from the Gabrieleno Band of Mission Indians – Kizh Nation.

Æ Archaeologist and Architectural Historian Susan Wood completed the cultural resource survey of the Project area on September 8, 2021. During the survey, no archaeological resources were discovered. The terrain throughout the Project area has been disturbed by previous agricultural activity and development. No buried

paleosols (Ab horizons) are present among the soils mapped within the Project area. The mapped soil series have low to moderate sensitivity for buried archaeological sites. Therefore, intact and significant buried archaeological deposits are unlikely, and no further cultural resource management of the Project area is recommended.

However, out of an abundance of caution mitigation measure, **MM CUL-1** is recommended if archaeological materials are encountered during construction. With the implementation of **MM CUL-1** and the Tribal Cultural mitigation measure **MM TCR-1** (see Section XVIII), the Projects will have a less **than significant impact with mitigation** on causing a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.

c) **Disturb any human remains, including those interred outside of formally dedicated cemeteries?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

No cemeteries or human remains are known to occur on-site, and it is unlikely that human remains will be uncovered during project development. Pursuant to Public Resources Code §5097.98 and Health and Safety Code §7050.5, in the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

- (1) There shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent human remains until:
  - (A) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and
  - (B) If the coroner determines the remains to be Native American:
    1. The coroner shall contact the Native American Heritage Commission within 24 hours.
    2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
    3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98, or
- (2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

- (A) The Native American Heritage Commission is unable to identify a most likely descendent, or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.
- (B) The descendant identified fails to make a recommendation; or
- (C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Following the requirements of Public Resources Code §5097.98 and Health and Safety Code §7050.5, mitigation measure **MM CUL-2** and Tribal Cultural mitigation measures **MM TCR-2** through **MM TCR-3** (see Section XVIII) will ensure that if human remains are discovered, they will be handled appropriately. Therefore, the project will have a **less than significant impact with mitigation** on human remains.

#### **Mitigation:**

##### *Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

**MM CUL-1:** In the event that archaeological material is encountered that is determined not to be a Tribal Cultural Resource during the Native American monitoring required by mitigation measure **MM TCR-1**, the contractor and Native American Monitor shall have the authority to halt and redirect earthmoving activities within 50 feet of the find, and the project Permittee/Owner shall retain an archaeologist to test and evaluate the significance of the find in accordance with the California Register of Historical Resources (CRHR) significance criteria, the Cultural and Historic Resources Sub-Element of the City of Artesia Municipal Code (AMC). The qualified archaeologist shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following shall apply:

- If the qualified archaeologist determines the find does not represent a cultural resource, work may resume, and no agency notifications are required. A record of the archaeologist's determination shall be made in writing to the City of Artesia Community Development Department.
- If the qualified archaeologist determines that the find does represent a cultural resource and is considered potentially eligible for listing on the California Register of Historical Resources (CRHR), and avoidance is not feasible, then the City of Artesia Community Development Department shall be notified, and the qualified archaeologist shall prepare and implement appropriate treatment measures. The treatment measures may consist of data recovery excavation of a statistically significant part of those portions of the site that will be damaged or destroyed by the project. Work cannot resume within the no-work radius until the City,

through consultation as appropriate, determines that the find is not eligible for the CRHR or that appropriate treatment measures have been completed to the satisfaction of the City in consultation with the appropriate Native American tribes (see also **MM TCR-1**).

**MM CUL-2:** If human remains are encountered, all work within 200 feet of the remains must cease immediately until the Los Angeles County Coroner has made the necessary findings as to its origin. The project contractor will notify the Permittee/Owner and the Planning Department of the discovery. Pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision regarding the treatment and disposition has been made. If the Los Angeles County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendants(s)” for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. See also mitigation measures **MM TCR-2** and **MM TCR-3**.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. ENERGY –</b>				
<b>Would the project:</b>				
a) Result in potentially significant environmental impact 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"/>
<b>Sources:</b> <ol style="list-style-type: none"> <li>1. City of Artesia <a href="#">General Plan 2030</a></li> <li>2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a>, July 28, 2010</li> <li>3. <a href="#">Title 9 – Planning and Zoning</a></li> <li>4. Arkansas Street Residential Development and Specific Plan CEQA Energy Review, City of Artesia, CA, prepared by MD Acoustics, LLC, August 1, 2022 (Appendix 7)</li> <li>5. Arkansas Street Residential Development and Specific Plan Air Quality and Greenhouse Gas Impact Study, City of Artesia, CA, prepared by MD Acoustics, LLC, July 14, 2022 (Appendix 5)</li> </ol>				

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

MD Acoustics, LLC prepared the Arkansas Street Residential Development and Specific Plan – CEQA Energy Review, City of Artesia, CA, dated August 1, 2022 (Appendix 7). The Study indicates the project will not result in potentially significant



environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

Information from the CalEEMod 2020.4.0 Daily and Annual Outputs contained in the Air Quality and Greenhouse Gas Impact Study (Appendix 5) was utilized for this analysis. The CalEEMod outputs detail project-related construction equipment, transportation energy demands, and facility energy demands.

## **Construction Energy Demand**

### **Arkansas Street Specific Plan Project & 11700 Arkansas Street Project**

Construction of the 11700 Arkansas Street Project (Phase 1) of the Specific Plan is anticipated to start in the first quarter of 2023 and last approximately 24 months, ending in late 2024. Therefore, the Air Quality and Greenhouse Gas Impact Study (Appendix 5) modeled Phase 1 construction as starting no sooner than the beginning of October 2022 and completed by the beginning of October 2024. It has been assumed that the construction of the Future Phases of the Specific Plan would not begin until Phase 1 has been completed.<sup>3</sup> Staging of construction vehicles and equipment will occur on-site.

## **Construction Equipment Electricity Usage Estimates**

Southern California Edison (SCE) will provide electrical service. This section focuses on the energy implications of the construction process, specifically the power cost from on-site electricity consumption during the construction of the Specific Plan Project. Based on the 2017 National Construction Estimator, Richard Pray (2017)<sup>4</sup>, the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32. The 11700 Arkansas Street Project (Phase 1) includes the development of 59 townhomes (multi-family residential dwelling units) and 5,290 square feet of commercial uses, and the development of the Future Phases is anticipated to be developed with up to 40 multi-family residential dwelling units and 34,190 square feet of commercial uses (the default CalEEMod outputs from the Air Quality and Greenhouse Gas Impact Study (Appendix 5) show total square footage of 59,000 square feet for Phase 1 residential uses and 74,190 square feet for the Future Phases residential uses) over the course of approximately twenty-four months for Phase 1 and twelve months for the Future Phases of the Specific Plan.<sup>5</sup> Based on Table 3, the total power cost of the on-site electricity usage during the construction of Phase 1 is estimated to be approximately \$3,579.67. The construction of the Future Phases is estimated to be approximately \$2,065.45. Therefore, the total power cost of the on-site electricity usage during the construction of the entire Specific Plan (Phases 1 and the Future Phases combined) would be \$5,645.12.

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<sup>3</sup> In the Air Quality and Greenhouse Gas Impact Study (Appendix 5), the Future Phases were assumed to begin no sooner than early October 2024 and utilized CalEEMod default construction timing and equipment.

<sup>4</sup> Pray, Richard. 2017 National Construction Estimator. Carlsbad: Craftsman Book Company, 2017.

<sup>5</sup> As stated in the Air Quality and Greenhouse Gas Impact Study (Appendix 5), as the construction timeline is currently unknown for the Future Phases, CalEEMod default timing was utilized for modeling purposes.

Furthermore, as of April 13, 2020, SCE's general service rate schedule (GS-1) is approximately \$0.09 per kWh of electricity.<sup>6</sup> As shown in Table 3, the total electricity usage from Phase 1 construction-related activities is estimated to be approximately 39,774 kWh. Construction-related activities associated with the Future Phases of the Specific Plan are approximately 22,949 kWh. Therefore, total electricity usage during the construction of the entire Specific Plan (Phases 1 and the Future Phases combined) would be approximately 62,724 kWh.

Table 3: Project Construction Power Cost and Electricity Usage			
Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot) <sup>1</sup>	Construction Duration (months)	Total Project Construc- tion Power Cost
Phase 1			
\$2.32	64.290	24	\$3,579.67
Cost per kWh	Total Project Construction Electricity Usage (kWh)		
\$0.09	39,774		
Future Phases			
\$2.32	74.190	12	\$2,065.45
Cost per kWh	Total Project Construction Electricity Usage (kWh)		
\$0.09	22,949		
Total Specific Plan (Phase 1 & Future Phases combined)			
Total Construction Power Cost			\$5,645.12
Total Project Construction Electricity Usage (kWh)			62,724
*Assumes the project will be under the GS-1 General Service rate under SCE. <sup>1</sup> Square footage provided in the CalEEMod outputs for the Air Quality and Greenhouse Gas Impact Study (Appendix 5).			

Table 14 - MD Acoustics' Energy Table 3 Project Construction Power Cost and Electricity Usage

## Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of approximately 24 months for Phase 1 and 12 months for the Future Phases of the Specific Plan.
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 hours, with some equipment operating from ~6-7 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/gallon (from CARB's 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines:
- ([https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017\\_gl\\_appendix\\_d.pdf](https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)).
- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sourced within the region.

<sup>6</sup> Southern California Edison (SCE). Rates & Pricing Choices: General Service/Industrial Rates. [https://library.sce.com/content/dam/sce-doclib/public/regulatory/historical/electric/2020/schedules/general-service-&-industrial-rates/ELECTRIC\\_SCHEDULES\\_GS-1\\_2020.pdf](https://library.sce.com/content/dam/sce-doclib/public/regulatory/historical/electric/2020/schedules/general-service-&-industrial-rates/ELECTRIC_SCHEDULES_GS-1_2020.pdf)

- Construction represents a “single-event” for diesel fuel demand and would not require the ongoing or permanent commitment of diesel fuel resources during long-term operation.

Using the CalEEMod data input from the Air Quality and Greenhouse Gas Impact Study (Appendix 5), Phase 1 and the Future Phase’s construction phases would consume electricity and fossil fuels as a single energy demand. That is, once construction is completed, their use would cease. CARB’s 2017 Emissions Factors Tables show that aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal. Table 4 shows the results of the analysis of construction equipment for Phase 1 and Table 5 for the Future Phases of the Specific Plan.

**Table 4: Construction Equipment Fuel Consumption Estimates – Phase 1**

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) <sup>1</sup>
Demolition	37	Concrete/Industrial Saws	1	8	81	0.73	473	946
	37	Rubber Tired Dozers	1	8	247	0.4	790	1581
	37	Tractors/Loaders/Backhoes	3	8	97	0.37	861	1723
Site Preparation	5	Graders	1	8	187	0.41	613	166
	5	Scrapers	1	8	367	0.48	1409	381
	5	Tractors/Loaders/Backhoes	1	7	97	0.37	251	68
Grading	10	Graders	1	8	187	0.41	613	332
	10	Rubber Tired Dozers	1	8	247	0.4	790	427
	10	Tractors/Loaders/Backhoes	2	7	97	0.37	502	272
Building Construction	428	Cranes	1	8	231	0.29	536	12,399
	428	Forklifts	2	7	89	0.2	249	5,765
	428	Generator Sets	1	8	84	0.74	497	11,505
	428	Tractors/Loaders/Backhoes	1	6	97	0.37	215	4,982
	428	Welders	3	8	46	0.45	497	11,494
Paving	21	Cement and Mortar Mixers	1	8	9	0.56	40	46
	21	Pavers	1	8	130	0.42	437	496
	21	Paving Equipment	1	8	132	0.36	380	432
	21	Rollers	2	8	80	0.38	486	552
	21	Tractors/Loaders/Backhoes	1	8	97	0.37	287	326
Architectural Coating	21	Air Compressors	1	6	78	0.48	225	255
<b>CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)</b>								<b>54,145</b>
Notes: <sup>1</sup> Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp. (Source: <a href="https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf">https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf</a> )								

*Table 15 - MD Acoustics' Energy Table 4 Construction Equipment Fuel Consumption Estimates Phase 1*

**Table 5: Construction Equipment Fuel Consumption Estimates – Future Phases**

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) <sup>1</sup>
Demolition	20	Concrete/Industrial Saws	1	8	81	0.73	473	511
	20	Rubber Tired Dozers	1	8	247	0.4	790	854
	20	Tractors/Loaders/Backhoes	3	8	97	0.37	861	931
Site Preparation	2	Graders	1	8	187	0.41	613	66
	2	Rubber Tired Dozers	1	7	367	0.48	1233	133
	2	Tractors/Loaders/Backhoes	1	8	97	0.37	287	31
Grading	4	Graders	1	8	187	0.41	613	133
	4	Rubber Tired Dozers	1	8	247	0.4	790	171
	4	Tractors/Loaders/Backhoes	2	7	97	0.37	502	109
Building Construction	200	Cranes	1	6	231	0.29	402	4,345
	200	Forklifts	1	6	89	0.2	107	1,155
	200	Generator Sets	1	8	84	0.74	497	5,376
	200	Tractors/Loaders/Backhoes	1	6	97	0.37	215	2,328
	200	Welders	3	8	46	0.45	497	5,371
Paving	10	Cement and Mortar Mixers	1	6	9	0.56	30	16
	10	Pavers	1	6	130	0.42	328	177
	10	Paving Equipment	1	8	132	0.36	380	205
	10	Rollers	1	7	80	0.38	213	115
	10	Tractors/Loaders/Backhoes	1	8	97	0.37	287	155
Architectural Coating	10	Air Compressors	1	6	78	0.48	225	121
<b>CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)</b>								<b>22,305</b>

<sup>1</sup> Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.

(Source: [https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017\\_gl\\_appendix\\_d.pdf](https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf))

*Table 16 - MD Acoustics' Energy Table 5 Construction Equipment Fuel Consumption Estimates Future Phases*

As presented in Tables 4 and 5 above, Phase 1 construction activities would consume an estimated 54,145 gallons of diesel fuel, and construction of the Future Phases is estimated to consume 22,305 gallons of diesel fuel. Therefore, construction activities associated with the total Specific Plan (Phase 1 and the Future Phases combined) would consume an estimated 76,450 gallons of diesel fuel. Construction would represent a “single-event” diesel fuel demand and would not require the ongoing or permanent commitment of diesel fuel resources for this purpose.

## Construction Worker Fuel Estimates

It is assumed that construction worker trips are from light-duty autos (LDA), light-duty truck 1 (LDT1), and light-duty truck 2 (LDT2) at a mix of 50 percent/25 percent/25 percent, respectively, along area roadways.<sup>7</sup> With respect to estimated VMT, the construction worker trips for Phase 1 would generate an estimated 407,543 VMT, and the Future Phases would generate an estimated 125,332 VMT from construction worker trips, for a total of 532,875 VMT for the construction of the entire Specific Plan Data regarding construction worker trips were based on CalEEMod 2020.4.0 model defaults.

The Air Quality and Greenhouse Gas Impact Study (Appendix 5) used information generated using CARB's 2021 EMFAC model estimated vehicle fuel efficiencies for construction workers (Appendix A for details). The aggregate fuel efficiency of 26.38 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips associated with Phase 1 and 27.75 mpg for vehicle miles traveled for construction worker trips associated with the Future Phases of the Specific Plan. Table 6 shows that an estimated 15,449 gallons of fuel would be consumed for construction worker trips associated with Phase 1 and 4,516 gallons of fuel for construction worker trips associated with the Future Phases. Therefore, a total of 19,965 gallons of fuel would be consumed by construction worker trips associated with the construction of the entire Specific Plan (Phase 1 and the Future Phases combined).

Table 6: Construction Workers' Fuel Consumption Estimates						
Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
<b>Phase 1</b>						
Demolition	37	13	14.7	7,071	26.38	268
Site Preparation	5	8	14.7	588	26.38	22
Grading	10	10	14.7	1,470	26.38	56
Building Construction	428	62	14.7	390,079	26.38	14,787
Paving	21	15	14.7	4,631	26.38	176
Architectural Coating	21	12	14.7	3,704	26.38	140
<b>Total Construction Worker Fuel Consumption</b>						<b>15,449</b>
<b>Future Phases</b>						
Demolition	20	13	14.7	3,822	27.75	138
Site Preparation	2	8	14.7	235	27.75	8
Grading	4	10	14.7	588	27.75	21
Building Construction	200	40	14.7	117,600	27.75	4,238
Paving	10	13	14.7	1,911	27.75	69
Architectural Coating	10	8	14.7	1,176	27.75	42
<b>Total Construction Worker Fuel Consumption</b>						<b>4,516</b>

<sup>7</sup> CalEEMod User's Guide (May 2021) states that the CalEEMod default fleet mix for worker trips includes light duty autos and light duty trucks, LDA, LDT1, LDT2, at a mix of 50%/25%/25%, respectively.



Table 6: Construction Workers' Fuel Consumption Estimates						
Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
<b>Total Specific Plan (Phase 1 &amp; Future Phases combined)</b>						
<b>Total Construction Worker Fuel Consumption</b>						<b>19,965</b>
<sup>1</sup> Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults. <sup>2</sup> CalEEMod worker vehicle class is based on an LD Mix, which, per CalEEMod User's Guide (May 2021), includes LDA, LDT1, and LDT2 at a mix of 50%/25%/25%, respectively.						

Table 17 - MD Acoustics' Energy Table 6 Construction Workers' Fuel Consumption Estimates

## Construction Vendor/Hauling Fuel Estimates

Tables 7 and 8 show the estimated fuel consumption for vendor and hauling during demolition, site preparation, grading, building construction, and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 82,545 VMT during construction of Phase 1 and 15,340 VMT during construction of the Future Phases of the Specific Plan, for a total of 97,885 VMT for the construction of the entire Specific Plan. Data regarding construction vendor and hauling trips were based on CalEEMod 2020.4.0 model defaults.

It is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light-duty vehicles for the architectural coatings phase of construction. Therefore, vendors delivering construction material or hauling debris from the site would use medium to heavy-duty vehicles with average fuel consumption of 7.59 mpg for medium heavy-duty trucks and 5.87 mpg for heavy heavy-duty trucks for Phase 1 construction and 7.75 mpg for medium heavy-duty trucks and 6.05 mpg for heavy heavy-duty trucks for construction of the Future Phases (see Appendix A of the Air Quality and Greenhouse Gas Impact Study (Appendix 5)).<sup>8</sup> Tables 7 and 8 show that an estimated 13,162 gallons of fuel would be consumed for vendor and hauling trips for Phase 1, and 2,255 gallons of fuel would be consumed for vendor and hauling trips for the Future Phases of the Specific Plan. Therefore, a total of 15,417 gallons of fuel would be consumed by vendors and hauling trips associated with the construction of the entire Specific Plan (Phase 1 and the Future Phases combined).

Table 7: Construction Vendor Fuel Consumption Estimates (MHD & HHD Trucks) <sup>1</sup>						
Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
<b>Phase 1</b>						
Demolition	37	0	6.9	0	6.73	0
Site Preparation	5	0	6.9	0	6.73	0
Grading	10	0	6.9	0	6.73	0
Building Construction	428	14	6.9	41,345	6.73	6,143
Paving	21	0	6.9	0	6.73	0
Architectural Coating	21	0	6.9	0	6.73	0

<sup>8</sup> CalEEMod User's Guide (May 2021) states that the CalEEMod default fleet mix for vendor trips includes medium-heavy duty and heavy-heavy duty trucks, MHDT and HHDT, at a mix of 50%/50%.

Table 7: Construction Vendor Fuel Consumption Estimates (MHD & HHD Trucks) <sup>1</sup>						
Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
<b>Total Vendor Fuel Consumption</b>						<b>6,143</b>
<b>Future Phases</b>						
Demolition	20	0	6.9	0	6.90	0
Site Preparation	2	0	6.9	0	6.90	0
Grading	4	0	6.9	0	6.90	0
Building Construction	200	10	6.9	13,800	6.90	2,000
Paving	10	0	6.9	0	6.90	0
Architectural Coating	10	0	6.9	0	6.90	0
<b>Total Vendor Fuel Consumption</b>						<b>2,000</b>
<b>Total Specific Plan (Phase 1 &amp; Future Phases combined)</b>						
<b>Total Construction Vendor Fuel Consumption</b>						<b>8,143</b>
Notes: <sup>1</sup> Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults. <sup>2</sup> CalEEMod vendor vehicle class is based on an HDT Mix, which, per CalEEMod User's Guide (May 2021), includes HHDT and MHDT at a mix of 50%/50%.						

Table 18 - MD Acoustics' Energy Table 7 Construction Vendor Fuel Consumption Estimates (MHD & HHD Trucks)

Table 8: Construction Vendor Fuel Consumption Estimates (HHD Trucks) <sup>1</sup>						
Phase	Number of Days	Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
<b>Phase 1</b>						
Demolition	37	40	20	29,600	5.87	5,043
Site Preparation	5	30	20	3,000	5.87	511
Grading	10	43	20	8,600	5.87	1,465
Building Construction	428	0	20	0	5.87	0
Paving	21	0	20	0	5.87	0
Architectural Coating	21	0	20	0	5.87	0
<b>Total Construction Hauling Fuel Consumption</b>						<b>7,019</b>
<b>Future Phases</b>						
Demolition	20	3.2	20	1,260	6.05	208
Site Preparation	2	7	20	280	6.05	46
Grading	4	0	20	0	6.05	0
Building Construction	200	0	20	0	6.05	0
Paving	10	0	20	0	6.05	0
Architectural Coating	10	0	20	0	6.05	0
<b>Total Construction Hauling Fuel Consumption</b>						<b>255</b>
<b>Total Specific Plan (Phase 1 &amp; Future Phases combined)</b>						
<b>Total Construction Hauling Fuel Consumption</b>						<b>7,273</b>
Notes: <sup>1</sup> Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.						

Table 19 -MD Acoustics' Energy Table 8 Construction Vendor Fuel Consumption Estimates (HHD Trucks)

## **Construction Energy Efficiency/Conservation Measures**

Construction equipment used over the approximately 24-month construction phase for Phase 1 and 12-month construction phase for the Future Phases of the Specific plan would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. Construction of the proposed Specific Plan would require the typical use of energy resources. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy-intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the construction of the Specific Plan would, therefore, not result in inefficient, wasteful, or unnecessary fuel consumption.

CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Additionally, the California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials and/or in response to citizen complaints. Compliance with these measures would result in more efficient use of construction-related energy and minimize or eliminate wasteful or unnecessary energy consumption. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Furthermore, the Specific Plan has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards. These measures include but are not limited to water-conserving plumbing, LED lighting, and water-efficient irrigation systems.

### **Operational Energy Demand**

#### **Arkansas Street Specific Plan Project & 11700 Arkansas Street Project**

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

### **Transportation Fuel Consumption**

The largest source of operational energy use would be customers' and residents' vehicle operations. The Arkansas Street Specific Plan Project is located in an urbanized area south of Arkansas Street and west of Pioneer Boulevard. Furthermore, Metro Route 62, with a stop at Pioneer and 168<sup>th</sup>, is located approximately 0.05 miles northwest of the Specific Plan site.

Using the CalEEMod output from the Air Quality and Greenhouse Gas Impact Study (Appendix 5), the average trip for autos was assumed to be 8.7 miles, and 3-4-axle trucks were assumed to travel an average of 16.6 miles<sup>9</sup>. As the proposed Specific Plan includes residential and commercial uses, it was assumed that vehicles would operate 365 days per year. Table 8 shows the worst-case estimated annual fuel consumption for all classes of vehicles, from autos to heavy heavy trucks.<sup>10</sup>

The Specific Plan Project is to generate 2,030 total vehicle trips, including approximately 521 trips per day for the 11700 Arkansas Street Project (Phase 1) and approximately 1,509 trips per day for the Future Phases. The vehicle fleet mix was used from the CalEEMod output from the Air Quality and Greenhouse Gas Impact Study (Appendix 5). Table 9 shows that an estimated 68,668 gallons of fuel would be consumed per year for the operation of Phase 1. Where 199,956 gallons of fuel would be consumed per year for the operation of the Future Phases, and 268,623 gallons of fuel would be consumed per year for the total Specific Plan (Phase 1 and the Future Phases combined).

Table 9: Estimated Vehicle Operations Fuel Consumption							
Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) <sup>1</sup>	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
<b>Phase 1</b>							
Light Auto	Automobile	283	8.7	2,462	31.35	78.54	28,666
Light Truck	Automobile	33	8.7	287	24.4	11.77	4,295
Light Truck	Automobile	98	8.7	853	23.91	35.66	13,015
Medium Truck	Automobile	66	8.7	574	19.6	29.30	10,693
Light Heavy Truck	2-Axle Truck	12	8.7	104	15.57	6.71	2,447
Light Heavy Truck 10,000 lbs. +	2-Axle Truck	4	8.7	35	14.86	2.34	855
Medium Heavy Truck	3-Axle Truck	6	16.6	100	7.75	12.85	4,691
Heavy Heavy Truck	4-Axle Truck	4	16.6	66	6.05	10.98	4,006
<b>Total</b>		<b>521</b>	<b>--</b>	<b>4,481</b>	<b>17.94</b>	<b>188.13</b>	<b>--</b>
<b>Total Annual Fuel Consumption</b>							<b>68,668</b>
<b>Future Phases</b>							
Light Auto	Automobile	841	8.7	7,316	32.23	227.00	82,856
Light Truck	Automobile	100	8.7	874	24.83	35.21	12,851
Light Truck	Automobile	294	8.7	2,561	24.45	104.74	38,230

<sup>9</sup> CalEEMod maximum default distance for H-W (home-work) or C-W (commercial-work) is 16.6 miles and 8.7 miles for H-O (home-other) or C-O (commercial-other).

<sup>10</sup> Average fuel economy based on aggregate mileage calculated in EMFAC 2021 for opening year (2024 for Phase 1 and 2025 for m Future Phases). See Appendix A for EMFAC output.

Table 9: Estimated Vehicle Operations Fuel Consumption							
Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) <sup>1</sup>	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Medium Truck	Automobile	197	8.7	1,716	20.06	85.53	31,218
Light Heavy Truck	2-Axle Truck	36	8.7	317	16.02	19.79	7,225
Light Heavy Truck 10,000 lbs. +	2-Axle Truck	10	8.7	86	15.23	5.68	2,072
Medium Heavy Truck	3-Axle Truck	17		282	7.87	35.88	13,096
Heavy Heavy Truck	4-Axle Truck	13	16.6	209	6.15	33.99	12,407
<b>Total</b>		<b>1,509</b>	<b>--</b>	<b>13,362</b>	<b>18.36</b>	<b>547.82</b>	<b>--</b>
<b>Total Annual Fuel Consumption</b>							<b>199,956</b>
<b>Total Annual Fuel Consumption for Specific Plan (Phase 1 &amp; Future Phases combined)</b>							<b>268,623</b>
Notes:							
<sup>1</sup> Based on the size of the site and relative location, trips were assumed to be local rather than regional.							

Table 20 - MD Acoustics' Energy Table 9 Estimated Vehicle Operations Fuel Consumption

Trip generation and VMT generated by the proposed Arkansas Street Specific Plan Project are consistent with similar mixed-use projects with residential and commercial uses of similar scale and configuration, as reflected in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition, 2017). The proposed Specific Plan does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Furthermore, California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015.<sup>11,12</sup> Therefore, the increase in fuel consumption from the proposed Specific Plan is insignificant compared to the State's demand. Therefore, the proposed Specific Plan transportation energy consumption **would not be considered inefficient, wasteful, or unnecessary**.

### Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by SCE) and natural gas (provided by Southern California Gas Company). The proposed Arkansas Street Specific Plan Project would involve energy use for heating, cooling, and equipment operation. No natural gas will be used by Phase 1; however, a gas line will be pulled to the project for possible gas usage for future live/work units. These facilities would comply with all California Energy Efficiency and 2019 CALGreen Standards.

The annual natural gas and electricity demands were provided per the mitigated CalEEMod output from the Air Quality and Greenhouse Gas Impact Study (Appendix 5) and are provided in Table 10.

<sup>11</sup> <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics>

<sup>12</sup> <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics>



<b>Table 10: Project Mitigated Annual Operational Energy Demand Summary<sup>1</sup></b>	
<b>Natural Gas Demand</b>	<b>kBTU/year</b>
<b>Phase 1</b>	
Apartments Mid-Rise	0
Regional Shopping Center	0
<b>Total</b>	<b>0</b>
<b>Future Phases</b>	
Apartments Mid-Rise	522,664
Regional Shopping Center	55,730
<b>Total</b>	<b>578,394</b>
<b>Total Specific Plan (Phase 1 &amp; Future Phases combined)</b>	
<b>Total</b>	<b>578,394</b>
<b>Electricity Demand</b>	<b>kWh/year</b>
<b>Phase 1</b>	
Apartments Mid-Rise	446,785
Regional Shopping Center	70,572
<b>Total</b>	<b>517,357</b>
<b>Future Phases</b>	
Apartments Mid-Rise	153,974
Regional Shopping Center	446,863
<b>Total</b>	<b>600,837</b>
<b>Total Specific Plan (Phase 1 &amp; Future Phases combined)</b>	
<b>Total</b>	<b>1,118,194</b>
Notes: <sup>1</sup> Taken from the CalEEMod 2020.4.0 mitigated annual output in the Air Quality and Greenhouse Gas Impact Study (Appendix 5).	

*Table 21 - MD Acoustics' Energy Table 10 Project Mitigated Operational Energy Demand Summary*

As shown in Table 10, the estimated electricity demand for Phase 1 is approximately 517,357 kWh per year. The Future Phases is 600,837 kWh per year, and the total Specific Plan (Phase 1 and Future Phases combined) is 1,118,194 kWh per year. In 2020, the residential sector of the County of Los Angeles consumed approximately 22,913 million kWh of electricity, and the non-residential sector consumed approximately 42,737 million kWh of electricity.<sup>13</sup> In addition, the estimated natural gas consumption for the Future Phases is 578,394 kBTU per year, with no gas consumed for Phase 1. In 2020, the residential sector of the County of Los Angeles consumed approximately 1,238 million therms of gas, and the non-residential sector consumed approximately 1,699 million therms of gas.<sup>14</sup> Therefore, the increase in electricity and natural gas demand from the proposed Specific Plan is insignificant compared to the County's 2020 residential and non-residential sector demands.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses independent of the construction, such as plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use, can be subdivided by specific end-use (refrigeration, cooking, appliances, etc.). Therefore, the

<sup>13</sup> California Energy Commission, Electricity Consumption by County. <https://ecdms.energy.ca.gov/elecbycounty.aspx>

<sup>14</sup> California Energy Commission, Gas Consumption by County. <http://ecdms.energy.ca.gov/gasbycounty.aspx>

increase in electricity and natural gas demand from the proposed project is insignificant compared to the County’s 2020 demand, and the project will have a **less than significant impact**.

b) **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

MD Acoustics, LLC prepared the CEQA Energy Review (Appendix 7) dated August 1, 2022. The Study indicates the project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

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In conformance with the federal transportation regulations, the project site is in an already developed area. Access to/from the project site is from existing roads. These roads are already in place, so the project would not interfere with nor otherwise obstruct intermodal transportation plans or projects proposed pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) because SCAG is not planning for intermodal facilities in the project area.

Regarding the State’s Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant must comply with the California Green Building Standard Code requirements for energy-efficient buildings and appliances and utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding the State’s Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be **less than significant**, directly, indirectly, or cumulatively.

**Mitigation:** None

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. GEOLOGY AND SOILS –</b>				
<b>Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. GEOLOGY AND SOILS –</b>				
<b>Would the project:</b>				
a known fault? Refer to <a href="#">Division of Mines and Geology Special Publication 42</a> .				
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in <a href="#">Table 18-1-B of the Uniform Building Code (1994)</a> , creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Sources:</b>				
<ol style="list-style-type: none"> <li>1. City of Artesia <a href="#">General Plan 2030</a></li> <li>2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a>, July 28, 2010 <ul style="list-style-type: none"> <li>➤ Exhibit 5.7-1 – Fault Location Map</li> </ul> </li> <li>3. <a href="#">Title 9 – Planning and Zoning</a></li> <li>4. Geotechnical Investigation, 11700 Arkansas Street, City of Artesia, California, prepared by Alta California, January 14, 2021 (Appendix 8)</li> </ol>				

a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

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

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As noted in Section 5.07 – Geology and Soils of the Environmental Impact Report for the General Plan Update (page 5.7-16), “As indicated in Exhibit 5.7-1, there are no mapped surface or subsurface faults that traverse the City and the City is not listed within a State designated Alquist-Priolo

*Earthquake Fault Zone. Therefore, surface fault rupture is unlikely to occur in the City. A less than significant impact is anticipated in this regard."*

Alta California Geotechnical Inc. performed a geotechnical investigation of the property to examine the existing on-site geotechnical conditions and assess the impacts that the geotechnical conditions may have on the proposed development. Their investigation found that active faults are not known to exist within the project site. A review of Special Publication 42 indicated that the site is not within the California State-designated Alquist-Priolo earthquake fault zones. Accordingly, the potential for fault surface rupture on the subject site is very low (page 10, Appendix 8). Therefore, the project will have **less than significant impact** on potential hazards associated with fault rupture directly, indirectly, and cumulatively.

ii) **Strong seismic ground shaking?**

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Section 5.07 – Geology and Soils of the Environmental Impact Report for the General Plan Update states (page 5.7-17), *"The closest active faults to Artesia are the Newport-Inglewood Fault and the Norwalk Fault, which are within approximately five miles of the City. Additionally, several active faults that can generate ground shaking in Artesia are located within 50 miles of the City, as indicated in Table 5.7-1. The City is situated in an area of active crustal compression and would likely experience ground shaking due to a seismic event. Project implementation could expose people or structures to potential substantial adverse effects strong seismic ground shaking. The possibility of moderate to high ground acceleration or shaking in the City may be considered as approximately similar to the Southern California region as a whole. Therefore, impacts associated with seismically induced ground shaking would be considered significant, unless mitigated."*

Ground shaking hazards caused by earthquakes along active regional faults exists. The 2019 California Building Code requires use-modified spectral accelerations and velocities for most structural designs.

In addition, the City's General Plan 2030 Environmental Impact Report (EIR) requires City projects to comply with Mitigation Measures GEO-1 and GEO-2. These mitigation measures are applied to the proposed projects as **MM GEO-1** and **MM GEO-2**.

Based on this analysis, compliance with an approved geotechnical report, the California Building Code, and the City of Artesia Municipal Code will ensure that risks associated with ground shaking are considered **less than significant with mitigation**, directly, indirectly, and cumulatively.

iii) **Seismic-related ground failure, including liquefaction?**

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Per the Alta California Geotechnical Inc. study (pages 10 – 12, Appendix 8), seismic agitation of relatively loose saturated sands, silty sands, and some silts can result in pore pressure buildup. If the pore pressure exceeds the overburdened stresses, a temporary quick condition known as liquefaction can occur. Liquefaction effects can manifest in several ways, including 1) loss of bearing, 2) lateral spread, 3) dynamic settlement, and 4) flow failure. Lateral spreading has typically been the most damaging mode of failure.

The more recent sediment has been deposited, the more likely it will be susceptible to liquefaction. Other factors that must be considered are groundwater, confining stresses, relative density, and seismically induced ground shaking intensity and duration.

During the geotechnical subsurface investigation, groundwater was encountered at approximately 20 to 22 feet below the ground surface in all five hollow stem borings. The regional groundwater map indicates that the historic high groundwater level is approximately eight feet below the ground surface.

Alta performed a liquefaction analysis to analyze the liquefaction potential of the younger alluvium. A groundwater level of eight feet below the existing ground surface was assumed (see Section 6.3 of Appendix 8). The analysis concludes that the differential settlement and loss of bearing will be minimal, with the removal and re-compaction of the soils and the foundation design recommendations found in the report. Compliance with the recommendations found in Section 7.1 of Appendix 8 will ensure liquefaction impacts are mitigated. In addition, the General Plan 2030 EIR requires compliance with mitigation measures **MM GEO-1** and **MM GEO-2** for further assurance the impacts will be less than significant.

Implementation of existing state and local laws and regulations concerning soil liquefaction and ground failure is required for all projects in the City. Therefore, **less than significant impacts with mitigation** related to liquefaction and ground failure will occur directly, indirectly, and cumulatively.

iv) **Landslides?**

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As noted in Section 5.07 – Geology and Soils of the Environmental Impact Report for the General Plan Update (page 5.7-16), “*Artesia is located on relatively flat topography and is not located adjacent to steep slopes or areas that would otherwise be subject to landslides, debris flow, and/or*



*rockfall. Therefore, damage from landslides and other mass movements is not anticipated within the City. No impact would occur in this regard.”*

Therefore, there will be **no impacts** related to landslides, directly, indirectly, and cumulatively.

b) **Result in substantial soil erosion or the loss of topsoil?**

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As noted in Section 5.07 – Geology and Soils of the Environmental Impact Report for the General Plan Update (page 5.7-16), *“The soils present within the City are sand, silt, and clay silt soils, which have a high erodability potential. However, the City is approximately 99 percent built-out and has a relatively flat topography. Therefore, conditions that contribute to substantial soil erosion or loss of topsoil are not present within the City. Moreover, all future development projects would be subject to compliance with AMC Title 6 Chapter 7, Storm Water Management and Discharge Control, which requires compliance with NPDES standards and implementation of Best Management Practices (BMP), in order to minimize short- and long-term erosion. Impacts would be less than significant in this regard.”*

Project construction would be subject to local and state codes, erosion control, and grading requirements. Because construction activities would disturb one or more acres, the project must adhere to the NPDES Construction General Permit provisions. Construction activities subject to this permit include clearing, grading, and other soil disturbances, such as stockpiling and excavating. The NPDES Construction General Permit requires implementing a Storm Water Pollution Prevent Plan (SWPPP), including temporary project construction features (i.e., BMPs) designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent.

In addition, grading activities would be required to conform to the most current version of the California Building Code, the City Code, the approved grading plans, and BMP’s engineering practices. The project must also comply with South Coast Air Quality Management District Rules 50 (Visible Emissions), 51 (Nuisance), and 55 (Fugitive Dust), as noted under Section III – Air Quality and on page 10 of the Air Quality and Greenhouse Gas Impact Study (Appendix 5). Compliance with these federal, regional, and local requirements would reduce the potential for on-site and off-site erosion effects to accepted levels during project construction.

Upon completion of construction activities, ground surfaces would be stabilized by project structures, paving, and landscaping. Therefore, impacts associated with soil erosion and the loss of topsoil would be **less than significant**, directly, indirectly, or cumulatively.

- 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?**

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Landslides

A landslide is a movement of surface material down a slope. As noted in Section VII a) iv) above, and as noted in Section 5.07 – Geology and Soils of the Environmental Impact Report for the General Plan Update (page 5.7-16), *“Implementation of the General Plan Update would result in less than significant impacts involving projects located on an unstable geologic unit or soil, potentially resulting in landslides or subsidence/collapse. The conditions favorable for these hazards are not present in the City.”*

Therefore, **no impacts** related to landsliding and slope failure would occur directly, indirectly, or cumulatively through compliance with the Geotechnical Investigation and the California Building Code.

Lateral Spreading

Lateral spread refers to landslides that commonly form on gentle slopes with rapid fluid-like flow movement, like water. As noted in Section 5.07 – Geology and Soils of the Environmental Impact Report for the General Plan Update (page 5.7-16), *“Implementation of the General Plan Update would result in less than significant impacts involving projects located on an unstable geologic unit or soil, potentially resulting in landslides or subsidence/collapse. The conditions favorable for these hazards are not present in the City.”*

Therefore, **no impacts** related to landsliding and slope failure would occur directly, indirectly, or cumulatively through compliance with the Geotechnical Investigation and the California Building Code.

Subsidence

Subsidence is the sinking of the land surface. Evidence of subsidence includes ground cracking and damage to roadways, aqueducts, and structures. Subsidence caused by excessive groundwater pumping is a common occurrence in areas of California where groundwater is pumped for agricultural and municipal wells. Some shrinkage and subsidence are expected during the project grading activities as the pad is prepared for the project. Adherence to the recommendations of the Geotechnical Investigation (Appendix 8) will ensure that the project site meets all City Code requirements, and the effect of subsidence will be **less than significant**, directly, indirectly, and cumulatively.

### Liquefaction

Liquefaction is when strong earthquake shaking causes sediment layers saturated with groundwater to lose strength and behave as a fluid. This sub-surface process can lead to near-surface or surface ground failure resulting in property damage and structural failure. If surface ground failure does occur, it is usually expressed as lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) can commonly accompany these different types of failure.

As noted in Response VII a) iii) above, compliance with mitigation measures **MM GEO-1** and **MM GEO-2**, required by the General Plan 2030 EIR, will ensure the impacts will be less than significant. Implementation of existing state and local laws and regulations concerning soil liquefaction and ground failure is required for all projects in the City. Therefore, **less than significant impacts with mitigation** related to liquefaction and ground failure will occur directly, indirectly, and cumulatively.

### Collapsible Soils

Collapsible Soils are low-density, silty to very fine-grained, predominantly granular soils containing minute pores and voids. When saturated, these soils undergo a rearrangement of their grains and a loss of cementation, causing substantial, rapid settlement under even relatively light loads. A rise in the groundwater table or an increase in surface water infiltration, combined with the weight of a building or structure, can cause rapid settlement and consequent cracking of foundations and walls. Collapsible soils generally result from rapid deposition close to the source of the sediment where the materials have not been sufficiently moistened to form a compact soil.

Soils encountered at the site are underlain by undocumented artificial fill and alluvium. Adherence to the recommendations of the Geotechnical Investigation (Appendix 8) will ensure that the project site meets all City Code requirements, and the effect of project grading will be **less than significant**, directly, indirectly, and cumulatively.

- 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?**

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Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semi-arid areas with seasonal soil moisture changes experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture.

Table 18-1 -B of the Uniform Building code read as follows:

TABLE 18-1-B – CLASSIFICATION OF EXPANSIVE SOILS	
EXPANSION INDEX	POTENTIAL EXPANSION
0 – 20	Very Low
21 – 50	Low
51 – 90	Medium
91 – 130	High
Above 130	Very High

Table 22 - Table 18-1-B Classification of Expansive Soils

The California Building Code (CBC) 2019, Volume 2, Chapter 18, Division 1 Section 1803.2 mandates that special foundation design consideration is employed if the soil expansion Index is 20 or greater in accordance with Table 18-1-B. The methodology and scope for a geotechnical investigation are described in UBC Section 1803 and require an assessment of various factors, such as slope stability, soil strength, adequacy of load-bearing soils, the presence of compressible or expansive soils, and the liquefaction potential. The required content of the geotechnical report includes recommendations for foundation type and design criteria. These recommendations can include foundation design provisions to mitigate the effects of expansive soils, liquefaction, and differential settlement. In general, mitigation can be accomplished by combining ground modification techniques (i.e., stone columns, reinforcing nail and anchors, deep soil mixing, etc.), selecting an appropriate foundation type and configuration, and using appropriate building/structural foundation systems. Section 1804.5 Excavation, Grading, and Fill require preparing a geotechnical report where a building will be constructed on compacted fill.

The International Building Code (IBC) replaced earlier regional building codes (including the Uniform Building Code) in 2000 and established consistent national construction guidelines. In 2006, the IBC was incorporated into the 2007 California Building Code (CBC) and currently applies to all structures being constructed in California. Therefore, the national model codes are incorporated by reference into the building codes of local municipalities. The CBC includes building design and construction criteria that consider the state's seismic conditions.

According to the Geotechnical Investigation (page 14, Appendix 8), most on-site soils will have "very low" expansion potential. By adhering to state and local seismic and structural regulations (i.e., California Seismic Hazards Mapping Act, California Building Code, and Artesia Municipal Code), the impacts of expansive soils will be **less than significant** directly, indirectly, or cumulatively.

- 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?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Not applicable as Los Angeles County Sanitation District (LACSD) provides sewer to the project area, and all projects must connect to the sewer. **No impact.**

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

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Section 5.10 – Cultural Resources of the Environmental Impact Report for the General Plan Update (page 5.10-10) states, “*The City does not contain unique geologic features and is not known to contain documented paleontological resources. Plant and animal fossils are typically found within sedimentary rock deposits. Given the geology of the City, it is unlikely that unknown paleontological resources would exist within the City. In addition, the future development sites have already been subject to extensive ground disturbance and/or development. As such, any paleontological resources, which may have existed within the City, have likely been disturbed. Therefore, the proposed General Plan Update would not directly or indirectly destroy unique paleontological resource or site or geologic features.*” Therefore, the project will not disturb any paleontological resources, and **no impacts** are anticipated.

**Mitigation:**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

**MM GEO-1:** Prior to issuance of a Grading Permit for each future development project, the Permittee/Owner shall have a registered geologist or soils engineer prepare a site-specific Geologic Study, which shall be submitted to the City Building and Safety Division for approval. The Geologic Study shall specify the measures necessary to mitigate impacts related to seismic and geotechnical hazards, if any. All recommendations in the Geologic Study shall be implemented during site preparation, grading, and construction.

**MM GEO-2:** Prior to issuance of any Grading Permit, Permittee/Owners of future development projects shall comply with each of the recommendations detailed in the Geotechnical Study and other such measures as the City deems necessary to mitigate potential seismic and geotechnical hazards adequately.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. GREENHOUSE GAS EMISSIONS –</b>				
<b>Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Sources:</b>				
1. City of Artesia <a href="#">General Plan 2030</a> 2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a> , July 28, 2010				



ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. GREENHOUSE GAS EMISSIONS –</b> <b>Would the project:</b>				
3. <a href="#">Title 9 – Planning and Zoning</a> 4. Arkansas Street Residential Development and Specific Plan Air Quality and Greenhouse Gas Impact Study, City of Artesia, CA, prepared by MD Acoustics, LLC, July 14, 2022 (Appendix 5)				

a) **Generate greenhouse gas emissions, either directly or indirectly that may have a significant impact on the environment?**

MD Acoustics, LLC prepared the Air Quality and Greenhouse Gas Impact Study (Appendix 5) dated July 14, 2022. The Study indicates the project will not generate greenhouse gas emissions, directly or indirectly, significantly impacting the environment.

Neither the CEQA statutes, OPR guidelines, nor the draft proposed changes to the CEQA Guidelines prescribe thresholds of significance or a particular methodology for performing an impact analysis; as with most environmental topics, significance criteria are left to the judgment and discretion of the Lead Agency.

*SCAQMD Threshold Development*

The SCAQMD has established recommended significance thresholds for greenhouse gas emissions for the local lead agency's consideration ("SCAQMD draft local agency threshold"). SCAQMD has published a five-tiered draft GHG threshold which includes 10,000 metric tons of CO<sub>2</sub>e per year for stationary/industrial sources and 3,000 metric tons of CO<sub>2</sub>e per year significance threshold for residential/commercial projects (South Coast Air Quality Management District 2010c). Tier 3 is anticipated to be the primary tier by which the SCAQMD will determine the significance for projects. The Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90-percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to CEQA analysis. The 90-percent capture rate GHG significance screening level in Tier 3 for stationary sources was derived using the SCAQMD's annual Emissions Reporting Program.

The current draft thresholds consist of the following tiered approach:

- Tier 1 evaluates whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 determines whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a

project's emissions are under one of the following screening thresholds, then the project is less than significant:

- All land-use types: 3,000 MTCO<sub>2</sub>e per year
- Based on land use types: residential is 3,500 MTCO<sub>2</sub>e per year; commercial is 1,400 MTCO<sub>2</sub>e per year, and mixed-use is 3,000 MTCO<sub>2</sub>e per year
- Tier 4 has the following options:
  - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3: The year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO<sub>2</sub>e/SP/year for projects and 6.6 MTCO<sub>2</sub>e/SP/year for plans;
  - Option 3, 2035 target: 3.0 MTCO<sub>2</sub>e/SP/year for projects and 4.1 MTCO<sub>2</sub>e/SP/year for plans
- Tier 5 involves mitigation offsets to achieve the target significance threshold.

This analysis uses the SCAQMD draft local agency tier 3 screening threshold of 3,000 MTCO<sub>2</sub>e.

## Construction Greenhouse Gas Emissions Impact

### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The greenhouse gas emissions from construction equipment and worker vehicles are shown in Table 13. The emissions are from all construction phases for the 11700 Arkansas Street Project (Phase 1) and the Future Phases of the Arkansas Street Specific Plan. The total construction emissions amortized over 30 years are estimated at 23.41 metric tons of CO<sub>2</sub>e per year for Phase 1 and 9.11 metric tons of CO<sub>2</sub>e per year for the Future Phases of the Arkansas Street Specific Plan. Annual CalEEMod output calculations are provided in Appendix B of the Air Quality and Greenhouse Gas Impact Study (Appendix 5).

Table 13: Construction Greenhouse Gas Emissions			
Activity	Emissions (MTCO <sub>2</sub> e) <sup>1</sup>		
	Onsite	Offsite	Total
<b>Phase 1</b>			
Demolition	39.24	3.50	42.74
Site Preparation	5.43	1.15	6.58
Grading	9.12	1.85	10.97
Building Construction	446.58	173.99	620.57
Paving	16.42	1.37	17.79
Coating	2.68	1.10	3.78
<b>Total</b>	<b>519.48</b>	<b>182.96</b>	<b>702.45</b>
<b>Averaged over 30 years<sup>2</sup></b>	<b>17.32</b>	<b>6.10</b>	<b>23.41</b>
<b>Future Phases</b>			
Demolition	21.23	3.03	24.26
Site Preparation	1.52	0.49	2.02
Grading	3.65	0.17	3.82

Table 13: Construction Greenhouse Gas Emissions			
Activity	Emissions (MTCO <sub>2</sub> e) <sup>1</sup>		
	Onsite	Offsite	Total
Building Construction	182.37	52.60	234.98
Paving	5.93	0.55	6.49
Coating	1.28	0.34	1.62
<b>Total</b>	<b>215.98</b>	<b>57.20</b>	<b>273.18</b>
<b>Averaged over 30 years<sup>2</sup></b>	<b>7.20</b>	<b>1.91</b>	<b>9.11</b>
Notes: <sup>1</sup> MTCO <sub>2</sub> e=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, and nitrous oxide). <sup>2</sup> The emissions are averaged over 30 years because the average is added to the operational emissions pursuant to SCAQMD. * CalEEMod output (Appendix B of the Air Quality and Greenhouse Gas Impact Study Appendix 5))			

Table 23 - MD Acoustics' AQ/GHG Table 13 Construction Greenhouse Gas Emissions

## **Operational Greenhouse Gas Emissions Impact**

### **Arkansas Street Specific Plan Project & 11700 Arkansas Street Project**

Operational emissions occur over the life of the proposed Arkansas Street Specific Plan. The operational emissions for the Specific Plan include 688.77 metric tons of CO<sub>2</sub>e per year resulting in 3.84 metric tons of CO<sub>2</sub>e per service population per year for the 11700 Arkansas Street Project (Phase 1), 1,353 metric tons of CO<sub>2</sub>e per year resulting in 7.48 metric tons of CO<sub>2</sub>e per service population per year for the Future Phases, and 2,042 metric tons of CO<sub>2</sub>e per year resulting in 5.67 metric tons of CO<sub>2</sub>e per service population per year for the total Arkansas Street Specific Plan (Phase 1 and Future Phases combined) (as shown in Table 14). The emissions for Phase 1 do not exceed the SCAQMD screening threshold of 3,000 metric tons of CO<sub>2</sub>e per year. The projects were also compared to the interpolated Year 2024 SCAQMD tier 4 service population threshold of 4.32 metric tons of CO<sub>2</sub>e per service population per year for projects for the additional perspective on project impacts on a per capita level. However, the screening threshold was used to determine the significance ultimately. The emissions for Phase 1 do not exceed the tier 4 service population threshold.

The Future Phases do not exceed the SCAQMD screening threshold. Still, they do exceed the interpolated Year 2025 SCAQMD tier 4 service population threshold of 5.75 metric tons of CO<sub>2</sub>e per service population per year for plans.<sup>15,16</sup> However, as the total Arkansas Street Specific Plan (Phase 1 and Future Phases combined) does not exceed the SCAQMD thresholds, the impact is not significant. Annual CalEEMod output calculations are provided in Appendix B of the Air Quality and Greenhouse Gas Impact Study (Appendix 5). Therefore, the project's GHG emissions are considered **less than significant**.

<sup>15</sup> The opening year for Phase 1 is 2024, while the Future Phases of the Specific Plan were modeled as opening no sooner than 2025. The Phase 1 SCAQMD Tier 4 threshold was interpolated by using the 4.8 MTCO<sub>2</sub>e/SP/year threshold for Year 2020 and the 3.0 MTCO<sub>2</sub>e/SP/year threshold for year 2035 for projects, while the Future Phases and total Specific Plan (Phases 1 and Future Phases combined) emissions were interpolated by using the 6.6 MTCO<sub>2</sub>e/SP/year threshold for Year 2020 and the 4.1 MTCO<sub>2</sub>e/SP/year threshold for Year 2035 for plans. Therefore, the Phase 1 Year 2024 interpolated threshold is 4.32 MTCO<sub>2</sub>e/SP/year and the Year 2025 threshold for the Future Phases and total Specific Plan (Phases 1 and Future Phases combined) is 5.75 MTCO<sub>2</sub>e/SP/year.

<sup>16</sup> The service population for the multi-family residential uses was obtained from the default population provided in CalEEMod, while the employee service population for the proposed commercial land uses was estimated as one employee per every 511 square feet per Appendix D Buildout Methodology (October 2, 2014) for the County of LA Final EIR for the General Plan Update. Therefore, Phase 1 service population is a total of 179 residents/employees (includes 169 residents and 10 employees), the Future Phases service population is 717 residents/employees (includes 315 residents and 402 employees), with the total Specific Plan (Phases 1 and Future Phases combined) service population being 896 residents/employees (includes 484 residents and 412 employees).

Table 14: Unmitigated Project-Related Greenhouse Gas Emissions						
Category	Greenhouse Gas Emissions (Metric Tons/Year) <sup>1</sup>					
	Bio-CO2	NonBio-CO2	CO2	CH4	N2O	CO2e
<b>Phase 1</b>						
Area Sources <sup>2</sup>	0.00	13.75	13.75	0.00	0.00	13.85
Energy Usage <sup>3</sup>	0.00	94.14	94.14	0.01	0.00	94.66
Mobile Sources <sup>4</sup>	0.00	511.96	511.96	0.04	0.02	519.54
Solid Waste <sup>5</sup>	6.64	0.00	6.64	0.39	0.00	16.44
Water <sup>6</sup>	1.34	15.03	16.37	0.14	0.00	20.87
Construction <sup>7</sup>	0.00	23.21	23.21	0.00	0.00	23.41
<b>Total Emissions</b>	<b>7.98</b>	<b>658.08</b>	<b>666.06</b>	<b>0.58</b>	<b>0.03</b>	<b>688.77</b>
<b>SCAQMD Draft Screening Threshold</b>						<b>3,000</b>
<b>Exceeds Threshold?</b>						<b>No</b>
<b>Total Emissions<sup>8</sup></b>						<b>3.84</b>
<b>Interpolated Year 2024 Service Population Threshold for Project<sup>9</sup></b>						<b>4.32</b>
<b>Exceeds Threshold?</b>						<b>No</b>
<b>Future Phases</b>						
Area Sources <sup>2</sup>	4.25	8.84	13.09	0.01	0.00	13.51
Energy Usage <sup>3</sup>	0.00	137.42	137.42	0.01	0.00	138.15
Mobile Sources <sup>4</sup>	0.00	1,122.66	1,122.66	0.08	0.05	1,139.93
Solid Waste <sup>5</sup>	11.02	0.00	11.02	0.65	0.00	27.31
Water <sup>6</sup>	1.63	18.16	19.79	0.17	0.00	25.25
Construction <sup>7</sup>	0.00	6.52	6.52	0.00	0.00	9.11
<b>Total Emissions</b>	<b>16.90</b>	<b>1,293.60</b>	<b>1,310.50</b>	<b>0.93</b>	<b>0.06</b>	<b>1,353.26</b>
<b>SCAQMD Draft Screening Threshold</b>						<b>3,000</b>
<b>Exceeds Threshold?</b>						
<b>Total Emissions<sup>8</sup></b>						<b>7.48</b>
<b>Interpolated Year 2025 Service Population Threshold for Project<sup>9</sup></b>						<b>5.75</b>
<b>Exceeds Threshold?</b>						<b>Yes</b>
<b>Total Emissions from Specific Plan (Phase 1 &amp; Future Phases combined)</b>						<b>2,042.03</b>
<b>SCAQMD Draft Screening Threshold</b>						<b>3,000</b>
<b>Exceeds Threshold?</b>						<b>No</b>
<b>Total Emissions from Specific Plan (Phase 1 &amp; Future Phases combined)<sup>8,9</sup></b>						<b>5.67</b>
<b>Interpolated Year 2025 Service Population Threshold for Project<sup>9</sup></b>						<b>5.75</b>
<b>Exceeds Threshold?</b>						<b>No</b>
Notes:						
<sup>1</sup> Source: CalEEMod Version 2020.4.0						
<sup>2</sup> Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.						
<sup>3</sup> Energy usage consists of GHG emissions from electricity and natural gas usage.						
<sup>4</sup> Mobile sources consist of GHG emissions from vehicles.						
<sup>5</sup> Solid waste includes the CO <sub>2</sub> and CH <sub>4</sub> emissions created from the solid waste placed in landfills.						
<sup>6</sup> Water includes GHG emissions from electricity used to transport water and process wastewater.						
<sup>7</sup> Construction GHG emissions based on a 30-year amortization rate.						
<sup>8</sup> The service population for the proposed multi-family residential uses was obtained from the default population provided in CalEEMod, while the employee service population for the proposed commercial land uses was estimated as one employee per every 511 square feet per Appendix D Buildout Methodology (October 2, 2014) for the County of LA Final EIR for the General Plan Update. Therefore, the Phase 1 service population is a total of 179 residents/employees (includes 169 residents and ten employees), the Future Phases service population is 717 residents/employees (includes 315 residents and 402 employees), with the total Specific Plan (Phase 1 & Future Phases combined) service population being 896 residents/employees (includes 484 residents and 412 employees).						
<sup>9</sup> Interpolated thresholds using 2020 and 2035 Tier 4 SCAQMD Service Population thresholds. The Phase 1 opening year is 2024, while the Future Phase was modeled as opening no sooner than 2025. The Tier 4 thresholds for projects were used for Phase 1, while the Future Phases and combined total Specific Plan emissions were compared to the Tier 4 thresholds for plans.						

Table 24 - MD Acoustics' AQ/GHG Table 14 Unmitigated Project-Related Greenhouse Gas Emissions

b) **Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases?**

MD Acoustics, LLC prepared the Air Quality and Greenhouse Gas Impact Study (Appendix 5) dated July 14, 2022. The Study indicates the project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases.

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

The proposed Arkansas Street Specific Plan would have the potential to conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of GHGs. The City of Artesia does not currently have a Climate Action Plan; therefore, the Specific Plan has been compared to the California Air Resources Board (CARB) Scoping Plan goals.

*CARB Scoping Plan Consistency*

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California. It does so by improving our environment, reducing our dependence on oil, diversifying our energy sources, saving energy, creating new jobs, and enhancing public health" (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman, and child in California to about 10 tons per person by 2020.

In May 2014, CARB released its *First Update to the Climate Change Scoping Plan* (CARB 2014). This *Update* identifies the next steps for California's leadership on climate change. While California continues on its path to meet the near-term 2020 greenhouse gas limit, it must also set a clear path toward long-term, deep GHG emission reductions. This report highlights California's success in reducing GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, leading to 80 percent below 1990 levels by 2050.

In November 2017, CARB released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts, identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. In addition, Chapter 4 provides a broader description of the many actions and



proposals being explored across the sectors, including the natural resources sector, to achieve the State's mid and long-term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low-carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update. It identifies new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets to promote and reward innovation, fosters economic growth, and delivers improvements to the environment and public health, including disadvantaged communities. The Plan includes policies requiring direct GHG reductions at some of the State's largest stationary and mobile sources. These policies include lower GHG fuels, efficiency regulations, and the Cap-and-Trade Program, constraining and reducing emissions at covered sources.

As the latest 2017 Scoping Plan builds upon previous versions, the proposed Arkansas Street Specific Plan's consistency with applicable strategies of both the 2008 and 2017 Plan is assessed in Table 15. As shown in Table 15, the proposed Specific Plan is consistent with the applicable strategies and would result in a less than significant impact.

<b>Table 15: Project Consistency with CARB Scoping Plan Policies and Measures<sup>1</sup></b>	
<b>2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions</b>	<b>Project Compliance with Measure</b>
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	<b>Consistent.</b> These are CARB-enforced standards; vehicles that access the Arkansas Street Specific Plan will be required to comply with the standards and, therefore, will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	<b>Consistent.</b> The Specific Plan (will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	<b>Consistent.</b> These are CARB-enforced standards; vehicles that access the Arkansas Street Specific Plan will be required to comply with the standards and, therefore, will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	<b>Consistent.</b> These are CARB-enforced standards; vehicles that access the Arkansas Street Specific Plan will be required to comply with the standards and, therefore, will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	<b>Consistent.</b> These are CARB-enforced standards; vehicles that access the Arkansas Street Specific Plan will be required to comply with the standards and, therefore, will comply with the strategy.

**Table 15: Project Consistency with CARB Scoping Plan Policies and Measures<sup>1</sup>**

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.	<b>Consistent.</b> The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards that are mandatory in the 2019 edition of the Code on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The Specific Plan (will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	<b>Consistent.</b> These are CARB-enforced standards; vehicles that access the Arkansas Street Specific Plan will be required to comply with the standards and, therefore, will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	<b>Consistent.</b> The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The Specific Plan will be required to comply with City programs, such as any City recycling and waste reduction programs, which comply with the 75 percent reduction required by 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	<b>Consistent.</b> The Specific Plan (will comply with all applicable City ordinances and CAL Green requirements.
2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	<b>Consistent.</b> These are CARB-enforced standards; vehicles that access the Arkansas Street Specific Plan will be required to comply with the standards and, therefore, will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	<b>Consistent.</b> These are CARB-enforced standards; vehicles that access the Arkansas Street Specific Plan will be required to comply with the standards and, therefore, will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero-emission buses, with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.	<b>Consistent.</b> These are CARB-enforced standards; vehicles that access the Arkansas Street Specific Plan will be required to comply with the standards and, therefore, will comply with the strategy.
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in	<b>Consistent.</b> These are CARB-enforced standards; vehicles that access the Arkansas

Table 15: Project Consistency with CARB Scoping Plan Policies and Measures <sup>1</sup>	
2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	Street Specific Plan will be required to comply with the standards and, therefore, will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	<b>Consistent.</b> The Specific Plan will be compliant with the current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	<b>Consistent.</b> The Specific Plan will be required to comply with City programs, such as any City recycling and waste reduction programs, which comply with the 75 percent reduction required by 2020 per AB 341.
Notes: <sup>1</sup> Source: CARB Scoping Plan (2008 and 2017)	

Table 25 - MD Acoustics' AQ/GHG Table 15 Project Consistency with CARB Scoping Plan Policies and Measures

### *Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy) Consistency*

On September 3, 2020, SCAG's Regional Council approved and fully adopted the Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy) and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than \$638 billion in transportation system investments through 2045. It is supported by a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently. By integrating the Forecasted Development Pattern with a suite of financially constrained transportation investments, Connect SoCal can reach the regional target of reducing greenhouse gases, or GHGs, from autos and light-duty trucks by 8 percent per capita by 2020 and 19 percent by 2035 (compared to 2005 levels).

Connect SoCal includes core visions of demand & system management, goods movement, complete streets, system preservation and resilience, transit backbone, and sustainable development. These core visions currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for consistency with applicable

regional plans under CEQA. For the proposed projects, the City of Artesia Land Use Plan defines the assumptions represented in the AQMP.

The project site is currently zoned as Light Manufacturing and Industrial and Pioneer Boulevard Commercial. The project is the preparation of a specific plan (Arkansas Street Specific Plan) over approximately 4.22-acres. Included in the full Specific Plan proposal are the following:

- General Plan Amendment (GPA) to add the new Arkansas Street Specific Plan to the General Plan and change the land use designation from Light Manufacturing and Industrial and Pioneer Boulevard Commercial to Arkansas Mixed-Use
- Specific Plan – Arkansas Street Specific Plan (4.22-acres)
- Change of Zone from Light Manufacturing and Industrial (M-1) and Commercial General (C-G) to Specific Plan (SP) Zone – Arkansas Street Specific Plan

Therefore, as the projects are mixed-use land uses with residential and commercial uses, the projects are inconsistent with the existing land use and zoning designations. However, once the GPA and Zone Change are approved, the projects would be consistent with the General Plan land use designations. Although the Arkansas Street Specific Plan Project, GPA, and Zone Change may initially result in an inconsistency with the AQMP on paper, the inconsistency would not necessarily conflict with the AQMP. The SCAQMD acknowledges that strict consistency with all aspects of the AQMP is not required to find consistency. Rather, a project is considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The projects built under the Specific Plan and the 11700 Arkansas Street Project would implement contemporary energy-efficient technologies and regulatory/operational programs required per Title 24, CalGreen, and City standards. Generally, compliance with SCAQMD emissions reductions and control requirements reduces project air pollutant emissions. In combination, project emissions-reducing design features and regulatory/operational programs are consistent with and support overarching AQMP air pollution reduction strategies. Project support of these strategies promotes timely attainment of AQMP air quality standards and would bring the project into conformance with the AQMP. Therefore, the proposed projects are not anticipated to exceed the AQMP assumptions for the project site and are found to be consistent with the AQMP for the second criterion.

Therefore, the proposed Arkansas Street Specific Plan would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce greenhouse gas emissions. Furthermore, the proposed Specific Plan will also comply with applicable Green Building Standards and the City of Artesia's policies regarding sustainability (as dictated by the City's General Plan). Impacts are considered **less than significant**, and further analysis is not warranted.

**Mitigation: None**

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HAZARDS AND HAZARDOUS MATERIALS –</b>				
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<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 one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to <a href="#">Government Code section 65962.5</a> 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 two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
<b>Sources:</b> <ol style="list-style-type: none"> <li>1. City of Artesia <a href="#">General Plan 2030</a></li> <li>2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a>, July 28, 2010</li> <li>3. <a href="#">Title 9 – Planning and Zoning</a></li> <li>4. Phase I and II Environmental Site Assessment 11700 and 11708 Arkansas Avenue, Artesia, California 90701, prepared by Stantec Consulting Services, Inc., February 1, 2021 (Appendix 9)</li> <li>5. CalFire <a href="#">FHSZ Viewer</a>, accessed April 16, 2022</li> </ol>				



- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Arkansas Street Specific Plan Project

**Pre-Construction and Construction Impacts**

Development of the remaining area of the Arkansas Street Specific Plan area not associated with the 11700 Arkansas Street Project could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions. Section 5.9 – Hazards and Hazardous Materials of the Environmental Impact Report for the General Plan Update (page 5.9-22) states, “*Hazardous material issues may exist relating to commercial/industrial sites, agricultural areas, and old buildings. Existing structures may need to be demolished prior to construction of new buildings. Demolition of structures could expose construction personnel and the public to hazardous substances such as asbestos containing materials (ACM) or lead-based paints (LBP), depending on the age of the structure. In addition, the disturbance of soils and demolition of structures could expose construction workers or employees to health or safety risks in the event contaminated structures and/or soils are encountered during construction. Exposure could occur from ACM or LBP in older buildings, or unknown contaminants that have not previously been identified. It is noted that State Route 91 (SR-91) traverses the City. The potential exists for accidental release of hazardous materials associated with SR-91. The potential impacts associated with accidental release of hazardous materials are discussed below.*

Demolition. Specific development projects have not been identified. However, it is assumed that existing buildings would be demolished as uses are redeveloped within the City. Given the age of some of the City’s buildings, it is likely that these buildings could contain LBP, ACM, and/or other contaminants. As a result, construction workers and the public could be exposed. Further, the potential exists that construction activities may release potential contaminants that may be present in building materials (e.g., mold, lead, etc.). Federal and State regulations govern the renovation and demolition of structures where ACMs and LBPs are present. All demolition that could result in the release of ACMs or LBPs must be conducted according to Federal and State standards. The National Emission Standards for Hazardous Air Pollutants (NESHAP) mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. If ACM material is found, abatement of asbestos would be required prior to any demolition activities. Compliance with the recommended mitigation regarding the requirement for an asbestos survey and asbestos abatement, as well as compliance with SCAQMD Rule 1403, would reduce potential impacts to a less than significant level.

Soil and Groundwater Contamination in Unknown Contaminated Sites. Grading and excavation for future development within the City could expose construction workers and the public to unidentified hazardous substances present in the soil or groundwater. Exposure to contaminants could occur if the contaminants migrated to surrounding areas or if contaminated zones were disturbed at the contaminated

*location. Exposure to hazardous substances is considered potentially significant. Additionally, the potential exists for unidentified underground storage tanks (USTs) to be present on a development site. Removal activities could pose risks to workers and the public. Potential risks would be minimized by managing the tank according to existing HHMD's standards. Potential impacts to groundwater would be dependent on the type of contaminant, the amount released, and depth to groundwater at the time of the release.*

*Also, short-term construction/remediation processes may involve substantial amounts of excavation and grading, potentially creating water quality impacts due to off-site runoff (in which the runoff may contain contaminated soils). If groundwater contamination is identified, remediation activities would be required by the Regional Water Quality Control Board (RWQCB), prior to the commencement of construction activities. Standard short-term erosion control measures and applicable Best Management Practices (BMP's) would be implemented to ensure that runoff is properly contained on-site and that impacts in this regard are reduced to less than significant levels.*

#### Construction-Related Impacts

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the subject property during the construction of projects with the Arkansas Street Specific Plan. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the sites during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. Construction contractors would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), South Coast Air Quality Management District (SCAQMD), and Regional Water Quality Control Board (RWQCB). Mandatory compliance with applicable hazardous materials regulations will ensure projects within the Arkansas Street Specific Plan Project area will not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during construction.

Since the Specific Plan area is within the General Plan area, these conditions apply to the Arkansas Street Specific Plan Project area. Therefore, the General Plan mitigation is applicable as well. With the implementation of **MM HAZ-1**, **MM HAZ-2**, and **MM HAZ-3**, the pre-construction and construction impact will be **less than significant with mitigation**.

## 11700 Arkansas Street Project

Stantec Consulting Services Inc. (Stantec) completed a Phase I and II Environmental Site Assessment (ESA) report of the properties located at 11700, 11708, 11722, and 11728 Arkansas Street, and 16403 Pioneer Boulevard (Appendix 9).

### **Pre-Construction Impacts**

A recycling facility identified as “Hi Waste Disposal Co.” and “R&R Recycling” appears to have operated at the property address of 11718 Arkansas Street, located in the northern portion of the subject site, from circa 1990 until 2019. Several large metallic scrap piles were observed in the northern portion of the property during a review of aerial photography. Due to the facility not operating at the property during Stantec’s reconnaissance, proper housekeeping practices for this facility are unknown. Potential releases of petroleum hydrocarbons, other liquid chemicals, and metals are commonly associated with these operations; therefore, the recycling facility was considered a Recognized Environmental Condition (REC).

After further analysis, Stantec determined the only remaining issue from this past business was one of lead. Lead concentrations exceed the residential screening level for lead of 80 mg/kg. The elevated lead impacts at the property are considered a REC. The lateral limit of lead impacts to near-surface soils appears to be confined to the area of borings SV4 and B4, located along the parcel boundary, as shown in Figure 3. Stantec considers it unlikely that lead impacts are present below the southern property parcel as no recycling operations existed on that parcel. That parcel has remained paved for several decades. Stantec recommends the lead-impacted soil be removed from the property to levels below the current screening level of 80 mg/kg. Therefore, **Mitigation Measure MM HAZ-4** has been applied to the project.

### **Construction Impacts**

As noted for the Arkansas Street Specific Plan Project, heavy equipment (e.g., dozers, excavators, tractors) would be operated on the subject property during the construction of the 11700 Arkansas Street Project. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. Construction contractors would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), South Coast Air Quality Management District (SCAQMD), and Regional Water Quality Control Board (RWQCB). Mandatory compliance with applicable hazardous materials regulations will ensure the 11700 Arkansas Street Project will not create a significant

hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during construction.



Figure 12 - Boring Location Map

Given the age of the buildings, the possibility of asbestos-containing material (ACM) and lead-based paint being present is probable (pages 8.1 – 8.2, Appendix I). Asbestos emissions are regulated by the South Coast Air Quality Management District (SCAQMD). The SCAQMD rule applicable to the project site is Rule 1403, Asbestos Emissions from Demolition/Renovation Activities. Compliance with SCAQMD Rule 1403 requires that the owner or operator of any demolition or renovation activity have an asbestos survey performed before demolition. Lead-based materials exposure is regulated by California Occupational Safety and Health Administration (Cal OSHA) regulations. California Code of Regulations, §1532.1,



requires testing, monitoring, containment, and disposal of lead-based materials such that exposure levels do not exceed Cal OSHA standards.

Due to the age of the buildings being demolished, asbestos-containing materials (ACM) may be located in the structure. Historically, certain concealed materials may be present within wall cavities (e.g., electrical wire wrapping, insulation materials, vapor barrier paper, gypsum board, joint compound, etc.) that contain asbestos, and some underground utility piping has been known to contain asbestos (e.g., Transite pipe). If demolition of the property includes removing on-site portions of underground utilities (storm drains, sewer, domestic water laterals, etc.), an evaluation of these components' asbestos content must be performed before the removal process. If, during the course of demolition, suspect ACMs are discovered that are not included within any Pre-Demolition Asbestos and Lead-Based Paint Survey. In that case, those materials are to be assumed positive for asbestos unless additional sampling, analysis, and/or assessment indicates otherwise.

*“The inhalation of asbestos fibers can cause serious illnesses that are strongly associated with exposure to asbestos. Airborne asbestos fibers are a significant health threat because asbestos fibers are microscopic and invisible to the unaided eye. In addition, they have the physical characteristics to bypass the ability of the human lung to filter air contaminants. As a result, exposure to asbestos allow the fibers to reach deep within the lungs, and may irritate and scar lung tissues. Long-term chronic and acute exposure to asbestos fibers may cause respiratory diseases such as lung cancer, asbestosis and mesothelioma.”<sup>17</sup>*

Exposure to ACM during demolition could be hazardous to the health of the demolition workers, area residents, and employees. Existing regulations, including South Coast Air Quality Management District (SCAQMD) Rule 1403 (Asbestos Demolition and Renovation Activities), require that the Permittee/Owner of any demolition or renovation activity have an asbestos survey performed prior to demolition. The ACM survey is required to be performed by a licensed asbestos sampling company. All testing procedures would follow California and federal protocol. An asbestos survey report would quantify the areas of ACMs pursuant to California and federal standards. If the on-site structure is found to contain ACMs, Rule 1403 requires that the ACMs must be removed according to proper abatement procedures. All abatement activities must comply with California and federal OSHA and SCAQMD requirements. Only asbestos-trained and certified abatement personnel would be allowed to perform asbestos abatement. All ACMs removed from the on-site structure would be hauled to a licensed receiving facility and disposed of under proper manifest, if needed, by a transportation company certified to handle asbestos-containing materials. Following completion of the asbestos abatement, the asbestos consultant would provide a report documenting the abatement procedures used, the volume of ACM removed, where the material was moved, and include transportation and disposal manifests or dump tickets. Each abatement report would be prepared for the Permittee/Owner, submitting a copy to the City of Artesia. Therefore, **Mitigation Measure HAZ-5** has been applied to the project.

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<sup>17</sup> <http://www.aqmd.gov/home/rules-compliance/compliance/asbestos-demolition-removal>, accessed April 16, 2022



Construction on the project site would involve demolishing the existing building, which may contain lead-based paint due to its age. If not abated correctly in advance of demolition, workers could be exposed to lead, adversely affecting their health. However, before issuing a permit for the demolition of the on-site structure, the Permittee/Owner would be required to contract with a licensed lead-based paint consultant to evaluate the structure for lead-based paint. If present, the lead-based paint requires abatement before demolishing the building. The abatement would include proper waste handling procedures. Therefore, **Mitigation Measure HAZ-6** has been applied to the project.

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

**Operational Impacts**

The project residents/tenants will store and use various chemicals for routine housekeeping and landscaping. Comparable products will be required for the common recreation areas and general project maintenance. However, none of these chemicals will be used in sufficient quantities to threaten humans or the environment.

With the implementation of **MM HAZ-1** through **HAZ-6** and compliance with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), South Coast Air Quality Management District (SCAQMD), and Regional Water Quality Control Board (RWQCB), pre-construction and construction impacts will be **less than significant with mitigation** on the routine transport, use, or disposal of hazardous materials. There will be **no project-related operational impacts** associated with the routine transport, use, or disposal of hazardous materials, directly, indirectly, or cumulatively.

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

Arkansas Street Specific Plan Project

As discussed in IX Hazards and Hazardous Materials Response a) under Pre-Construction and Construction Impacts, there is the possibility of asbestos-containing materials (ACMs), lead-based paint (LBP), and soil and groundwater contamination throughout the Arkansas Street Specific Plan Project area. **Mitigation Measures HAZ-1** through **HAZ-3** have been added to the project to address these pre-construction and construction hazardous materials issues. With these mitigation measures, the project impacts regarding significant hazards to the public or the environment from the release of hazardous materials would be reduced to **less than significant levels with mitigation**.

At operation, the projects proposed under the Arkansas Street Specific Plan, including the 11700 Arkansas Street Project, will create residential and commercial uses that store and use various chemicals for routine housekeeping and landscaping purposes. Comparable products will be required for the common recreation areas and general project maintenance. However, none of these chemicals will be used in sufficient quantities to threaten humans or the environment. Therefore, no project-related impacts will be associated with releasing hazardous materials into the environment, directly, indirectly, or cumulatively, at operation.

#### 11700 Arkansas Street Project

As discussed above, in IX Hazards and Hazardous Materials Response a) under Pre-Construction and Construction Impacts, there is the possibility of asbestos-containing materials (ACMs), lead-based paint (LBP), and soil and groundwater contamination throughout the Arkansas Street Specific Plan Area, including the 11700 Arkansas Street Project Site. In addition, a REC exists on the 11700 Arkansas Street Project site. **Mitigation Measures HAZ-1 through HAZ-6** have been added to the project to address these pre-construction and construction hazardous materials issues. With these mitigation measures, the project impacts regarding significant hazards to the public or the environment from the release of hazardous materials would be reduced to **less than significant levels with mitigation**.

#### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

At operation, the projects proposed under the Arkansas Street Specific Plan, including the 11700 Arkansas Street Project, will create residential and commercial uses that store and use various chemicals for routine housekeeping and landscaping purposes. Comparable products will be required for the common recreation areas and general project maintenance. However, none of these chemicals will be used in sufficient quantities to threaten humans or the environment. Therefore, there will be **no project-related impacts** associated with releasing hazardous materials into the environment, directly, indirectly, or cumulatively, at operation.

- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

#### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The John H. Niemes Elementary School (16715 Jersey Avenue, Artesia) is located approximately .07 miles (360 feet) to the west of the closest point of the subject site. The Benito Juarez Elementary School (11939 Aclare Street, Cerritos) is located approximately .23 miles (1,223 feet) to the southeast of the closest point of the subject site.

As noted above, a REC exists on the 11700 Arkansas Street Project site, and there is the possibility of asbestos-containing materials (ACMs) and lead-based paint (LBP) in the building proposed for demolition throughout the Arkansas Street Specific Plan area. **Mitigation Measures HAZ-1 through HAZ-6** have been applied to

the project to address the potential on-site and off-site hazardous materials impacts associated with the demolition of the site and the transport of the waste materials.

Compliance with all requirements for demolition and clearance activities of the subject site in accordance with the DTSC, the California Health and Safety Code, federal, state, and local laws, and the implementation of **MM HAZ-1 – MM HAZ-6** will ensure that the schools and the occupants of the school properties will be protected. Therefore, **impacts are less than significant with mitigation**, directly, indirectly, or cumulatively to schools for the pre-construction and construction stages.

The regular operation of the projects proposed under the Arkansas Street Specific Plan, including the 11700 Arkansas Street Project, will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste to cause danger to surrounding schools. Therefore, **no impacts** will occur directly, indirectly, or cumulatively to schools during operation.

- 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?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

A review of the [EnviroStor](#) database found no listings of hazardous materials sites within 1,000 feet of the Arkansas Street Specific Plan Project area. However, a review of the State Water Resources Control Board [GeoTracker](#) found the following open listings within 1,000 feet of the Arkansas Street Specific Plan area:

[ARTESIA BUILDING MATERIALS, INC. \(T0603750351\)](#)

16632 PIONEER BLVD SOUTH  
ARTESIA, CA 90701

**LUST Cleanup Site**

**Status: Open-Site Assessment**

[DIAMOND TIRE CENTER \(T0603704070\)](#)

16604 PIONEER BLVD  
ARTESIA, CA 90701

**LUST Cleanup Site**

**Status: Open – Remediation**

The first is a possible gasoline spill undergoing assessment, and the second is a gasoline spill under remediation. Neither of these listings impact the Arkansas Street Specific Plan area in any way. No listings were found within the Arkansas Street Specific Plan area. Neither project would create a significant hazard to the public or environment due to being a hazardous materials site. Therefore, there will be **no impact**.

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

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Section 5.9 – Hazards and Hazardous Materials of the Environmental Impact Report for the General Plan Update (page 5.9-19) states, “*There are no public airports or public use airports located within 2.0 miles of the City of Artesia. Additionally, there are no private airstrips within the City’s vicinity. The two closest air facilities to the City are the Los Alamitos Armed Air Forces Reserve Center located approximately nine miles to the south, and the Fullerton Municipal Airport located approximately nine miles to the east. Therefore, the General Plan Update would not result in a safety hazard for people residing or working in the project area. No impact would occur in this regard.*”

Therefore, the Arkansas Street Specific Plan area is outside the airport's safety hazard and noise contours. The projects would have **no impact** on people residing in the project or the vicinity.

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Section 5.9 – Hazards and Hazardous Materials of the Environmental Impact Report for the General Plan Update (page 5.9-28 – 5.8-29) states, “*The City’s Emergency Operations Plan anticipates that all major streets within the City would serve as evacuation routes. Construction activities associated with future development in the City could temporarily impact street traffic adjacent to the proposed development sites during the construction phase due to roadway improvements and potential extension of construction activities into the right-of-way. This could reduce the number of lanes or temporarily close certain street segments. Any such impacts would be limited to the construction period and would affect only adjacent streets or intersections. With implementation of the recommended mitigation, which would ensure that temporary street closures would not affect emergency access in the vicinity of future developments, impacts would be less than significant. All future developments would be required to provide sufficient emergency access, as required by the Zoning Code.*”

Construction activities may temporarily restrict vehicular traffic. Temporary changes to the existing roadway network require the approval of the City of Artesia and notification to all emergency responders. Pursuant to **MM HAZ-7**, preparing a Traffic Control Plan to the specifications and approval of the City of Artesia will ensure temporary traffic impacts from construction will maintain adequate access for emergency vehicles and evacuation procedures during construction. In addition, pursuant to **MM HAZ-8**, the city Planning Department will consult with the

Police Department to disclose temporary closures and alternative travel routes to ensure adequate access for emergency vehicles.

The 11700 Arkansas Street Project provides adequate emergency vehicle access, including street widths and vertical clearance on new streets. For both projects, implementing federal, state, and local laws and regulations in the project's construction will ensure a **less than significant impact with mitigation** on adopted emergency response or evacuation plans.

- g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Section 5.9 – Hazards and Hazardous Materials of the Environmental Impact Report for the General Plan Update (page 5.9-19) states, “*The City of Artesia is 99 percent urbanized and the surrounding cities, Cerritos and Norwalk, are entirely urbanized, as well. There are no wildlands located adjacent to urbanized areas or residences intermixed with wildlands in the City. Therefore, the General Plan Update would not expose people or structures to a significant risk involving wildland fires.*”

The projects will replace the existing development with new buildings to be built to the latest Building and Fire Codes. The project will have **no impact** on exposing people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

**Mitigation:**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

**MM HAZ-1:** Prior to grading permit issuance, the Permittee/Owner shall have a Phase I Environmental Site Assessment 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. Provide a copy of the Phase I Site Assessment to the City with the application for a grading permit.

**MM HAZ-2:** The Permittee/Owner prior to potential remedial excavation and grading activities, shall ensure any impacted areas noted in the Phase I Site Assessment are 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. A Certified Environmental Professional shall inspect the site during remedial excavation activities. In the event concentrations of materials are detected above regulatory cleanup levels during demolition or construction activities, the project Permittee/Owner 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.

**MM HAZ-3:** The Permittee/Owner shall have a Certified Environmental Professional confirm the presence or absence of ACMs and LBPs prior to structural demolition/renovation activities/permit, should these activities occur. Should ACMs or LBPs be present, demolition materials containing ACMs and/or LBPs shall be removed and disposed of at an appropriately permitted facility. The information shall be provided to the City as part of the demolition permit process.

**MM HAZ-7:** Prior to construction, the future Permittee/Owner shall prepare a Traffic Control Plan for implementation during the construction phase, as deemed necessary by the City Traffic Engineer. The Plan will be reviewed and approved by the City Traffic Engineer and the Planning Department. The Plan may include the following provisions, among others:

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

**MM HAZ-8:** The City Traffic Engineer and the Planning Department shall consult with the City's Police Department to disclose temporary closures and alternative travel routes to ensure adequate access for emergency vehicles when construction of future projects would result in temporary land or roadway closures prior to approving a Traffic Control Plan.

#### 11700 Arkansas Street Project

**MM HAZ-4:** Prior to ground-disturbing activities, the Permittee Owner shall have the lead impacted soil in the area of borings SV4 and B4, located along the

parcel boundary, as shown in Figure 3 of Phase I and II Environmental Site Assessment 11700 and 11708 Arkansas Avenue, Artesia, California 90701, prepared by Stantec Consulting Services, Inc., February 1, 2021, shall be removed from the property to levels below the current screening level of 80 mg/kg as per Stantec's recommendations and clearance (or equivalent). A Certified Environmental Professional shall inspect the site during removal process.

**MM HAZ-5:** Prior to the issuance of any demolition permit, the Permittee/Owner shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACMs are present in the building or within the project site. Historically, certain concealed materials may be present within wall cavities (e.g., electrical wire wrapping, insulation materials, vapor barrier paper, gypsum board, joint compound, etc.) that contain asbestos, and some underground utility piping has been known to contain asbestos (e.g., Transite pipe). If demolition of the property includes removing on-site portions of underground utilities (storm drains, sewer, domestic water laterals, etc.), an evaluation of these components' asbestos content must be performed before the removal process. If, during the course of demolition, suspect ACMs are discovered that are not included within any Pre-Demolition Asbestos and Lead-Based Paint Survey. In that case, those materials are to be assumed positive for asbestos unless additional sampling, analysis, and/or assessment indicates otherwise. If ACMs are found to be present, they shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 and all other state and federal rules and regulations.

**MM HAZ-6:** Prior to the issuance of any demolition permit, the Permittee/Owner shall have a lead-based paint survey performed to the Department of Building and Safety's written satisfaction. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. HYDROLOGY AND WATER QUALITY –</b>				
<b>Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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:				
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	XIX <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. HYDROLOGY AND WATER QUALITY –</b>				
<b>Would the project:</b>				
ii) Substantially increase the rate or amount of surface runoff in a manner that 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
<b>Sources:</b>				
<ol style="list-style-type: none"> <li>1. City of Artesia <a href="#">General Plan 2030</a></li> <li>2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a>, July 28, 2010</li> <li>3. <a href="#">Title 9 – Planning and Zoning</a></li> <li>4. <a href="#">Title 6 – Storm Water Management and Discharge Control</a></li> <li>5. <a href="#">Title 8 – Building Regulation, Chapter 8 – Floodplain Management</a></li> <li>6. <a href="#">Liberty Utilities – Park Water Final 2020 Urban Water Management Plan</a>, June 2021</li> <li>7. <a href="#">2020 Urban Water Management Plan City of Norwalk</a>, June 2021 Public Draft</li> <li>8. <a href="#">FEMA Flood Map Service Center: Search By Address</a> website, accessed April 17, 2022</li> <li>9. <a href="#">Dam Breach Inundation Map Web Publisher</a>, accessed April 17, 2022</li> <li>10. Preliminary Hydrology Study TTM No. 83442 Arkansas Street Project, City of Artesia, CA, prepared by C&amp;V Consulting, Inc., May 2021 (Appendix 10)</li> <li>11. Preliminary Low Impact Development (LID) Plan, prepared by C&amp;V Consulting, Inc., May 2021 (Appendix 11)</li> </ol>				

- a) **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

See responses in Section XIX below for further information on water and wastewater.

#### Arkansas Street Specific Plan Project

#### **Construction Impacts**

##### *National Pollutant Discharge Elimination System (NPDES)*

The project site is in the Lower San Gabriel River Watershed, draining the Pacific Ocean. The City is a member permittee of the Santa Ana Regional Water Quality Control Board (RWQCB) MS4 Permit by Order No. R4-2012-0175 (2009-0009-DWQ, NPDES No. CAS000002 dated July 1, 2010).

Section 5.8 – Hydrology and Water Quality of the Environmental Impact Report for the General Plan Update (page 5.8-19) states, “*All future development would be subject to compliance with AMC Title 6 Chapter 7, Storm Water Management and Discharge Control, and NPDES requirements. Construction sites with 1.0 acre or greater of soil disturbance or less than 1.0 acre, but part of a greater common plan of development, would be required to apply for coverage for discharges under the General Construction Permit. Prior to issuance of any Grading or Building Permit, and as part of the future development’s compliance with the NPDES requirements, a Notice of Intent would be prepared and submitted to the Los Angeles RWQCB providing notification and intent to comply with the State of California General Construction Permit. Also, a Stormwater Pollution Prevention Plan (SWPPP) would be submitted for approval to the Director of Public Works and the City Engineer for water quality construction activities onsite. A copy of the SWPPP would be made available and implemented at each respective construction site at all times. The SWPPP is required to outline the source control and/or treatment control BMPs, in order to avoid or mitigate runoff pollutants at the construction site to the “maximum extent practicable.” Compliance with AMC Title 6 Chapter 7, Storm Water Management and Discharge Control, and NPDES requirements would reduce construction-related impacts to water quality to a less than significant level. Compliance with the General Plan Update Policy Action CFI 3.1.4, which requires continued participation in the NPDES program, would further minimize potential construction-related water quality impacts.*”

All future applicants within the Arkansas Street Specific Plan shall abide by all the provisions outlined in the SWRCB NPDES general permit for construction activities. The Permittee/Owners will prepare a Storm Water Pollution Prevention Plan (SWPPP) with a Notice of Intent prior to grading permit issuance in compliance with the requirements of the NPDES to ensure a **less than significant impact**.

## **Operational Impacts**

### *Water Quality Management Plan (WQMP)*

As noted in Section 5.8 – Hydrology and Water Quality of the Environmental Impact Report for the General Plan Update (page 5.8-20), “*Development associated with implementation of the proposed General Plan Update would have long-term effects on runoff once the development is complete. Residential and other urban development can affect water quality in three ways:*

- *Impervious surfaces associated with development increase the rate and volume of stormwater runoff, therefore increasing downstream erosion potential;*
- *Urban activities generate dry-weather or “nuisance” flows, which may contain pollutants and/or may change the ephemeral nature of streams and the degradation of certain habitats; and*
- *Impervious surfaces increase the concentration of pollutants during wet weather flows.”*

The same is true for the development of the Arkansas Street Specific Plan Project.

As stated in Section 5.8 – Hydrology and Water Quality of the Environmental Impact Report for the General Plan Update (page 5.8-20), “*The potential for negative water quality effects is generally correlated to the density/intensity of development and the amount of impervious area associated with development. Detached residential development has the potential to generate sediments such as nutrients and organic substances (including fertilizers), pesticides (from landscape application), trash and debris (including household hazardous waste), oxygen demand, oil and grease (from driveways and roads) and bacteria and viruses. Attached residential developments share these potentialities as well as an increased potential for concentration of pollutants from the larger parking lots typically associated with multiple family development projects. These impacts would be considered potentially significant unless mitigated.*

*Future development in the City would increase impervious areas and overall levels of activity. As a result, impacts to stormwater quality would occur. Future development would increase pollutant loadings immediately off the respective development sites and would potentially violate water quality standards. The pollutants that would be expected with future development include pollutants typically found in stormwater runoff; refer to the Existing Setting Section. Without mitigation, future development would be expected to increase pollutant loadings, including hydrocarbons, fertilizers, pesticides, trash, and sediment.*

*All future development would be subject to compliance with AMC Title 6 Chapter 7, Storm Water Management and Discharge Control, and NPDES requirements. Prior to issuance of any Grading Permit, all future development would be required to prepare, to the satisfaction of the Director of Public Works and the City Engineer, a Water Quality Management Plan (WQMP), which includes Best Management Practices (BMPs), Structural Measures and Adaptive Management, under the guidelines in Development Planning for Stormwater Management - A Manual for the Standard Urban Stormwater Mitigation Plan (SUSMP) prepared by Los Angeles County Department of Public Works (2002) or the most current/updated version. The SUSMP conforms to the new NPDES permit requirement for Los Angeles County. Compliance with AMC Title 6 Chapter 7 and NPDES requirements would reduce post construction impacts to water quality to a less than significant level. Compliance with the General Plan Update Policies and Policy Actions outlines above would further minimize potential post construction-related water quality impacts.”*

All future applicants within the Arkansas Street Specific Plan shall prepare the required WQMP as outlined in the AMC Title 6 Chapter 7, Storm Water Management and Discharge Control. The Permittee/Owners will prepare a WQMP prior to grading permit issuance in compliance with the AMC Title 6 Chapter 7 – Storm Water Management and Discharge Control requirements to ensure a **less than significant impact**.



## 11700 Arkansas Street Project

### **Construction Impacts**

#### *National Pollutant Discharge Elimination System (NPDES)*

The project site is in the Lower San Gabriel River Watershed, draining the Pacific Ocean. The City is a member permittee of the Santa Ana Regional Water Quality Control Board (RWQCB) MS4 Permit by Order No. R4-2012-0175 (2009-0009-DWQ, NPDES No. CAS000002 dated July 1, 2010).

The Permittee/Owners of the 11700 Arkansas Street Project will prepare a Storm Water Pollution Prevention Plan (SWPPP) with a Notice of Intent prior to grading permit issuance in compliance with the requirements of the NPDES to ensure a **less than significant impact**.

### **Operational Impacts**

#### *Water Quality Management Plan (WQMP)*

C&V Consulting, Inc. prepared the Preliminary Low Impact Development (LID) Plan (Appendix 11) dated May 2021 is quoted in this section.

The proposed development site drainage comprises of two (2) on-site drainage management areas to preserve the two (2) existing outlets per the proposed on-site grading design. Grated and curb inlets are located at street low points to collect and direct runoffs from each Drainage Management Area (DMA) to its corresponding detention system, which will feed the WetlandMOD biofiltration system per pump station to conform with water quality treatment standards. Treated stormwater from each DMA will be discharged per pump station to the outlet per existing conditions.

In high storm events, the northern portion of the site, DMA-A, is graded to outlet overflow at the site's entrance towards Arkansas Street after the detention fills up and storm runoff bubbles out from the catch basin. As for the south-easterly portion of the site, DMA-B overflow pipe is installed in the lowest catch basin to outlet towards the adjacent properties v-gutter towards Pioneer Boulevard as existing conditions.

According to Geotechnical Investigation (Appendix 8), the historic-high groundwater is approximately eight (8) feet below the ground surface based on state-provided information. From the geotechnical perspective, stormwater infiltration will increase the potential for settlement, liquefaction, and water-related damage to structures/improvements. Historic high groundwater is a limiting factor. Bio-filtration BMPs are considered for the proposed site.

The developer shall install structural BMPs through the project's construction and development; for instance, landscaping and irrigation systems shall be designed

by licensed landscape architects and installed by qualified contractors to the specifications and standards of the City of Artesia.

The Permittee/Owners will prepare a WQMP prior to grading permit issuance in compliance with the AMC Title 6 Chapter 7 – Storm Water Management and Discharge Control requirements to ensure a **less than significant impact**.

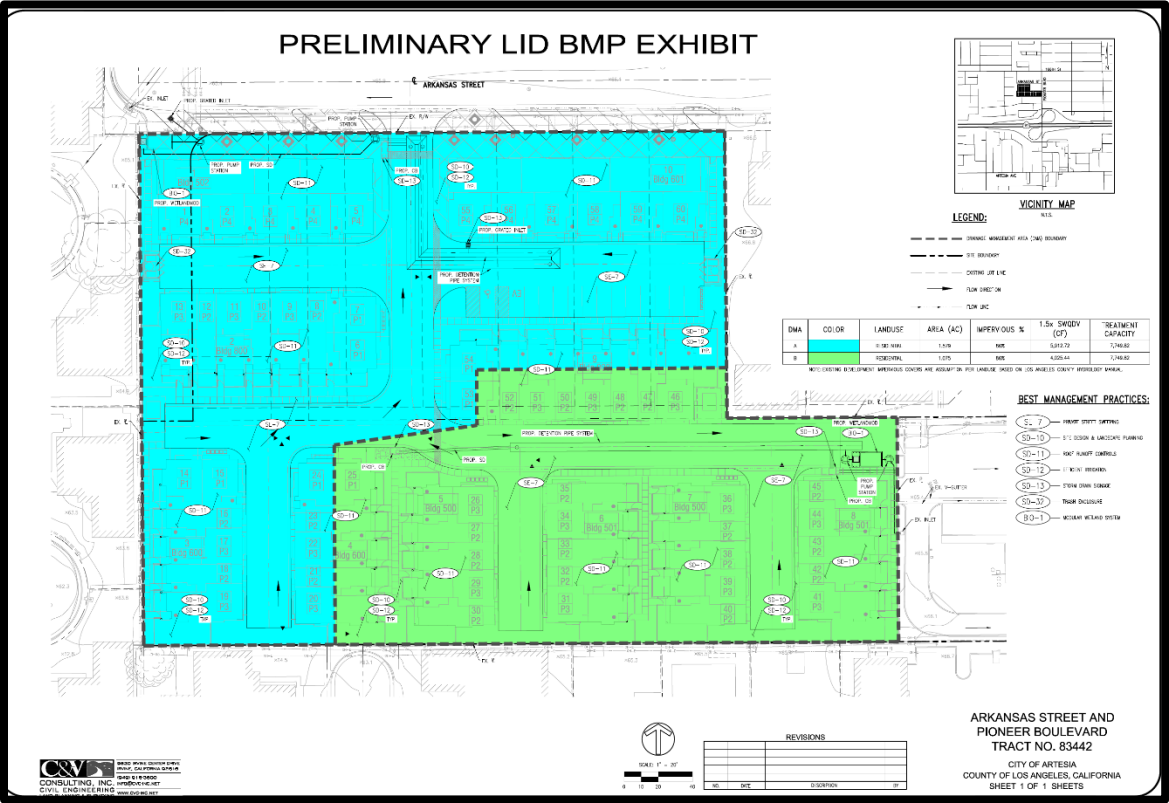


Figure 13- Preliminary LID BMP Exhibit

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

**Groundwater**

The Arkansas Street Specific Plan area is served by the City of two water companies. Liberty Utilities Water Company will service the southern portion of the project, and the City of Norwalk Water Division will service the northern portion of the project.

Liberty Utilities relies on groundwater produced from the Central Groundwater Basin. The City of Norwalk supplements its water demands with groundwater extracted from the Central Groundwater Basin. Water rights to the Central Groundwater Basin are through adjudication. The Central Basin is actively managed by the Water Replenishment District of Southern California, which serves as the Central Basin Watermaster.

*“The Central Basin covers approximately 270 square miles and is bounded on the north by the Hollywood Basin and the Elysian, Repetto, Merced, and Puente Hills;*

*to the east by the Los Angeles County/Orange County line; and to the south and west by the Newport Inglewood Uplift, a series of discontinuous faults and folds that form a prominent line of northwest-trending hills including the Baldwin Hills, Dominguez Hills, and Signal Hill” (pages 3-7 – 3-8), 2020 City of Norwalk Urban Water Management Plan).*

*“Natural recharge to the Central Basin includes surface infiltration of precipitation and applied water (such as landscape irrigation), subsurface inflow from the surrounding mountains (referred to as mountain-front recharge), through the Los Angeles and Whittier Narrows and along the boundary with the Orange County Basin, and through stormwater percolation at the spreading grounds and unlined portions of rivers. Sources of artificial recharge include recycled water, imported water, and stormwater” (page 3-9, 2020 City of Norwalk Urban Water Management Plan).*

The Central Groundwater Basin Judgment limits the amount of groundwater each party can extract annually (i.e., the Allowed Pumping Allocation, or APA). Both water companies would continue to be subject to the groundwater extraction limitations imposed by the Central Basin Judgment.

By implementing the NPDES, WQMP, CalGreen water conservation requirements, and other water conservation techniques, the redevelopment of the existing uses on the site to new, more water-efficient development will help recharge the Basin more effectively. Therefore, the development associated with implementing the proposed Arkansas Street Specific Plan Project and the 11700 Arkansas Street Project would not substantially deplete groundwater supplies. A **less than significant impact** would occur in this regard.

#### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

### **Conclusion**

The projects must comply with Chapter 7 – Storm Water Management and Discharge Control of the City’s Municipal Code and the MS4 permit. Therefore, the projects will be designed for compliance with existing federal, state, and local water quality laws and regulations pertaining to water quality standards, ensuring a **less than significant impact**, directly, indirectly, or cumulatively, on water quality standards or waste discharge requirements or other requirements concerning the degradation of surface or groundwater quality water quality and discharge.

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

See responses in Section XIX below for further information on water.

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Two water companies serve the Arkansas Street Specific Plan area. Liberty Utilities Water Company will service the southern portion of the project, and the City of Norwalk Water Division will service the northern portion of the project.

Liberty Utilities relies on groundwater produced from the Central Groundwater Basin. The City of Norwalk supplements its water demands with groundwater extracted from the Central Groundwater Basin. Water rights to the Central Groundwater Basin are through adjudication. The Central Basin is actively managed by the Water Replenishment District of Southern California, which serves as the Central Basin Watermaster.

*“The Central Basin covers approximately 270 square miles and is bounded on the north by the Hollywood Basin and the Elysian, Repetto, Merced, and Puente Hills; to the east by the Los Angeles County/Orange County line; and to the south and west by the Newport Inglewood Uplift, a series of discontinuous faults and folds that form a prominent line of northwest-trending hills including the Baldwin Hills, Dominguez Hills, and Signal Hill” (pages 3-7 – 3-8), 2020 City of Norwalk Urban Water Management Plan).*

*“Natural recharge to the Central Basin includes surface infiltration of precipitation and applied water (such as landscape irrigation), subsurface inflow from the surrounding mountains (referred to as mountain-front recharge), through the Los Angeles and Whittier Narrows and along the boundary with the Orange County Basin, and through stormwater percolation at the spreading grounds and unlined portions of rivers. Sources of artificial recharge include recycled water, imported water, and stormwater” (page 3-9, 2020 City of Norwalk Urban Water Management Plan).*

The Central Groundwater Basin Judgment limits the amount of groundwater each party can extract annually (i.e., the Allowed Pumping Allocation, or APA). Both water companies would continue to be subject to the groundwater extraction limitations imposed by the Central Basin Judgment. The proposed new uses would not significantly increase water use over that planned for under the 2030 General Plan and, therefore, would not cause potential groundwater depletion. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update. The incremental increase in density and intensity proposed under the Arkansas Street Specific Plan is insignificant compared to the General Plan 2030 Update.

By implementing Chapter 7 – Storm Water Management and Discharge Control of the City’s Municipal Code and the MS4 permit requirements along with the SWPPP, NPDES, WQMP, CalGreen water conservation requirements, and other water conservation techniques, the redevelopment of the existing uses on the site to new, more water-efficient development will help recharge the Basin more effectively. Therefore, the development associated with implementing the proposed Arkansas Street Specific Plan Project and the 11700 Arkansas Street Project would not substantially deplete groundwater supplies. A **less than significant impact** would occur in this regard.

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

i) **Result in substantial erosion or siltation on- or off-site?**

*Arkansas Street Specific Plan Project*

Development under the remaining 1.57 acres of the Arkansas Street Specific Plan area would result in localized alterations to the existing drainage patterns of the development sites. Drainage patterns could change slightly due to project-related grading and increases in impervious surfaces on the respective development sites from structures (i.e., residential and commercial uses) and other improvements (i.e., parking lots, driveways, walkways, etc.).

**Construction Impacts**

Project construction would be subject to local and state codes, erosion control, and grading requirements. If construction activities disturb one or more acres, the project must adhere to the NPDES Construction General Permit provisions to prevent sediment from leaving the site. Construction activities subject to this permit include clearing, grading, and other soil disturbances, such as stockpiling and excavating. The NPDES Construction General Permit requires implementing a Storm Water Pollution Prevent Plan (SWPPP), including temporary project construction features (i.e., Best Management Practices (BMPs)) designed to prevent erosion and sediment, leaving the project site protecting the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent.

If the project is smaller than an acre, it would still be subject to the BMPs and any other requirements of the Standards Urban Storm Water Mitigation Plan (SUSMP) and Low Impact Development (LID) requirements for new development and redevelopment projects as found in AMC Chapter 7 – Storm Water Management and Discharge Control.



## Operational Impacts

Ground surfaces would be stabilized by project structures, paving, and landscaping for project operation upon completion of construction activities.

Compliance with Chapter 7 – Storm Water Management and Discharge Control of the City's Municipal Code, the MS4 permit, federal, state, and local water quality laws, and regulations pertaining to water quality standards will ensure a **less than significant impact** directly, indirectly, or cumulatively, on altering 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 result in substantial erosion or siltation on- or off-site.

### 11700 Arkansas Street Project

## Construction Impacts

Project construction would be subject to local and state codes, erosion control, and grading requirements. Because construction activities would disturb one or more acres, the project must adhere to the NPDES Construction General Permit provisions to prevent sediment from leaving the project site. Construction activities subject to this permit include clearing, grading, and other soil disturbances, such as stockpiling and excavating. The NPDES Construction General Permit requires implementing a Storm Water Pollution Prevent Plan (SWPPP), including temporary project construction features (i.e., BMPs) designed to prevent erosion and sediment, leaving the project site protecting the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent.

Pursuant to NPDES regulations, the City will require that the project complies with existing Los Angeles RWQCB and City stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion siltation and transport of urban pollutants. In addition, the City is a Co-Permittee and is required to comply with the MS4 Permit by Order No. R4-2012-0175/NPDES No. CAS000002. In conformance with the MS4 permit and the Water Quality Management Plan (WQMP), the project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) and minimize hydrologic conditions of concern (HCOCs), both during and post-construction.

In addition, grading activities would be required to conform to the most current version of the California Building Code, the City Code, the approved grading plans, and good engineering practices. The project must also comply with SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust), as noted under the Air Quality Section (Section III), which would reduce construction erosion impacts. Rule 403 requires control measures to reduce

fugitive dust from active operations, storage piles, or disturbed surfaces, with a goal to omit visibility beyond the property line or avoid exceedance of 20% opacity. Rule 402 requires dust suppression techniques to be implemented to prevent dust and soil erosion from creating a nuisance off-site. Compliance with these federal, regional, and local requirements would reduce the potential for on-site and off-site erosion effects to accepted levels during project construction.

### **Operational Impacts**

Ground surfaces would be stabilized by project structures, paving, and landscaping for project operation upon completion of construction activities.

Compliance with Chapter 7 – Storm Water Management and Discharge Control of the City's Municipal Code, the MS4 permit, federal, state, and local water quality laws, and regulations pertaining to water quality standards will ensure a **less than significant impact** directly, indirectly, or cumulatively, on altering 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 result in substantial erosion or siltation on- or off-site.

ii) **Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?**

#### Arkansas Street Specific Plan Project

In addition to response Section X Hydrology and Water Quality c) i) above, the City Engineer will review and approve the design and implementation of these facilities to assure compliance with all applicable local, state, and federal standards.

Implementation of the required NPDES and WQMP requirements discussed above and other applicable requirements will ensure that drainage and stormwater will not create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the project will have a **less than significant impact**, directly, indirectly, or cumulatively, on the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.

#### 11700 Arkansas Street Project

The Preliminary Hydrology Study (Appendix 10) states that surface runoff flows will be redirected. The existing drainage of the project site consists of two outlets. The properties of the northern portion of the project site appear to drain north-westerly towards Arkansas Street and downstream to an off-site catch basin. The RV parking lot drainage is inverted to a longitudinal gutter split easterly and north-westerly. The drainage extending to the

northwest enters the same catch basin as the site's northern portion, which continues to flow westerly. The drainage extending to the east ends at a drainage inlet on the side of the drive-through entrance to the adjacent property. It continues downstream towards Pioneer Boulevard via an off-site v-gutter. All drainage appears to surface flow with no sign of any storm drain on Arkansas Street to the downstream catch basin.

The project proposes the construction of 10 buildings with 59 attached condominiums with private garages, private drive aisles, sidewalks, trash enclosures, and common landscaped areas. The project site will be accessible with an entrance/exit along Arkansas Street. An off-site public parking area is proposed along Arkansas Street, which will not be a part of this hydrology as the perviousness of land usage and drainage pattern will be preserved by being replaced in kind. The on-site grading design will preserve the drainage pattern of the two separate outlets from the proposed project site. The two outlets are delineated with (2) two on-site drainage management areas per the proposed on-site grading design. Grated and curb inlets are located at street low points to collect and direct runoffs from each DMA to its corresponding detention system, which will feed the WetlandMOD biofiltration system per pump station to conform with water quality treatment standards. Treated stormwater from each DMA will be discharged per pump station to the outlet per existing conditions.

In cases of a high storm event, the northern portion of the site, DMA-A, is graded to outlet overflow at the site entrance towards Arkansas Street after the detention fills up and storm runoff bubbles out from the catch basin. As for the south-easterly portion of the site, the DMA-B overflow pipe is installed in the lowest catch basin to outlet towards the adjacent properties v-gutter towards Pioneer Boulevard as existing conditions.

The LID BMPs specified in the WQMP will be implemented to treat the project's design capture volume and remove debris from stormwater runoff per the City's standards. Periodic maintenance of any required BMPs during the project operation will be in accordance with the schedule outlined in the Final WQMP.

As part of the design of all common landscape areas, similar planting materials with similar water requirements will be used to reduce excess irrigation runoff and promote surface filtration.

With the implementation of BMPs, impacts related to substantial alteration of the existing drainage pattern of the site or substantial increase in the rate or amount of surface runoff in a manner that would result in on- or offsite flooding would be **less than significant**.

- 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?**

Arkansas Street Specific Plan Project

See Response Section X Hydrology and Water Quality c) i) & ii above. Implementation of the required NPDES and WQMP requirements discussed above and other applicable requirements will ensure that runoff water will not exceed the capacity of existing or planned stormwater drainage systems. These regulations will also ensure the project will not provide additional sources of polluted runoff. Therefore, the project will have a **less than significant impact** directly, indirectly, and cumulatively.

11700 Arkansas Street Project

The proposed development will increase the peak flow runoff due to the increase in overall impervious coverage. However, the existing drainage patterns will be maintained, and increased peak flow runoff volume will be mitigated within the proposed onsite underground detention and sump pump systems. The proposed water quality system consists of upstream detention storage, a series of Stormwater Sump Pump systems, and Biofiltration Vaults that will treat the stormwater runoff prior to discharging offsite. Required detention sizing of the water quality system has been determined to be greater than the increased hydrologic peak flow runoff volume. Therefore no additional detention and/ or flow mitigation is anticipated. Therefore, impacts related to stormwater drainage systems are considered **less than significant**.

- iv) **Impede or redirect flood flows?**

Arkansas Street Specific Plan Project

Development under the remaining 1.57 acres of the Arkansas Street Specific Plan area would result in localized alterations to the existing drainage patterns of the development sites. Drainage patterns could change slightly due to project-related grading and increases in impervious surfaces on the respective development sites from structures (i.e., residential and commercial uses) and other improvements (i.e., parking lots, driveways, walkways, etc.).

All projects proposed under the Arkansas Street Specific Plan will be required to comply with all applicable water quality standards. Therefore, on-site stormwater re-direction of flood flows will be **less than significant**, directly, indirectly, or cumulatively.

### 11700 Arkansas Street Project

The Preliminary Hydrology Study (Appendix 10) states that flood flows will be redirected. The existing drainage of the project site consists of two outlets. The properties of the northern portion of the project site appear to drain north-westerly towards Arkansas Street and downstream to an off-site catch basin. The RV parking lot drainage is inverted to a longitudinal gutter split easterly and north-westerly. The drainage extending to the northwest enters the same catch basin as the site's northern portion, which continues to flow westerly. The drainage extending to the east ends at a drainage inlet on the side of the drive-through entrance to the adjacent property. It continues downstream towards Pioneer Boulevard via an off-site v-gutter. All drainage appears to surface flow with no sign of any storm drain on Arkansas Street to the downstream catch basin.

The project proposes the construction of 10 buildings with 59 attached condominiums with private garages, private drive aisles, sidewalks, trash enclosures, and common landscaped areas. The project site will be accessible with an entrance/exit along Arkansas Street. An off-site public parking area is proposed along Arkansas Street, which will not be a part of this hydrology as the perviousness of land usage and drainage pattern will be preserved by being replaced in kind. The on-site grading design will preserve the drainage pattern of the two separate outlets from the proposed project site. The two outlets are delineated with (2) two on-site drainage management areas per the proposed on-site grading design. Grated and curb inlets are located at street low points to collect and direct runoffs from each DMA to its corresponding detention system, which will feed the WetlandMOD biofiltration system per pump station to conform with water quality treatment standards. Treated stormwater from each DMA will be discharged per pump station to the outlet per existing conditions.

In cases of a high storm event, the northern portion of the site, DMA-A, is graded to outlet overflow at the site entrance towards Arkansas Street after the detention fills up and storm runoff bubbles out from the catch basin. As for the south-easterly portion of the site, DMA-B overflow pipe is installed in the lowest catch basin to outlet towards the adjacent properties v-gutter towards Pioneer Boulevard as existing conditions.

As described throughout Section X, Hydrology and Water Quality, the project will be required to comply with all applicable water quality standards. The project re-direction of on-site stormwater re-direction of flood flows will be **less than significant**, directly, indirectly, or cumulatively.

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

A seiche and tsunami are defined below. Since the project site is not located near a body of water or the ocean, the project is not subject to these hazards.



A seiche is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure.

Tsunami is a long high sea wave caused by an earthquake, submarine landslide, or other disturbance.

#### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The project site is within a minimal flood hazard zone (Zone X) reduced due to a levee mapped by FEMA (FEMA Flood Insurance Rate Map No. 06037C1839F). A review of the [Dam Breach Inundation Map Web Publisher](#) resulted in no mapping. Dam inundation is possible in the City from two different Dams. The Brea Dam is an earth-built dam built in 1942 located 10 miles east of the City. The Whittier Narrows Dam is also an earth-built dam built in 1957 and located 15 miles north-east of the City.

The City has adopted Floodplain Management requirements as part of Title 8 – Building Regulation, Chapter 8 – Floodplain Management. As stated in the General Plan Community Safety Sub-Element (page SAF-4), “*These standards apply to construction in flood-prone areas, and are intended to protect the residents and property in Artesia.*”

As stated in response IX Hazards and Hazardous Materials a), compliance with **MM HAZ-1** through **MM HAZ-3** prior to grading and demolition will ensure that hazardous materials are not released during a flood event.

Also, as stated in response IX Hazards and Hazardous Materials f), construction activities may temporarily restrict vehicular traffic. With the implementation of **MM HAZ-7** and **MM HAZ-8**, emergency responders will have proper notification of construction activities even in the event of flood events.

#### 11700 Arkansas Street Project

In addition to the above City regulations and mitigations, the 11700 Arkansas Street Project will also need to comply with **MM HAZ-4** through **MM HAZ-6** as stated in response IX Hazards and Hazardous Materials a) prior to grading and demolition to ensure that hazardous materials are not released during a flood event.

#### Summary

Compliance with existing federal, state, and local flood hazard laws, regulations, and **MM HAZ-1** through **MM HAZ-8** pertaining to the 11700 Arkansas Street Project’s design, and **MM HAZ-1** through **MM HAZ-3** and **MM HAZ-7** and **MM HAZ-8** for the all future project designs proposed with the Arkansas Street Specific Plan area, will ensure a **less than significant impact with mitigation** on flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation, directly, indirectly, or cumulatively.

e) **Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The Central Groundwater Basin Judgment limits the amount of groundwater each party can extract annually (i.e., the Allowed Pumping Allocation, or APA). Both water companies would continue to be subject to the groundwater extraction limitations imposed by the Central Basin Judgment. The proposed new uses would not significantly increase water use over that planned for under the 2030 General Plan and, therefore, would not cause potential groundwater depletion. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update. The incremental increase in density and intensity proposed under the Arkansas Street Specific Plan is insignificant compared to the General Plan 2030 Update.

Arkansas Street Specific Plan Project

As described throughout Section X Hydrology and Water Quality of this review, the projects permitted by the Arkansas Street Specific Plan, as well as the 11700 Arkansas Street Project, are required to comply with Chapter 7 – Storm Water Management and Discharge Control of the City's Municipal Code, the MS4 permit, all federal, state and other local requirements concerning water quality. Therefore, the projects will be designed to comply with existing federal, state, and local water quality laws and regulations pertaining to water quality standards, ensuring a **less than significant impact**, directly, indirectly, or cumulatively, on the water quality control and groundwater management plan.

11700 Arkansas Street Project

As discussed throughout Section X Hydrology and Water Quality of this review, the proposed project will be required to implement BMPs as proposed in the WQMP to ensure that water quality standards or waste discharge requirements are not exceeded. Compliance with the provisions of the NPDES permit and incorporation of the Final WQMP LID BMPs are regulatory requirements that apply to all development projects. These requirements will be included in the conditions of approval for this project. Construction activities occurring on the site to implement the proposed project may slightly increase the amount of water demanded compared to existing conditions; however, such demand would be temporary and is accounted for in the Liberty Utilities Water Company's and the City of Norwalk's water supply. Once the proposed project is completed, the commercial nature of water demand would not substantially change when compared to existing conditions. The proposed project would not result in significant impacts on groundwater supply, and a **less than significant impact** will occur.

**Mitigation:** None

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. LAND USE AND PLANNING –</b>				
<b>Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Sources:</b>				
1. City of Artesia <a href="#">General Plan 2030</a>				
2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a> , July 28, 2010				
3. <a href="#">Title 9 – Planning and Zoning</a>				

a) **Physically divide an established community?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

The proposed Arkansas Street Specific Plan Project will not divide an established community. Instead, it will revitalize an area of incongruent uses where maintenance has been deferred and the land is not used effectively. The Specific Plan provides standards for development and design to ensure compatibility with the surrounding land uses.

Currently, the subject site is developed with such incongruent uses as auto repair, pool plastering, RV storage, caretakers residence, and fast food restaurant facilities. Some of these facilities are in converted single-family residential homes, while others are in newer built-to-suit structures.

In addition, the 11700 Arkansas Street Project does not take advantage of the maximum heights or densities/intensities. The project is a three-story, 42.5-foot high, where the Specific Plan permits three stories up to 48 feet and four stories up to 65 feet.

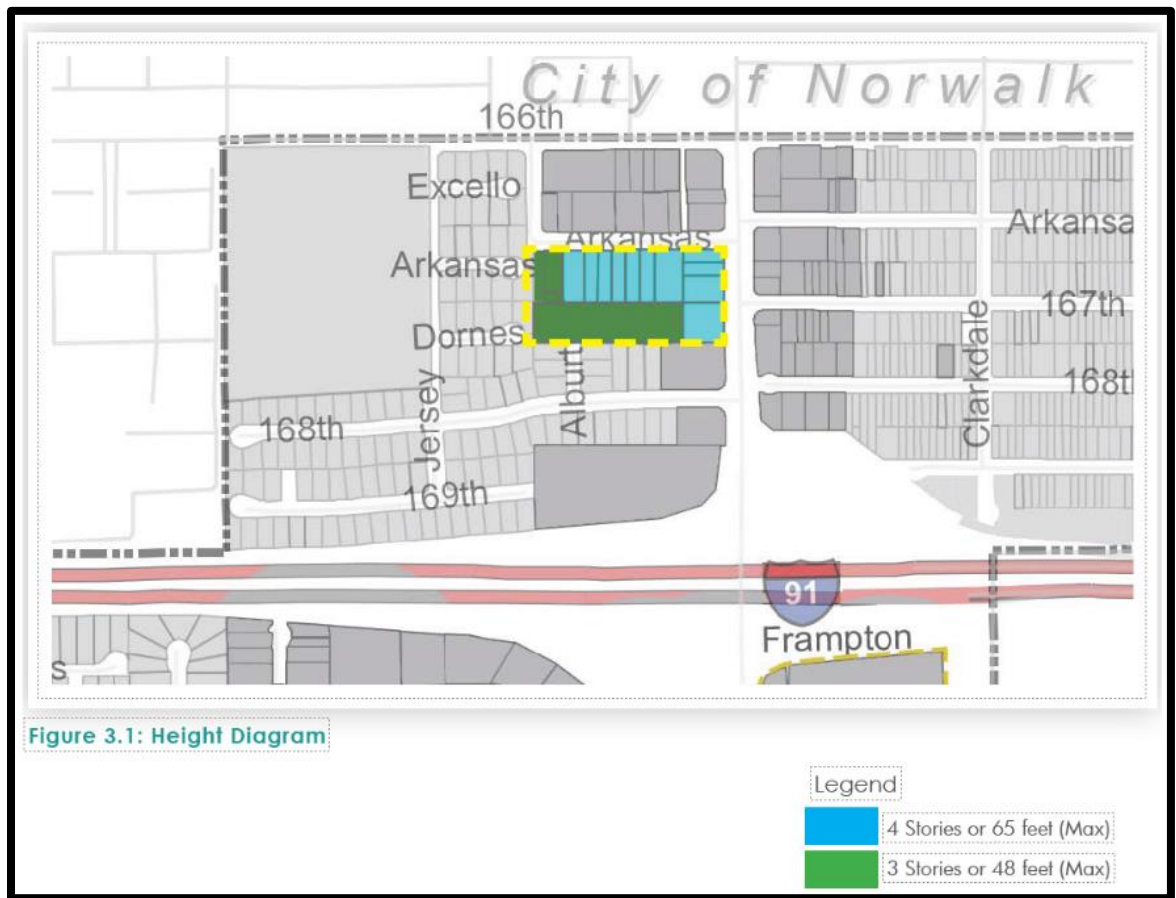


Figure 14 - Specific Plan Height Diagram Figure 3.1

The project acts as an incremental buffer between the remainder of the Specific Plan development and the existing single-family residential development in the area to the west and south as planned under the Specific Plan (See Figure 12 above). Therefore, a **less than significant impact**, either directly, indirectly, or cumulatively will occur to an established community.

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

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The project is a proposal to amend the General Plan and Zoning through the Specific Plan process. As proposed, the Goals and Objectives of the proposed Specific Plan are consistent with those of the General Plan. The Arkansas Street Specific Plan Goals and Objectives are as follows:

- Provide flexibility for future development.
- Provide housing opportunities responsive to the needs of the community.
- Encourage revitalization of underutilized sites through pragmatic and progressive development standards.

- Create a cohesive enclave through organized architectural and landscape design.
- Provide standards and guidelines that permit a mixed-use neighborhood.
- Activate Arkansas Street with better pedestrian orientation and interface between new development and the street.
- Encourage high-quality design and sustainable building through design and construction methods and practices.

These Goals and Objectives are consistent with the General Plan 2030 with Community Planning Principles as follows:

#### Community Planning Principle LU-1

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

*As stated in the Arkansas Street Specific Plan, page 7-6, “The Specific Plan implements Community Goal LU 1 and its Policies by encouraging an infill mixed-use area that permits residential, office, and commercial uses. Through the Specific Plan, design guidelines provide strategies for favorable interface between the various uses. The Specific Plan encourages mixing uses, strengthening pedestrian-oriented opportunities.*

*The Specific Plan area is envisioned to encourage infill development including commercial, office and residential uses. The flexibility presented in the Specific Plan allows the Specific Plan area to grow into a walkable and activated enclave of the City. The Specific Plan also takes into consideration the surrounding properties, including existing neighborhoods and other sensitive uses, and is intended to create buffers and transitional areas when necessary.”*

#### Community Planning Principle LU-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.

*As stated in the Arkansas Street Specific Plan, pages 7-6 – 7-7, “The Specific Plan encourages compatibility with existing surrounding properties, especially residential and other uses. The design guidelines and standards are generally consistent*



*with the Artesia Municipal Code, and are intended to encourage high-quality, unique development that maintains the City's identity and opportunity for growth. Future development within the Specific Plan boundary has requirements that provide appropriate setback distances while engaging the street and sidewalks."*

### Community Planning Principle LU-3

Existing neighborhood commercial centers and corridors serve as important employment centers in Artesia. These commercial areas have experienced some deferred maintenance and signs of property decline have been visible. The Artesia General Plan 2030 will focus on preserving and revitalizing these commercial centers and corridors.

*As stated in the Arkansas Street Specific Plan, page 7-7, "The Specific Plan is the direct implementation of the goals and policies associated with Community Planning Principle LU 3. As Pioneer Boulevard is a heavily traveled street in the City, it is optimal that the area be utilized to the fullest extent possible. Currently, a significant number of properties in the Specific Plan area could benefit from revitalization. The Specific Plan identifies specific properties and encourages redevelopment that is consistent with the surrounding uses and provides for potential growth and tax revenue.*

*The Specific Plan recognizes that Pioneer Boulevard is a crucial commercial, revenue-generating corridor with great potential for infill redevelopment. The Specific Plan design standards and guidelines are intended to encourage flexibility to facilitate the highest and best use and development of the parcels within the Specific Plan area. The envisioned uses are intended to support the residents and encourage walking to obtain the services."*

### Community Planning Principle CIR-1

Artesia is a built-out community where future growth will occur as infill and redevelopment of existing uses. As growth and development continues, there will be increasing demands on the circulation system that will need to be accommodated in a manner which allows the system to provide an acceptable level of service.

*As stated in the Arkansas Street Specific Plan, page 7-8, "The Specific Plan will allow and encourage mixed-use developments that combine residential and commercial uses, which should be more convenient for residents and reduce trip generation within the City. Introducing residential uses and encouraging higher density projects will establish the area as walkable, reducing the need to use a car. Additionally, the Specific Plan area is an infill development located in close proximity to existing public transportation routes."*

### Summary

The project is consistent with the City's General Plan 2030. The City's General Plan 2030 is the basis for the City's portion of the Southern California Association of Governments (SCAG) 2016 -2040 Regional Transportation Plan/Sustainable

Communities Strategy (RTP/SCS). The General Plan establishes the land use and circulation patterns upon which the RTP/SCS is based. The proposed Specific Plan of 4.22 acres is a minor land use change and does not change the circulation patterns of the General Plan. Therefore, the project is also consistent with the RTP/SCS.

The projects will have a **less than significant impact** directly, indirectly, or cumulatively on causing a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

**Mitigation:** None

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. MINERAL RESOURCES –</b>				
<b>Would the project:</b>				
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"/>
<b>Sources:</b>				
1. City of Artesia <a href="#">General Plan 2030</a> 2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a> , July 28, 2010 3. <a href="#">Title 9 – Planning and Zoning</a> 4. California Department of Conservation California Geologic Survey <a href="#">CGS Information Warehouse: Mineral Land Classification</a>				

- 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?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

A review of the California Department of Conservation Geologic Survey (CGS) website has found that the project area is located in the following mineral classification.

*Part III: Mineral Land Classification of the Greater Los Angeles Area: Classification of Sand and Gravel Resource Areas, Orange County-Temescal Valley Production-Consumption Region*

The project site occurs in an urban setting and is unsuitable for mineral resource land uses, and there are no oil wells on or near the site. The project will have **no impact**, directly, indirectly, or cumulatively on mineral resources.

- 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?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Response XII Mineral Resources a) above noted that the project site is an urban setting and unsuitable for mineral resource land uses, and there are no oil wells on or near the site. The City's General Plan 2030 does not delineate mineral resources as the City is almost entirely built out. Therefore, the project will have **no impact**, directly, indirectly, or cumulatively on the availability of important mineral resources.

**Mitigation:** None

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. NOISE –</b>				
<b>Would the project:</b>				
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 groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Sources:</b>				
<ol style="list-style-type: none"> <li>1. City of Artesia <a href="#">General Plan 2030</a></li> <li>2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a>, July 28, 2010</li> <li>3. <a href="#">Title 9 – Planning and Zoning</a></li> <li>4. <a href="#">Title 5 – Public Welfare – Chapter 2 Noise</a></li> <li>5. Arkansas Street Residential Development and Specific Plan Noise Impact Study, City of Artesia, Ca, prepared by MD Acoustics, LLC, July 25, 2022 (Appendix 12)</li> </ol>				

- 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?**

MD Acoustics, LLC prepared the Noise Impact Study (Appendix 12) dated July 25, 2022, quoted below, to analyze the project's noise impact and found the project's noise impact on the surrounding environment to be less than significant.

## **Study Method and Procedure**

The following section describes the noise modeling procedures and assumptions used for the Noise assessment.

### *Noise Measurement Procedure and Criteria*

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The following criteria are used to select measurement locations and receptors:

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent to the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

MD conducted the sound level measurements in accordance with the City of Artesia Municipal Code which is similar to Caltrans technical noise specifications. All measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA). The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed 5 feet above the ground for all measurements
- Sound level meters were calibrated (NTi XL2) before and after each measurement
- Following the calibration of equipment, a windscreen was placed over the microphone
- Frequency weighting was set on “A” and slow response
- Results of the long-term noise measurements were recorded on field data sheets
- During any short-term noise measurements, any noise contaminations such as barking dogs, local traffic, lawn mowers, or aircraft flyovers were noted
- Temperature and sky conditions were observed and documented

### *Noise Measurement Locations*

Noise monitoring locations were selected based on the location of existing and future sensitive receptors. Short-term noise measurements were conducted near the corner portions of the 11700 Arkansas Street Project (Phase 1) site and are illustrated in Exhibit E. Appendix A of the Noise Impact Study (Appendix 12) includes photos, the



field sheet, and measured noise data. Exhibit E illustrates the location of the measurements.



Figure 15 - MD Acoustics' Noise Measurement Locations Exhibit E

### *FHWA Traffic Noise Prediction Model*

Traffic noise from vehicular traffic was projected using a computer program replicating the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Roadway volumes and percentages correspond to the 11700 Arkansas Street Project (Phase 1) scoping agreement prepared by TJW Engineering and roadway classification along with the entire Arkansas Street Specific Plan Project trip generation. The referenced traffic data was applied to the model and is in Appendix B of the Noise Impact Study (Appendix 12). The following outlines the key adjustments made to the REMEL for the roadway inputs:

- Roadway classification – (e.g., freeway, major arterial, arterial, secondary, collector, etc.),
- Roadway Active Width – (distance between the center of the outermost travel lanes on each side of the roadway)
- Average Daily Traffic Volumes (ADT), Travel Speeds, Percentages of automobiles, medium trucks, and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g., soft vs. hard)



- Percentage of total ADT, which flows each hour throughout 24 hours

Table 2 indicates the roadway parameters and vehicle distribution utilized for this study.

Table 2: Roadway Parameters and Vehicle Distribution								
Roadway	Segment	Existing ADT <sup>1</sup>	2030 ADT <sup>2</sup>	Existing + Phase 1 ADT	2030 + Phase 1 ADT	Existing + SP ADT	2030 + SP ADT	Speed (mph)
Pioneer Blvd	SR-91 to 166 St	27,156	29,335	27,677	29,856	29,186	31,886	35
Vehicle Distribution and Mix <sup>2</sup>								
Motor-Vehicle Type	Daytime % (7 AM to 7 PM)		Evening % (7 PM to 10 PM)		Night % (10 PM to 7 AM)		Total % of Traffic Flow	
Automobiles	77.5		12.9		9.6		97.42	
Medium Trucks	84.8		4.9		10.3		1.84	
Heavy Trucks	86.5		2.7		10.8		0.74	
Notes:								
<sup>1</sup> Volumes are from the Traffic Signal Warrant Analysis Pioneer Boulevard and ITE Trip Generation (10 <sup>th</sup> Edition, 2017). The 10 <sup>th</sup> Edition of the ITE Trip Generation Manual was used since the project was started before the 11 <sup>th</sup> Edition was released.								
<sup>2</sup> Volumes are from the City of Artesia's Circulation element and ITE Trip Generation (10 <sup>th</sup> Edition, 2017).								
<sup>3</sup> Vehicle distribution data is based on typical Southern California roadway vehicle percentages.								

Table 26 - MD Acoustics' Noise Table 2 Roadway Parameters and Vehicle Distribution

To determine the 11700 Arkansas Street Project (Phase 1) and Arkansas Street Specific Plan Project's (Specific Plan) noise impact on the surrounding land uses, MD generated noise contours for "Existing," "Existing plus Phase 1", and "Existing plus Specific Plan" conditions. Noise contours characterize sound levels experienced at a set distance from the centerline of a subject roadway. They are intended to represent a worst-case scenario. They do not consider structures, sound walls, topography, and/or other noise attenuating features that may further reduce the noise level. Noise contours are developed for comparative purposes and are used to demonstrate potential increases/decreases along subject roadways resulting from a project.

In addition, this assessment calculates future traffic noise levels at the projects' sites associated with Pioneer Boulevard. For Phase 1 evaluation, MD used the "2030 plus Phase 1" to represent the future noise level to the first row of Phase 1 residential units with a direct line of sight to Pioneer Boulevard. For Specific Plan evaluation, MD used the "2030 plus Phase 1" plus "Future Phases" to represent the future noise level to the first row of Specific Plan residential units with a direct line of sight to Pioneer Boulevard. The traffic noise calculation worksheet outputs are located in Appendix B of the Noise Impact Study (Appendix 12).

### *Interior Noise Modeling*

The interior noise level is the difference between the projected exterior noise level at the structure's facade and the noise reduction the structure provides. Typical building construction will provide a conservative 12 dBA noise level reduction with a "windows open" condition and a very conservative 20 dBA noise level reduction with "windows closed." MD estimated the interior noise level by subtracting the building shell design from the predicted exterior noise level.

With the "windows closed," the projects will require mechanical fresh air ventilation (e.g., air conditioning) to the habitable dwelling units.

### *FHWA Roadway Construction Noise Model*

The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RNCM), together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, percentage usage factor, and baseline parameters for the projects' sites.

The projects were analyzed based on the different construction phases, which are short-term in nature. Construction noise is expected to be loudest during the grading, concrete, and building phases. The construction noise calculation output worksheet is located in Appendix C of the Noise impact Study (Appendix 12).

### **Existing Noise Environment**

Three (3) short-term ambient noise measurement was conducted at the 11700 Arkansas Street Project (Phase 1) site. The measurements measured the 15-minute  $L_{eq}$ ,  $L_{min}$ ,  $L_{max}$ , and other statistical data (e.g.,  $L_2$ ,  $L_8$ ). The noise measurement was taken to determine the existing baseline noise conditions. Measurements were taken during the AM peak hour to determine the maximum noise impact on the site.

### *Short-Term Noise Measurement Results*

The results of the Short-term noise data are presented in Table 3.

<b>Table 3: Short-Term Noise Measurement Data (dBA)<sup>1</sup></b>										
<b>Location</b>	<b>Date</b>	<b>Start Time</b>	<b><math>L_{eq}</math></b>	<b><math>L_{max}</math></b>	<b><math>L_{min}</math></b>	<b><math>L_2</math></b>	<b><math>L_8</math></b>	<b><math>L_{25}</math></b>	<b><math>L_{50}</math></b>	<b>Estimated CNEL</b>
Site 1	5/19/2021	8:17 AM	56.1	72.7	52.1	63.9	55.8	54.1	53.5	58.7
Site 2	5/19/2021	8:35 AM	51.4	59.0	48.4	55.7	53.6	51.7	50.6	54.0
Site 3	5/19/2021	8:58 AM	50.4	58.9	47.1	53.5	52.0	50.9	50.1	53.0
Notes: 1. Measurements were taken over a fifteen-minute interval. Measurement locations are indicated in Exhibit E.										

*Table 27 - MD Acoustics' Noise Table 3 Short-Term Noise Measurement Data (dBA)*

Short-term noise data indicates the ambient noise levels range between 50.4 to 56.1 dBA  $L_{eq}$ . The measured noise levels and field notes indicate that traffic noise and

the auto repair center are the main sources of noise impacting the site. The noise measurements indicate that the area meets the exterior residential noise limits in Table 1. The estimated CNEL levels are within the 50-60 dBA CNEL “normally acceptable” limit for single-family residential.

## Future Noise Environment Impacts and Mitigation

This assessment analyzes future noise impacts on the project and compares the results to the City’s Noise Standards. The analysis details the estimated exterior noise levels associated with traffic from adjacent roadway sources.

### *Future Exterior Noise*

The following analysis outlines the exterior noise levels associated with the proposed projects.

### Off-site Traffic Noise Impact

The potential off-site noise impacts caused by the increase in vehicular traffic resulting from the projects were calculated at a distance of 50 feet. The distance to the 55, 60, 65, and 70 dBA CNEL noise contours are also provided for reference. The noise level at 50 feet is representative of approximate distances to existing homes along the subject roadway. The noise contours were calculated for the following scenarios and conditions:

- Existing Condition: This scenario refers to the existing traffic noise condition demonstrated in Tables 4 and 5.
- Existing + Phase 1 Condition: This scenario refers to the existing plus Phase 1 traffic noise condition and is demonstrated in Table 4.
- Existing + Specific Plan Condition: This scenario refers to the existing plus Specific Plan traffic noise condition and is demonstrated in Table 5.

### 11700 Arkansas Street Project (Phase 1)

Table 4 provides the “Existing” and “Existing plus Phase 1” noise conditions and shows the change in noise level due to the proposed Phase 1 project. As shown in Table 4, the increase in traffic noise for the “Existing” and “Existing + Phase 1” scenarios would have a 0.1 dB increase at 50 feet from the centerline due to the Phase 1 project. This impact is **less than significant**.

Table 4: Existing Phase 1 Scenario – Noise Levels Along Roadways (dBA CNEL)						
Existing Without Projects Exterior Noise Levels						
Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Pioneer Blvd	SR-91 to 166 St	70.6	58	183	580	1833
Existing + Phase 1 Exterior Noise Levels						
Distance to Contour (Ft)						

Table 4: Existing Phase 1 Scenario – Noise Levels Along Roadways (dBA CNEL)						
Existing Without Projects Exterior Noise Levels						
Roadway	Segment	CNEL at 50 Ft (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Pioneer Blvd	SR-91 to 166 St	70.7	59	187	591	1868
Change in Existing Noise Levels as a Result of Phase 1						
Roadway	Segment	CNEL at 50 Feet dBA				
		Existing Without Projects	Existing With Phase 1	Change in Noise Level		
Pioneer Blvd	SR-91 to 166 St	70.6	70.7	0.1		
Notes:						
1 Exterior noise levels calculated at 5 feet above ground level.						
2 Noise levels were calculated 50 ft from the centerline of the subject roadway.						

Table 28 - MD Acoustics' Noise Table 4 Existing Phase 1 Scenario Noise Levels Along Roadways (dBA CNEL)

Arkansas Street Specific Plan Project (Specific Plan)

Table 5 provides the “Existing” and “Existing plus Specific Plan” noise conditions and shows the change in noise level due to the entire proposed Specific Plan. As shown in Table 5, the increase in traffic noise for the “Existing” and “Existing + Specific Plan” scenarios would have a 0.4 dB increase at 50 feet from the centerline due to the entire Specific Plan. This impact is **less than significant**.

Table 5: Existing Specific Plan Scenario – Noise Levels Along Roadways (dBA CNEL)						
Existing Without Projects Exterior Noise Levels						
Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Pioneer Blvd	SR-91 to 166 St	70.6	58	183	580	1833
Existing + Specific Plan Exterior Noise Levels						
Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Pioneer Blvd	SR-91 to 166 St	71.0	62	197	623	1970
Change in Existing Noise Levels as a Result of Specific Plan						
Roadway	Segment	CNEL at 50 Feet dBA				
		Existing Without Projects	Existing With Specific Plan	Change in Noise Level		
Pioneer Blvd	SR-91 to 166 St	70.6	71.0	0.4		
Notes: ¹ Exterior noise levels calculated at 5 feet above ground level. ² Noise levels were calculated 50 ft from the centerline of the subject roadway.						

Table 29 - MD Acoustics' Noise Table 5 Specific Plan Scenario Noise Levels Along Roadways (dBA CNEL)

## On-Site Traffic Noise Impact

Traffic noise from the local roadway network was evaluated and compared to the City's Exterior Noise Standard. Per the City's Exterior Noise Standard (Table N-2 from the City's General Plan, Noise Element), the normally acceptable single-family residential range is 50-60 dBA CNEL. The multiple-family normally acceptable range is 50-65 dBA CNEL.

### 11700 Arkansas Street Project (Phase 1)

At the eastern Phase 1 property line closest to Pioneer Boulevard, the "2030 Plus Phase 1" traffic noise level projection is 57 dBA CNEL, considering the existing property line walls. Phase 1 falls within the 50-60 dBA CNEL contour and within the "normally acceptable" range for single-family residential use. Buildings in future phases will further block traffic noise from Pioneer Boulevard. The traffic noise impact on Phase 1 is **less than significant**.

### Future Phases (Remainder of the Arkansas Street Specific Plan Project Area)

The future phases fall outside the 70 dBA CNEL contour and within the "normally unacceptable" range for single-family multi-family uses. The Specific Plan has the potential for impact. Multi-family outdoor residential and recreational areas must be set back 215 feet from the centerline of Pioneer Boulevard or must be shielded by a noise barrier or building to ensure all usable outdoor areas are 65 dBA CNEL or less. A noise barrier or building must shield single-family outdoor residential recreational areas to ensure all usable outdoor areas are 60 dBA CNEL or less. A future noise study must be done to ensure that all outdoor multi-family residential recreational areas within the Future Phases area are 65 dBA CNEL or less and single-family residential recreational areas within the Future Phases area are 60 dBA CNEL or less. The impact is **less than significant with mitigation**.

## Stationary Source Impacts

### 11700 Arkansas Street Project (Phase 1)

There are no anticipated on-site significant stationary noise sources. Parapets will shield all HVAC equipment, and the buildings are taller than the surrounding uses. Therefore, noise is reduced to below ambient levels. If a noise-producing tenant moves into a commercial unit within the Phase 1 area, they must ensure that they will comply with the interior and exterior sound limits laid out in the municipal code. Compliance with the City's Codes, General Plan, and the proposed Arkansas Street Specific Plan will ensure a **less than significant impact**.

### Future Phases (Remainder of the Arkansas Street Specific Plan Project Area)

There are no anticipated on-site significant stationary noise sources. Any proposed HVAC equipment will be required to be shielded to reduce noise levels to meet City requirements. If a noise-producing tenant moves into a commercial unit within the Arkansas Street Specific Plan Project area, they must ensure that they will



comply with the interior and exterior sound limits laid out in the municipal code. Compliance with the City's Codes, General Plan, and the proposed Arkansas Street Specific Plan will ensure a **less than significant impact**.

### Interior Noise Levels

#### 11700 Arkansas Street Project (Phase 1)

Per the traffic prediction model, the peak hourly level at the commercial buildings will be 57 dBA Leq(h). The building requires a 7 dB reduction to meet the State 50 dBA Leq(h) requirement, which any type of building design will meet.

The future residential interior noise level was calculated using a typical "windows open" and "windows closed" condition for the sensitive receptor locations. A "windows open" condition assumes 12 dBA of noise attenuation from the exterior noise level. A "windows closed" condition assumes 20 dBA of noise attenuation from the exterior noise level. Table 6 indicates the 1st- through 3rd-floor interior noise levels for the Phase 1 site from roadway noise without building or wall shielding.

Table 6: Phase 1 Interior Noise Levels (dBA CNEL)							
Location	Roadway Noise Source	Exterior Facade Study Location	Noise Level at Building Facade <sup>1</sup>	Interior Noise Reduction Required to Meet Interior Noise Standard of 45 dBA CNEL	Interior Noise Level w/Typical Residential Windows (STC ≥ 25)		STC Rating for Windows Facing Subject Roadway <sup>4</sup>
					Window Open <sup>2</sup>	Windows Closed <sup>3</sup>	
1st Row Units Along Eastern Property Line	Pioneer Blvd	1 <sup>st</sup> -3 <sup>rd</sup> Floor	63	18	51	43	23
Notes: <sup>1</sup> 2030 plus Phase 1 level from Table 5 and worksheets Appendix B of the Noise Impact Study (Appendix 12). <sup>2</sup> A minimum of 12 dBA noise reduction is assumed with a "windows open" condition. <sup>3</sup> A minimum of 20 dBA noise reduction is assumed with a "windows closed" condition. <sup>4</sup> Indicates the required STC rating to meet the interior noise standard.							

Table 30 - MD Acoustics' Noise Table 6 Phase 1 Interior Noise Levels (dBA CNEL)

As shown in Table 6, the interior noise level will be 51 dBA CNEL with the windows open and 43 dBA CNEL with the windows closed with typical STC 25 residential windows.

To meet the state's interior 45 dBA CNEL standard, a "windows closed" condition is required. The Phase 1 windows and sliding glass doors will require a minimum STC rating of 23 for all floors, which a typical residential window will meet or exceed. A "windows closed" condition simply means that to achieve a 45 dBA CNEL interior noise level, the windows must be closed and does not mean the windows must be fixed. Residential units further from Pioneer Boulevard will have a lower CNEL level. The impact is **less than significant with mitigation**.

*Future Phases (Remainder of the Arkansas Street Specific Plan Project Area)*

The 1st-row units along the eastern property line of the Future Phases have the potential to reach up to 71 dBA CNEL depending on the location of the future units. A future noise study must be completed to ensure that the interior levels do not exceed 45 dBA CNEL. The impact is **less than significant with mitigation**.

### **Construction Noise Impacts**

The degree of construction noise may vary for different areas of the projects' sites and also vary depending on the construction activities. Noise levels associated with the construction will vary with the different construction phases. The construction noise and vibration level projections are provided in the sections below.

#### *Construction Noise*

The Environmental Protection Agency (EPA) has compiled data regarding noise-generated characteristics of typical construction activities. The data is presented in Table 7.

<b>Table 7: Typical Construction Noise Levels<sup>1</sup></b>	
<b>Equipment Powered by Internal Combustion Engines</b>	
<b>Type</b>	<b>Noise Levels (dBA) at 50 Feet</b>
<b>Earth Moving</b>	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
<b>Materials Handling</b>	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
<b>Stationary</b>	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86
<b>Impact Equipment</b>	
<b>Type</b>	<b>Noise Levels (dBA) at 50 Feet</b>
Saws	71 - 82
Vibrators	68 - 82
Notes:	
<sup>1</sup> Referenced Noise Levels from the Environmental Protection Agency (EPA)	

*Table 31 - MD Acoustics' Noise Table 7 Typical Construction Noise Levels*

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be the loudest during the demolition and paving phases.

Construction noise is considered a short-term impact and would be considered significant if construction activities occur during the times as described in the City's municipal code (Section 5-2.06), between the hours of 7:00 p.m. and 7:00 a.m. on weekdays or at any time on Sundays or Federal holidays.

Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the projects' vicinities.

To ensure that construction activities do not disrupt the adjacent land uses, the following noise reduction mitigation measures shall be taken as best practices for construction on Phase 1 and Future Phases areas:

- Construction shall not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays or at any time on Sundays or Federal holidays.
- Stationary construction noise sources such as generators or pumps shall be located as far as feasibly possible from any existing adjacent residential units, as feasible.
- Construction staging areas shall be located as far as feasibly possible from any adjacent sensitive land uses, as feasible.
- The contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices during construction.
- Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

11700 Arkansas Street Project (Phase 1)

Table 8 presents the noise levels at various locations and phases during the construction of Phase 1.

<b>Table 8: Phase 1 Construction Noise Levels</b>		
<b>Location</b>	<b>Phase</b>	<b>Noise Levels at Nearest Sensitive Receptor (dBA, Leg)</b>
South Residential	Demolition	77
	Site Preparation	75
	Grading	75
	Building Construction	77
	Paving	77
	Finish	66
West Residential	Demolition	73
	Site Preparation	72
	Grading	72
	Building Construction	73
	Paving	74
	Finish	63
Note: Construction Modeling Worksheets are provided in Appendix C of the Noise Impact Study (Appendix 12)		

*Table 32 - MD Acoustics' Noise Table 8 Phase 1 Construction Noise Levels*

As shown in Table 8, the construction noise levels from Phase 1 will range between 63 dBA and 77 dBA at the adjacent residential sites. To ensure best practices are applied during construction, mitigation measures are recommended. Therefore, the impacts are **less than significant with mitigation**.

*Future Phases (Remainder of the Arkansas Street Specific Plan Project Area)*

Table 9 presents the noise levels at various locations and phases during the construction of Future Phases. The construction noise level for future phases has been modeled as if the rest of the Specific Plan area was being developed in one phase as a worst-case scenario.

Table 9: Future Phases Construction Noise Levels		
Location	Phase	Noise Levels at Nearest Sensitive Receptor (dBA, Leq)
East Residential	Demolition	73
	Site Preparation	71
	Grading	72
	Building Construction	72
	Paving	73
	Finish	63
Phase 1	Demolition	78
	Site Preparation	76
	Grading	76
	Building Construction	76
	Paving	78
	Finish	67
Note: Construction Modeling Worksheets are provided in Appendix C of the Noise Impact Study (Appendix 12)		

Table 33 - MD Acoustics' Noise Table 9 Future Phases Construction Noise Levels

As shown in Table 9, the construction noise levels from the Future Phases will range between 63 dBA and 78 dBA at the adjacent residential sites. To ensure best practices are applied during construction, mitigation measures are recommended. Therefore, the impacts are **less than significant with mitigation**.

b) **Generation of excessive groundborne vibration or groundborne noise levels?**

MD Acoustics, LLC prepared the Noise Impact Study (Appendix 12) dated July 25, 2022, quoted below, to analyze the project's noise impact and found the project's noise impact on the surrounding environment to be less than significant.

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

Construction activities can produce vibration that may be felt by adjacent land uses. The proposed project's construction would not require equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk of architectural damage.

The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows:

$$PPV_{\text{equipment}} = PPV_{\text{ref}} (100/D_{\text{rec}})^n$$

Where:  $PPV_{\text{ref}}$  = reference PPV at 100ft.

$D_{\text{rec}}$  = distance from equipment to receiver in ft.

$n = 1.1$  (the value related to the attenuation rate through ground)

The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual in Table 10 (below) provide general thresholds and guidelines as to the vibration damage potential from vibratory impacts.

Table 10: Guideline Vibration Damage Potential Threshold Criteria		
Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: Table 19, Transportation and Construction Vibration Guidance Manual, Caltrans, Sept. 2013. Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.		

Table 34 - MD Acoustics' Noise Table 10 Guideline Vibration Damage Potential Threshold Criteria

Table 11 gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.

Table 11: Vibration Source Levels for Construction Equipment <sup>1</sup>		
Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
<sup>1</sup> Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, Feb. 2018.		

Table 35 - MD Acoustics' Noise Table 11 Vibration Source Levels for Construction Equipment



11700 Arkansas Street Project (Phase 1)

Construction equipment has the potential to pass as close as 25 feet from adjacent buildings. A vibratory roller at a distance of 25 feet would yield a worst-case 0.21 PPV (in/sec) which is perceptible but below any risk of damage to residential buildings. This type of equipment on the site would be limited to two or three days, and the amount of time it would pass within 25 feet of adjacent buildings would be very short-term. Therefore, any potential annoyance would be short-term. The impact is **less than significant**, and no mitigation is required.

Future Phases (Remainder of the Arkansas Street Specific Plan Project Area)

Construction equipment has the potential to pass as close as 25 feet from adjacent buildings. A vibratory roller at a distance of 25 feet would yield a worst-case 0.21 PPV (in/sec) which is perceptible but below any risk of damage to residential buildings. This type of equipment on the site would be limited to two or three days, and the amount of time it would pass within 25 feet of adjacent buildings would be very short-term. Therefore, any potential annoyance would be short-term. The impact is **less than significant**, and no mitigation is required.

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

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

Section 5.9 – Hazards and Hazardous Materials of the Environmental Impact Report for the General Plan Update (page 5.9-19) states, “*There are no public airports or public use airports located within 2.0 miles of the City of Artesia. Additionally, there are no private airstrips within the City’s vicinity. The two closest air facilities to the City are the Los Alamitos Armed Air Forces Reserve Center located approximately nine miles to the south, and the Fullerton Municipal Airport located approximately nine miles to the east. Therefore, the General Plan Update would not result in a safety hazard for people residing or working in the project area. No impact would occur in this regard.*”

Therefore, the Arkansas Street Specific Plan area is outside the airport's safety hazard and noise contours. The projects would have **no impact** on people residing in the project or the vicinity.

**Mitigation:**

Future Phases (Remainder of the Arkansas Street Specific Plan Project Area)

- MM NOI-1:** As part of the application submittal process, the City shall require a noise study for all future residential projects to ensure that all outdoor recreational areas are 65 dBA CNEL or less for multi-family uses and 60 dBA CNEL or less for single-family uses. The Permittee/Owners shall design outdoor

residential recreational areas to be set back from the centerline of Pioneer Boulevard or shielded by a noise barrier or building to achieve these levels. The Planning Department will ensure that all new designs incorporate these features.

- MM NOI-2:** All HVAC shall be shielded to reduce noise to 55 dBA day and 45 dBA nighttime at adjacent sensitive receptors.
- MM NOI-3:** As part of the application submittal process, the City shall require a noise study to ensure that the residential interior levels do not exceed 45 dBA CNEL and the commercial interior levels do not exceed 50 dBA Leq(h). The Planning Department will ensure that all new project designs incorporate the recommendations of the noise study.

*11700 Arkansas Street Project (Phase 1) & Future Phases (Remainder of the Arkansas Street Specific Plan Project Area)*

- MM NOI-4:** Permittee/Owners shall ensure construction does not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays or at any time on Sundays or Federal holidays. Prior to grading permit issuance this note shall be placed on all construction documents and will be enforced through inspections and complaints.
- MM NOI-5:** Permittee/Owners shall ensure contractors place stationary construction noise sources such as generators or pumps as far as feasibly possible from any existing adjacent residential units. The locations of equipment placement shall be shown on the grading plans prior to grading permit issuance for Planning and Building Department approval.
- MM NOI-6:** Permittee/Owners shall ensure contractors place construction staging areas as far as feasibly possible from any adjacent sensitive land uses. The locations of construction staging areas shall be shown on the grading plans prior to grading permit issuance for Planning and Building Department approval.
- MM NOI-7:** Permittee/Owners shall ensure that their contractor's construction equipment is equipped with appropriate noise attenuating devices during construction. Prior to grading permit issuance this note shall be placed on all construction documents and will be enforced through inspections and complaints.
- MM NOI-8:** Permittee/Owners shall ensure equipment is maintained so that vehicles and their loads are secured from rattling and banging. Prior to grading permit issuance this note shall be placed on all construction documents and will be enforced through inspections and complaints.

11700 Arkansas Street Project (Phase 1)

**MM NOI-9:** The Permittee/Owner shall ensure that windows and sliding glass doors have a minimum STC rating of 23 for all residential units, ensuring that the interior noise levels are no louder than 45 CNEL. Prior to building permit issuance, the window and door design shall be shown on the building construction drawings for approval by the Building Department.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING –</b>				
<b>Would the project:</b>				
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 road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Sources:</b>				
1. City of Artesia <a href="#">General Plan 2030</a> 2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a> , July 28, 2010 3. <a href="#">Title 9 – Planning and Zoning</a>				

- 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 road or other infrastructure)?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The project is a proposal to amend the General Plan and Zoning through the Specific Plan process. The Arkansas Street Specific Plan will induce growth that is not inconsistent with the General Plan 2030. The Arkansas Street Specific Plan Goals and Objectives are as follows:

- Provide flexibility for future development.
- Provide housing opportunities responsive to the needs of the community.
- Encourage revitalization of underutilized sites through pragmatic and progressive development standards.
- Create a cohesive enclave through organized architectural and landscape design.
- Provide standards and guidelines that permit a mixed-use neighborhood.
- Activate Arkansas Street with better pedestrian orientation and interface between new development and the street.
- Encourage high-quality design and sustainable building through design and construction methods and practices.

These Goals and Objectives are consistent with the General Plan 2030 with Community Planning Principles as follows:

#### Community Planning Principle LU-1

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

*As stated in the Arkansas Street Specific Plan, page 7-6, “The Specific Plan implements Community Goal LU 1 and its Policies by encouraging an infill mixed-use area that permits residential, office, and commercial uses. Through the Specific Plan, design guidelines provide strategies for favorable interface between the various uses. The Specific Plan encourages mixing uses, strengthening pedestrian-oriented opportunities.*

*The Specific Plan area is envisioned to encourage infill development including commercial, office and residential uses. The flexibility presented in the Specific Plan allows the Specific Plan area to grow into a walkable and activated enclave of the City. The Specific Plan also takes into consideration the surrounding properties, including existing neighborhoods and other sensitive uses, and is intended to create buffers and transitional areas when necessary.”*

#### Community Planning Principle LU-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.

*As stated in the Arkansas Street Specific Plan, pages 7-6 – 7-7, “The Specific Plan encourages compatibility with existing surrounding properties, especially residential and other uses. The design guidelines and standards are generally consistent with the Artesia Municipal Code, and are intended to encourage high-quality, unique development that maintains the City's identity and opportunity for growth. Future development within the Specific Plan boundary has requirements that provide appropriate setback distances while engaging the street and sidewalks.”*

#### Community Planning Principle LU-3

Existing neighborhood commercial centers and corridors serve as important employment centers in Artesia. These commercial areas have experienced some deferred maintenance and signs of property decline have been visible. The Artesia General Plan 2030 will focus on preserving and revitalizing these commercial centers and corridors.

*As stated in the Arkansas Street Specific Plan, page 7-7, “The Specific Plan is the direct implementation of the goals and policies associated with Community Planning Principle LU 3. As Pioneer Boulevard is a heavily traveled street in the City, it is optimal that the area be utilized to the fullest extent possible. Currently, a significant number of properties in the Specific Plan area could benefit from revitalization. The Specific Plan identifies specific properties and encourages redevelopment that is consistent with the surrounding uses and provides for potential growth and tax revenue.*

*The Specific Plan recognizes that Pioneer Boulevard is a crucial commercial, revenue-generating corridor with great potential for infill redevelopment. The Specific Plan design standards and guidelines are intended to encourage flexibility to facilitate the highest and best use and development of the parcels within the Specific Plan area. The envisioned uses are intended to support the residents and encourage walking to obtain the services.”*

#### Community Planning Principle CIR-1

Artesia is a built-out community where future growth will occur as infill and redevelopment of existing uses. As growth and development continues, there will be increasing demands on the circulation system that will need to be accommodated in a manner which allows the system to provide an acceptable level of service.

*As stated in the Arkansas Street Specific Plan, page 7-8, “The Specific Plan will allow and encourage mixed-use developments that combine residential and commercial uses, which should be more convenient for residents and reduce trip generation within the City. Introducing residential uses and encouraging higher density projects will establish the area as walkable, reducing the need to use a car. Additionally, the Specific Plan area is an infill development located in close proximity to existing public transportation routes.”*

#### Summary

The project is consistent with the City’s General Plan 2030. With the implementation of the Arkansas Street Specific Plan, the City is ensuring all infrastructure needs of the proposed Specific Plan can be met (Chapter 6 – Infrastructure, Arkansas Street Specific Plan) and establishing development standards and design guidelines for compatibility. So, while the Specific Plan may induce growth, the City ensures it is planned growth consistent with the General Plan 2030. The 11700 Arkansas Street Project is the first step to implementing the Specific Plan.

Therefore, a **less than significant impact** will occur directly, indirectly, or cumulatively to induce substantial unplanned population growth in an area.



- b) **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

Three (3) single-family residential properties are located within the Specific Plan boundary. The two (2) highlighted properties in the table below are located within the 11700 Arkansas Street Project area.

Residential Buildings on the Arkansas Street Specific Plan Project Site			
Address	APN	Building Size	Description
11732 Arkansas	7014-003-019	572 sq. ft.	One-story single-family modest vernacular cottage with Craftsman influences was constructed in 1920 on a flat 0.18-acre parcel. Today, the building serves as an office for a pool-plastering company.
11700 Arkansas	7014-003-025	2,772 sq. ft.	One-story single-family residence was constructed in 1960 on a flat, 0.22-acre parcel at 11700 Arkansas Street. The Minimal Traditional style residence exhibits contemporary features that include a broad brick chimney and a recessed entrance, and the front door is obscured from the street view. Caretaker's cottage for Pioneer RV Storage.
16703 Pioneer	7014-003-028	600 sq. ft.	One-story single-family modest Ranch style cottage was constructed in 1954 on a 1.64-acre parcel. Today, the building serves as a caretaker's cottage on the large parcel currently zoned for industrial use that contains Pioneer RV's largest storage yard within the Project area.
Phase I Cultural Resource Assessment (Appendix 6)			

These residential buildings have been used for commercial purposes and caretakers' residences. They could be easily reconverted back to residential properties at any time.

While the projects will displace these single-family residential properties, they will be replaced with new residential units on the same site as part of the proposed project. The two single-family units within the 11700 Arkansas Street Specific Plan Project area will be replaced with 59 townhome units. The other single-family unit will be replaced by other residential unit mixes permitted under the Specific Plan when projects are submitted to conform with the proposed Specific Plan. Therefore, a **less than significant impact** on housing will occur directly, indirectly, or cumulatively.

**Mitigation:** None

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. PUBLIC SERVICES –</b>				
<b>Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Sources:</b>				
1. City of Artesia <a href="#">General Plan 2030</a> 2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a> , July 28, 2010 3. <a href="#">Title 9 – Planning and Zoning</a>				

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

i) **Fire protection?**

Per the General Plan 2030, pages SAF-4 – SAF -5, “*Fire protection services in Artesia are provided through the Los Angeles County Fire Department (LACFD). Fire Station No. 30, headquarters of Battalion 9, is located south of Artesia in the City of Cerritos at 19030 Pioneer Boulevard. The station staff consists of 27 fire fighters, 2 chief officers, 2 secretaries, 1 community service representative (CSR), and 6 fire prevention personnel. Staff are divided between three shifts consisting of 9 fire fighters and 1 chief officer each. The CSR acts as a liaison between the fire department and the cities within the service area. Fire equipment at Station No. 30 includes 1 fire engine, 1 paramedic squat, 1 quint (ladder truck), and 1 battalion chief command vehicle.*

*Fire Station No. 115 at 11317 Alondra Boulevard in the City of Norwalk provides service to the northern portion of the City. Station No. 115 is equipped with 1 engine and 1 mobile air unit. Shifts consist of four staff at this station.*

*The City has entered into an automatic response agreement with the Cities of Norwalk and Cerritos to provide dispatch regardless of the city boundaries. Additionally, Station No. 30 is part of a Mutual Aid Agreement with the*

County of Orange to provide overlapping coverage in case of additional service needs.

The LACFD response time goal is four minutes, but response time may vary depending on the type of call.

In addition to fire suppression and prevention activities, the Department provides paramedic and emergency ambulance services through a contract with Care Ambulance.

#### *Fire Flow*

Required fire flow is closely related to land use. Fire flow requirements depend on a number of factors including building use, type of construction, size and presence of an automatic fire sprinkler system. Fire flow requirements established by LACFD are shown in Table SAF-1. The water system must be able to provide the required fire flow at a minimum residual pressure of 20 psi. The City's Water System Master Plan prepared in 1995 found that the existing water supply system was inadequate to provide the maximum day demand plus a fire event."

Table SAF-1 Fire Flow Requirements		
Land Use	Fire Flow (gallons per minute)	Duration
Single-Family Residential	1,250	2 hours
Two-Family Residential	1,500	2 hours
Medium Density Residential, Apartments	2,500	2 hours
Light Commercial, Neighborhood Shopping Center	3,000	3 hours
Schools, Medium Commercial	3,500	3 hours
Source: City of Artesia Water System Master Plan, 1995		

Figure 16 - Fire Flow Requirements Table SAF-1

#### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The project will generally be served by the Los Angeles County Fire Station No. 115 at 11317 Alondra Boulevard in the City of Norwalk, approximately 3 minutes away.

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred, and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by

approximately 781 square feet from what was planned under the 2030 General Plan Update.

The new projects will be constructed to the current California Building Code (CBC) and 2019 California Fire Code, including installing interior sprinkler systems and fire flow requirements. As stated in Section 5.11 – Public Service/Parks and Recreation of the Environmental Impact Report for the General Plan Update (page 5.11-5), *“Through the City’s development review process, future projects would be evaluated to determine the appropriate permits for authorizing their use and the conditions for their establishment and operation. Future development resulting from implementation of the proposed General Plan Update 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 LACFD to determine the specific fire requirements applicable to that development and to ensure compliance with these requirements (refer to Policy Action 6.2.2).”*

As stated in Section 5.11 – Public Service/Parks and Recreation of the Environmental Impact Report for the General Plan Update (page 5.11-6), *“As previously noted, the LACFD operates on a regional aid approach where emergency response units are dispatched as needed based on unit availability, rather than municipal or determined service boundaries. This regional response concept assures that service levels are maintained throughout the entire service area of the LACFD. Cumulative effects from the General Plan Update at buildout and other projects within the region would be less than significant.”* As such, the cumulative impact of the Specific plan would also be less than significant.

Like any development project, the project may increase the demand for fire service; however, the project would not increase the population significantly beyond what was anticipated in the General Plan 2030. Further, the projects would be designed and constructed consistent with applicable codes and standards for access and fire suppression infrastructure. With the projects’ design consistent with the General Plan 2030 and the City’s Municipal Code, the projects will have a **less than significant impact** on fire services, directly, indirectly, or cumulatively.

ii) **Police protection?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

*As stated in the General Plan 2030, pages SAF-5 – SAF -6, “Police service is provided under contract with the County of Los Angeles Sheriff’s Department. The City is served by the Sheriff’s Lakewood Station at 5130 Clark Avenue in Lakewood. The station and its two substations provide service to a 55-square mile area, including six contract cities. Thirteen deputies are currently assigned to work in the City of Artesia. There are no civilian employees assigned exclusively to the City.*

*In 2007, the average response time for units responding to routine calls for service was 11 minutes and responses to emergency calls averaged 3 minutes. Response times are computed beginning when the desk officer taking a call sends a computer message to the dispatcher and ending when the first unit arrives on the scene. Emergency calls are also voiced over the radio.*

*The County does not utilize a specific formula or standard to deploy or assign law enforcement personnel to a city based on population. Each city’s needs are evaluated on an individual basis. Factors considered include area size, population, past crime patterns or problems and specific city priorities.”*

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred, and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update.

The change in what was planned under the 2030 General Plan is insignificant regarding the impact on the Sheriff’s Department’s response times.

iii) **Schools?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The project site is located in the Artesia, Bloomfield, and Carmenita (ABC) Unified School District (ABCUSD), serving the cities of Artesia, Cerritos, Hawaiian Gardens, and portions of Lakewood, Long Beach, and Norwalk. A seven-member Board of Education governs the ABC Unified School District. It includes nineteen elementary schools, five middle schools, three comprehensive high schools, a college prep 7-12 school, a continuation high school, infant/children centers, extended-day care, and adult school.



The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred, and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update.

The increase in population is not a significant increase over that planned under the General Plan 2030 Update. The project is required to pay the state-mandated school fees in place when development occurs. These fees are designed to mitigate impacts on schools by providing funds to construct new facilities. By implementing all regulations and City and School District policies for development projects, the project will have a **less than significant** impact on schools, directly, indirectly, and cumulatively.

iv) **Parks?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

The existing open space and parks may be generally separated into two categories: City-owned and school district properties. Approximately 49 acres of open space are available to City residents, including 17.25 acres of City-owned parks and 31.41 acres of ABCUSD property. The nearest parks site to the Arkansas Street Specific Plan area is the A.J. Padelford Park at 11870 169<sup>th</sup> Street.

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred, and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update.

By Quimby Act standards of 3.0 acres per 1,000 residents, the projected population growth of approximately 331 persons would create a demand for approximately .99 additional acres of parkland. Through the City's development review process, future projects would be evaluated to determine their demand for parkland and conditions for their establishment and operation. As permitted by the Quimby Act, the dedication of parkland or payment of in-lieu fees would ensure that recreational facilities are adequate to support

the increased demands. Given the built-out nature of the City, it is not anticipated that the construction of a park facility would result in substantial adverse physical impacts.

The project will not significantly increase the demand for public parks. The City imposes a fee for residential projects. This fee is designed to reduce the impacts of new development on City park facilities. By implementing all regulations and City policies for development projects, the Project will have a **less than significant** impact on parks, directly, indirectly, and cumulatively.

v) **Other public facilities?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

The projects will result in minor incremental increases in demand for City and County services and facilities, including recreational trails and library services. No new trails are proposed in the Specific Plan area. This increase is consistent with the General Plan 2030 projections for these facilities. It will be offset by the increased property tax and sales tax generated by the build-out of the projects. Therefore, impacts on other public facilities are **less than significant**, directly, indirectly, and cumulatively.

**Mitigation:** None

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. RECREATION –</b>				
<b>Would the project:</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Sources:</b>				
1. City of Artesia <a href="#">General Plan 2030</a> 2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a> , July 28, 2010 3. <a href="#">Title 9 – Planning and Zoning</a>				

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

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The existing open space and parks may be generally separated into two categories: City-owned and school district properties. Approximately 49 acres of open space are available to City residents, including 17.25 acres of City-owned parks and 31.41 acres of ABCUSD property. The nearest parks site to the Arkansas Street Specific Plan area is the A.J. Padelford Park at 11870 169<sup>th</sup> Street.

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred, and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update.

By Quimby Act standards of 3.0 acres per 1,000 residents, the projected population growth of approximately 331 persons would create a demand for approximately .99 additional acres of parkland. Through the City's development review process, future projects would be evaluated to determine their demand for parkland and conditions for their establishment and operation. As permitted by the Quimby Act, the dedication of parkland or payment of in-lieu fees would ensure that recreational facilities are adequate to support the increased demands. Given the built-out nature of the City, it is not anticipated that the construction of a park facility would result in substantial adverse physical impacts.

The project will increase the demand for public parks. However, it will not significantly increase the demand over that planned under the General Plan 2030. The City imposes a fee for residential projects. This fee is designed to reduce the impacts of new development on City park facilities. By implementing all regulations and City policies for development projects, the project will have a **less than significant** impact on parks, directly, indirectly, and cumulatively.

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

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The projects will provide open space areas within the development to serve project residents, reducing the need for City recreational facilities. For example, the 11700 Arkansas Street Project includes individual yards for each unit and open areas along Arkansas Street for outdoor eating and gathering. Future projects in the

Arkansas Street Specific Plan will include similar amenities. These amenities will not require additional environmental review over that required for the project itself.

As well, the project will pay the park and recreation impact fee. This fee is designed to reduce the impacts of new development on City park facilities.

The project will not significantly increase the demand over that planned under the General Plan 2030. Therefore, the projects will have a **less than significant impact** on recreational facilities and will not cause an adverse physical effect on the environment.

**Mitigation:** None

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. TRANSPORTATION –</b>				
<b>Would the project:</b>				
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with <a href="#">CEQA Guidelines section 15064.3, subdivision (b)</a> ?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Sources:</b>				
<ol style="list-style-type: none"> <li>City of Artesia <a href="#">General Plan 2030</a> <ul style="list-style-type: none"> <li>Exhibit CIR-2: 2030 General Plan Street Classifications</li> <li>Exhibit CIR-4: Bus Routes</li> </ul> </li> <li>City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a>, July 28, 2010</li> <li><a href="#">Title 9 – Planning and Zoning</a></li> <li><a href="#">Article 11.5 – Transportation Demand Management</a></li> <li>11700 Arkansas Street Mixed-Use Project Traffic Impact Analysis, City of Artesia, California, prepared by TJW Engineering, Inc., April 18, 2022 (Appendix 14)</li> <li>11700 Arkansas Mixed-Use Vehicle Miles Traveled (VMT) Analysis, City of Artesia, prepared by TJW Engineering, Inc., June 15, 2022 (Appendix 15)</li> </ol>				

- a) **Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

**CITY OF ARTESIA GENERAL PLAN 2030 – CIRCULATION ELEMENT**

The project is located at the intersection of Arkansas Street and Pioneer Boulevard. Arkansas Street is classified as a local street. Pioneer Boulevard is classified as a Primary Highway/Primary Arterial Highway, a divided six- or four-lane road with intersections at grade and partial control of access.

**ALTERNATIVE MODES OF TRANSPORTATION**

Alternative modes of transportation include other ways to commute other than driving alone. Examples include biking, walking, carpooling, and taking public transit.

Pedestrian

Sidewalks along roadways and curb ramps at intersections are generally present in locations where development has occurred within the study area. The projects will provide all required sidewalks and ramps for the project site per the General Plan standard for Arkansas Street and Pioneer Boulevard.

Bicycles

Currently, there are no designated bikeways within the City.



## Public Transit Services

The City of Artesia is served by Metro, which provides bus service throughout the Los Angeles County region. The City of Artesia also provides a free electric bus for the entire city. Exhibit 4 shows the Metro and electric bus route in the vicinity of the project site.



Figure 17 - Existing Transit Services TIA Report Exhibit 4

The nearest transit service is Metro Route 62, with stops at the intersections of Pioneer Boulevard/166th Street and Pioneer Boulevard/168th Street. The City of Artesia also has an electric bus route, and the closest stop is at Pioneer Boulevard/168th Street.

## **MUNICIPAL CODE**

### *Transportation Demand Management*

Article 11.5 – Transportation Demand Management (TDM) of the Zoning Code applies to non-residential development over 25,000 square feet. The 11700 Arkansas Street Project has less than 25,000 square feet of non-residential development, so it will not be subject to TDM requirements. The Future Phases of the Arkansas Street Specific Plan project will be subject to Article 11.5 of the Municipal Code. Prior to approval of any new development project, plans shall be reviewed to adhere to the TDM standards and requirements in Article 11.5.

## **OTHER PLANS**

### *City of Artesia Active Transportation Plan (Draft)*

As stated in the Active Transportation Plan, page 2, “*This Active Transportation Plan (ATP) will assist the City of Artesia on their mission to provide safer and enjoyable streets for all residents and visitors. Special attention is placed on improving the existing infrastructure for people that are dependent on active transportation to meet their daily needs. The recommended projects, programs, and actions in this ATP are meant to support Artesia’s short, mid, and long-term goals as it relates to transportation, land use, and population growth. This ATP includes an existing conditions analysis, community outreach summary, and a list of recommended projects and programs that will support future grant applications for implementation.*”

Recommendations of the ATP include those for bicycle and pedestrian enhancements. For the Arkansas Street Specific Plan Project area, the enhancements proposed along Pioneer Boulevard between 166<sup>th</sup> and 167<sup>th</sup> Streets will help improve the quality of life for the residents of the Arkansas Street Specific Plan. The projects do not impact the ATP or its implementation.

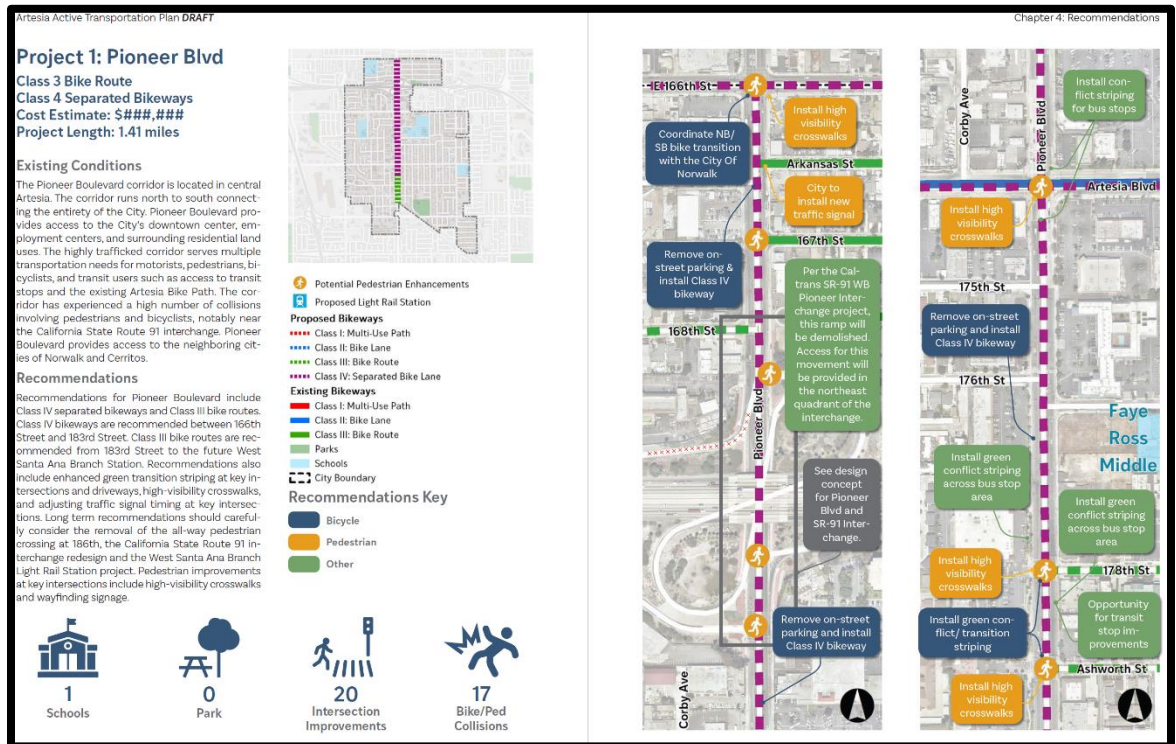


Figure 18 - Page 2 of the Active Transportation Plan

### Congestion Management Plan

The Los Angeles County Metropolitan Transportation Authority (LACMTA) 2010 Congestion Management Program (CMP) summarizes the results from eighteen years of highway and transit monitoring and fifteen years of monitoring local growth.

The CMP was created for the following purposes:

- To link local land-use decisions with their impacts on regional transportation and air quality; and
- To develop a partnership among transportation decision-makers on devising appropriate transportation solutions that include all modes of travel.

Neither Pioneer Boulevard nor Arkansas Street will be affected by CMP projects. Therefore, the proposed projects will have **no impact** directly, indirectly, or cumulatively on a CMP roadway under the CMP guidelines.

### SUMMARY

As designed and conditioned, the projects will not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. They will have a less than significant impact, directly, indirectly, or cumulatively.



b) **Conflict or be inconsistent with [CEQA Guidelines section 15064.3, subdivision \(b\)](#)?**

TJW Engineering, Inc. prepared the Vehicle Mile Traveled (VMT) Analysis (Appendix 15) dated June 15, 2022, quoted below to analyze the project's VMT impact and found the project to have no VMT impact.

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

Senate Bill 743 (SB-743), codified in Public Resources Code section 21099, was signed by the Governor in 2013 and directed the Governor's OPR to identify alternative metrics for evaluating transportation impacts under CEQA. Based on this, delay-based analysis (level of service) has been replaced by VMT. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Recently adopted changes to the CEQA Guidelines in response to Section 21099 include a new section (15064.3) that specifies that VMT is the most appropriate measure of transportation impacts. A separate Technical Advisory issued by OPR provides additional technical details on calculating VMT and assessing transportation impacts for various types of projects.

**THRESHOLDS**

The City of Artesia has not adopted impact thresholds to analyze VMT. Therefore, this section discusses thresholds recommended by the State and the County of Los Angeles and other jurisdictions in Los Angeles County.

*Office of Planning and Research*

The OPR guidelines indicate that mixed-use projects should be analyzed separately and compared to their respective thresholds.<sup>18</sup> The OPR recommends a threshold of 85 percent of the existing jurisdictional average VMT/capita (or employee) for residential and office spaces. For retail projects, the OPR recommends using a threshold of no net change in VMT but also recommends that retail projects under 50,000 square feet can be screened out from analysis as locally serving retail. It should also be noted that OPR recommends that mixed-use projects take credit for internal capture.

*County of Los Angeles*

The County of Los Angeles also screens out retail projects under 50,000 square feet.<sup>19</sup> If a project does not screen out and a VMT analysis is required, the Guidelines require that daily vehicle trips, daily VMT, and daily employment VMT per employee for office, industrial and institutional projects be estimated using the Southern California Association of Governments (SCAG) Regional Transportation

<sup>18</sup> Office of Planning and Research (OPR) State of California – Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018)

<sup>19</sup> Los Angeles County Public Works – Transportation Impact Analysis Guidelines (July 2020)

Plan/Sustainable Communities Strategy (RTP/SCS) Travel Demand Forecast Model. Transportation demand management strategies to be included as project design features should be considered in estimating a project's daily vehicle trips and VMT. A project has a potentially significant VMT impact if it meets one or more criteria listed below. The impact criteria below are considered potential options that may be selected as thresholds for determining significance.

- **Residential Projects.** The project's residential VMT per capita would not be 16.8% below the existing residential VMT per capita for the Baseline Area in which the project is located.
- **Office Projects.** The project's employment VMT per employee exceeding would not be 16.8% below the existing employment VMT per employee for the Baseline Area in which the project is located.
- **Regional Serving Retail Projects.** The project would result in a net increase in the existing total VMT.
- **Land Use Plans.** The plan's total VMT per service population (residents and employees) would not be 16.8% below the existing VMT per service population for the Baseline Area in which the plan is located.

#### City of Long Beach

The City of Long Beach Traffic Impact Analysis Guidelines outlines that the OPR Technical Advisory on Evaluating Transportation Impacts in CEQA recommends a threshold for residential and office development 15 percent below existing conditions, measured against a regional average.<sup>20</sup> The region for Long Beach is in Los Angeles County. As calculated from the 2016 SCAG RTP/SCS travel demand model, the average daily VMT per capita in Los Angeles County is 13.9, and the average daily VMT per employee in Los Angeles County is 21.2. Accordingly, the thresholds of significance for VMT impacts are:

- **Residential**—15 percent below the existing regional average VMT per capita ( $13.9 \times 0.85 = 11.8$  VMT)
- **Office**—15 percent below the existing regional average VMT per employee ( $21.2 \times 0.85 = 18.0$  VMT)
- **Retail**—No net change in total VMT
- **Industrial**—No net change in total VMT if consistent with the General Plan Land Use Element; 15 percent below the existing regional average VMT per employee (21.2) if inconsistent with the General Plan Land Use Element
- **Other Land Uses**—No net change in VMT per capita or VMT per employee if consistent with the General Plan Land Use Element; 15 percent below the regional average if seeking a General Plan Amendment

<sup>20</sup> City of Long beach Traffic Impact Analysis Guidelines (June 2020)



### City of Whittier

The City of Whittier has established the following significance threshold for VMT transportation impacts for each land use type in a project:<sup>21</sup>

- **For land use plans:** Plans exceeds 15% below City and Sphere of Influence (SOI) Baseline VMT for Total VMT per service population.
- **For Residential Projects:** Project exceeds 15% below City and Sphere of Influence (SOI) Baseline VMT for home-based VMT per capita.
- **For Office, Commercial or Light Industrial Projects:** Project exceed 15% below City and Sphere of Influence (SOI) Baseline VMT for home-based work VMT per employee.

### Applicability to the City of Artesia

As discussed above, most jurisdictions and the State have recommended or adopted a threshold of 15% below the existing regional average VMT per capita. The definition of the region has generally been either the City (e.g., Whittier) or the County (e.g., Long Beach). The County of Los Angeles has adopted a threshold of 16.8 percent below existing, and the threshold is based on the geographic location of the project. It should be noted that the residential per capita for the City of Artesia is the same as the County of Los Angeles (13.9 VMT/Capita).

For residential projects in the City of Artesia, if a threshold of 15% (or 16.8%) below existing is applied to the Citywide or Countywide VMT, the following thresholds would be applicable:

- **15% below City or County:**  $13.9 \times 0.85 = 11.8$  VMT
- **16.8% below City or County:**  $13.9 \times 0.832 = 11.6$  VMT

Consistent with standard modeling practice, the effect of the retail component of the Specific Plan was based on a metric of no net change and was calculated based on the change in VMT between the without retail and with retail scenarios. Based on OPR's guidance, the Project's retail component screens out of further analysis based on the size of the proposed retail component and is assumed to have a **less-than-significant** impact.

## **ANALYSIS METHODOLOGY & FINDINGS**

The VMT analysis was conducted using the 2016 SCAG Regional Transportation Plan (RTP) model with 2020 Socio-Economic Data (SED). The project site was coded into traffic analysis zone (TAZ) 21822100 and the Specific Plan into 21822200. Consistent to standard modeling practice, to isolate project VMT, the existing land uses in the TAZs were moved to the adjacent TAZ (21816100). The project land uses were converted to population based on household sizes in the area. The parent zone has a population of 4,302 and a total of 1,285 households, resulting in an average household size of 3.35. The project was coded with an

<sup>21</sup> Draft Technical Memorandum Transportation Impact Analysis (TIA) for the Whittier General Plan (May 2021)

average household size of 3.35. For the retail use, an average employee density of 1 employee per 730 square feet was used based on the SCAG Employment Density Study. As discussed later in the memo, off-model adjustments were made to account for the live-work units.

### Model Outputs

Table A summarizes the findings of the model runs. Table A shows that the unadjusted residential VMT/capita for the project is 13.0 miles. The residential VMT/capita for the Specific Plan area is 16.2 miles. Table A also shows that the existing VMT/capita for the City of Artesia is 13.9 miles.

<i>Table A: Model VMT Summary</i>			
	Project	Specific Plan (Including Project)	City of Artesia
Total Households	59	99	4,662
Total Population	198	331	16,248
Total Employment	-	47	5,322
Total Service Population	198	378	21,570
Total Homebased VMT (HB) VMT	2,564	4,011	225,917
Total Homebased Work (HBW) VMT	-	711	89,149
Total PA VMT <sup>1</sup>	3,002	10,681	566,375
<b>VMT per Capita</b>	<b>13.0</b>	<b>12.1</b>	<b>13.9</b>

<sup>1</sup>: PA = Productions/Attractions

*Figure 19 - TJW's VMT Analysis Table A Model VMT Summary*

To account for the live-work units which will reduce home-based work VMT, the total home-based work (HBW) VMT for the project was obtained from the model. This was divided by the number of employees to calculate the per capita HBW VMT. The model forecasts 76 workers for the City Ventures project, with a total HBW VMT of 1,280 miles, resulting in a BMW VMT of 16.8 miles per working resident. To account for residents working in the live-work units, a conservative number of one worker per assumed to work in the live-work space, although this number could be higher (for example, in a family business where all adult family members are involved). Since there are 22 live-work units, it was assumed that 22 workers would work in the live-work units. Therefore, the project VMT will decrease by at least 369 miles (22 x 16.8). The only live work adjustments applied for the Specific Plan area are from the City Ventures part of the project since the Specific Plan does not include any additional live-work units. **Table B** shows the calculations for live-work adjustments.

Table B: Live-Work Adjustments		
	Project	Specific Plan (Including Project)
Total Workers	76	
Total Homebased Work Production VMT	1,280	
HBW Production VMT Per Worker	16.8	
HBW Production VMT for 22 Live-Work Units (Reduction)	369	369
Total Unadjusted Homebased (HB) VMT	2,564	4,011
Adjusted Homebased (HB) VMT for Home Office Apartments	2,195	3,642
Total Project Population	198	331
<b>Project VMT Per Capita</b>	<b>11.1</b>	<b>11.0</b>

Figure 20 - TJW's VMT Analysis Table B Live-Work Adjustments

## CONCLUSION

The analysis shows that the project VMT is forecasted to be 11.1 VMT/capita, and the Specific Plan VMT is forecasted to be 11.0 VMT/capita. Both are lower than the thresholds discussed in the memo (11.6 VMT/capita or 11.8 VMT/capita). The retail portion of the project screens out of a VMT analysis based on the size of the retail center. Therefore, the project will have a **less than significant impact**.

- c) **Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

### Arkansas Street Specific Plan Project

Proposed projects under the Specific Plan will be improved in compliance with recommended roadway classifications and respective cross-sections in the City of Artesia General Plan 2030 as directed by the City. The City Engineer will review the projects' site plans for sight distance at the projects' access points with respect to standard Caltrans and City sight distance standards. In addition, further review will take place at the time of final grading, landscaping, and street improvement plans. Signing/stripping will be implemented in conjunction with detailed construction plans for the projects' sites.

The projects will have a **less than significant** impact, directly, indirectly, or cumulatively, on creating or increasing hazards or incompatible uses with the above provisions.

### 11700 Arkansas Street Project

Access to the project site will be provided via driveways on Arkansas Street. The driveway will be improved in compliance with recommended roadway classifications and respective cross-sections in the City of Artesia General Plan 2030 as directed by the City. The City Engineer has reviewed the project site plan for sight distance at the project access point with respect to standard Caltrans and City sight distance standards. In addition, further review will take place at the time of

final grading, landscaping, and street improvement plans. Signing/striping will be implemented in conjunction with detailed construction plans for the project site.

The project will have a **less than significant** impact, directly, indirectly, or cumulatively, on creating or increasing hazards or incompatible uses with the above provisions.

d) **Result in inadequate emergency access?**

Arkansas Street Specific Plan Project

Proposed projects under the Specific Plan will provide emergency access to the sites during the development's construction and operational phases. As designed, the projects will have been reviewed for both on-site and off-site safety hazards by Engineering and Fire to ensure adequate emergency access. The project will have **less than significant impact** on emergency access, directly, indirectly, or cumulatively.

11700 Arkansas Street Project

A driveway on Arkansas Street will provide access to the project site. Emergency access to the site will be provided during the development's construction and operational phases. As designed, the project has been reviewed for both on-site and off-site safety hazards by Engineering and Fire to ensure adequate emergency access. The project will have **less than significant impact** on emergency access, directly, indirectly, or cumulatively.

**Mitigation:** None

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES –</b>				
<b>Would the project:</b>				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in <a href="#">Public Resources Code Section 21074</a> 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 <a href="#">Public Resources Code Section 5020.1(k)</a> , or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of <a href="#">Public Resources Code Section 5024.1</a> . In applying the criteria set forth in subdivision (c) of <a href="#">Public Resources Code Section 5024.1</a> , the lead agency shall consider the significance of	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES –</b>				
<b>Would the project:</b>				
the resource to a California Native American tribe.				
<b>Sources:</b>				
<ol style="list-style-type: none"> <li>1. City of Artesia <a href="#">General Plan 2030</a> <ul style="list-style-type: none"> <li>➤ Cultural and Historic Resources Sub-Element</li> </ul> </li> <li>2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a>, July 28, 2010</li> <li>3. <a href="#">Title 5 – Public Welfare</a> <ul style="list-style-type: none"> <li>➤ <a href="#">Chapter 16 – Designation of Local Historical Landmarks</a></li> </ul> </li> <li>4. <a href="#">Title 9 – Planning and Zoning</a></li> <li>5. Phase I Cultural Resource Assessment for the Arkansas Street Specific Plan Project, City of Artesia, County of Los Angeles, California, prepared by Applied EarthWorks, Inc., October 2021 (Appendix 6)</li> </ol>				

- 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**

**Arkansas Street Specific Plan Project & 11700 Arkansas Street Project**

Pursuant to AB 52 (Gatto, 2014), the City sent letters of formal notification of determination that the project application was complete. The City was making notice of the consultation opportunity, according to Public Resources Code § [21080.3.1](#), on August 6, 2021. The City sent a 30-day notification letter to the following tribes.

- Tongva Ancestral Territorial Tribal Nation
- Tongva Tribe

Neither tribe responded requesting consultation under AB 52.

Because the project includes a General Plan Amendment and a Specific Plan, the City sent formal notification letters pursuant to SB 18 (Burton). The City was making notice of the consultation opportunity, according to Government Code § [65352.3](#), on August 6, 2021. The City sent a 90-day notification letter to the following tribes.



- Gabrielino-Tongva Tribe
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Juaneno Band of Mission Indians Acjachemen Nation-Belkades
- Gabrieleño Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

The Gabrieleño Band of Mission Indians - Kizh Nation responded by requesting a consultation with the City. The City consulted with the Gabrieleno representative on October 12, 2021, and mitigation measures were prepared for inclusion within this environmental analysis, as noted in Sections V – Cultural Resources and XVIII – Tribal Cultural Resources. The consultation was formally closed on April 27, 2022.

The Phase I Cultural Resources Assessment for the Arkansas Street Specific Plan Project, City of Artesia, Los Angeles County, California, prepared by Applied EarthWorks, Inc., October 2021 (Appendix 6), includes cultural and historical resources study within the project area. The main goal of the investigations was to gather and analyze the information needed to determine if the project would impact cultural resources.

As part of the cultural resource investigation, A/E requested a search of the Sacred Lands File from the Native American Heritage Commission. The search results indicate no known Native American cultural resources within the Project area. A/E contacted Native American individuals and organizations to elicit additional information on Native American resources within the Project area. Of the eight groups and/or individuals contacted, A/E received one response from the Gabrieleno Band of Mission Indians – Kizh Nation.

A/E Archaeologist and Architectural Historian Susan Wood completed the cultural resource survey of the Project area on September 8, 2021. During the survey, no archaeological resources were discovered. The terrain throughout the entire Project area has been disturbed by previous agricultural activity and development. No buried paleosols (Ab horizons) are present among the soils mapped within the Project area. The mapped soil series are thought to have low to moderate sensitivity for buried archaeological sites. Therefore, intact and significant buried archaeological deposits are unlikely, and no further cultural resource management of the Project area is recommended.

However, out of an abundance of caution mitigation measure, **MM CUL-1** is recommended if archaeological materials are encountered during construction.

In addition, through tribal consultation with the Gabrieleño Band of Mission Indians - Kizh Nation, substantial evidence was provided to the City

indicating that the project site was a tribal cultural resource (TCR). A TCR is defined as "sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe."

Due to the project site being located within and around the sacred Communities (Abahangna, Nakaungna, and Sehata) adjacent to sacred watercourses and major traditional trade routes, there is a high potential to impact TCRs. These TCRs can still be present within the soil from the thousands of years of prehistoric activities within and around these Tribal Cultural landscapes. Therefore, to avoid impacting or destroying Tribal Cultural Resources that may be inadvertently unearthed during the project's ground-disturbing activities and pursuant to the consultation, mitigation measures were proposed and accepted by the City and the applicant.

Mitigation measures resulting from tribal consultation **MM TCR-1 – MM TCR-3** are also applied to the project. Therefore, the project will have a **less than significant impact with mitigation**, directly, indirectly, or cumulatively, on any cultural resource defined by Public Resources Code Section 5020.1(k).

- ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of [Public Resources Code 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.**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

See response Section XVIII a) above. As referenced, the Gabrieleño Band of Mission Indians - Kizh Nation requested a consultation and the implementation of mitigation measures **MM TCR-1 – MM TCR-3** to address significant resources that may be present on the site. Therefore, the project will have **less than significant impact with mitigation**, directly, indirectly, or cumulatively, on Tribal Historical Resources.

**Mitigation:**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

**MM TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities**

- A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in

connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

- B. A copy of the executed monitoring agreement shall be submitted to the lead agency before the commencement of any ground-disturbing activity or the issuance of any permit necessary to commence a ground-disturbing activity.
- C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
- E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

**MM TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects**

- A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave

goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

- B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner, and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
- C. Human remains, and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
- E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
- F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

### **MM TCR-3: Procedures for Burials and Funerary Remains:**

- A. As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

- B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery, and a separate treatment plan shall be created.
- C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
- D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
- E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects, and objects of cultural patrimony will be removed to a secure container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT



authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS –</b>				
<b>Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Sources:</b> <ol style="list-style-type: none"> <li>1. City of Artesia <a href="#">General Plan 2030</a></li> <li>2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a>, July 28, 2010</li> <li>3. <a href="#">Title 9 – Planning and Zoning</a></li> <li>4. <a href="#">Title 6 – Storm Water Management and Discharge Control</a></li> <li>5. <a href="#">Liberty Utilities – Park Water Final 2020 Urban Water Management Plan</a>, June 2021</li> <li>6. <a href="#">2020 Urban Water Management Plan City of Norwalk</a>, June 2021 Public Draft</li> <li>7. Sewer Area Study TTM No. 83442 P.C. 5899, P. C. 7615, Artesia Imp. No. 4-M. JO-p-0422 SMD Index 2029, prepared by C&amp;V Consulting, Inc. March 2022 (Appendix 13)</li> <li>8. <a href="#">Title 6 – Sanitation and Health</a> <ul style="list-style-type: none"> <li>➤ <a href="#">Article 2 – Recycling Requirements for Construction and Demolition Sites</a></li> </ul> </li> </ol>				

- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Water

See also responses Section X above and XIX b) below for additional information.

Arkansas Street Specific Plan Project

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred, and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update.

The Arkansas Street Specific Plan area is served by two water companies. Liberty Utilities Water Company will service the southern portion of the project, and the City of Norwalk Water Division will service the northern portion of the project.

Liberty Utilities relies on groundwater produced from the Central Groundwater Basin. The City of Norwalk supplements its water demands with groundwater extracted from the Central Groundwater Basin. Water rights to the Central Groundwater Basin are through adjudication. The Central Basin is actively managed by the Water Replenishment District of Southern California, which serves as the Central Basin Watermaster.

*“The Central Basin covers approximately 270 square miles and is bounded on the north by the Hollywood Basin and the Elysian, Repetto, Merced, and Puente Hills; to the east by the Los Angeles County/Orange County line; and to the south and west by the Newport Inglewood Uplift, a series of discontinuous faults and folds that form a prominent line of northwest-trending hills including the Baldwin Hills, Dominguez Hills, and Signal Hill” (pages 3-7 – 3-8), 2020 City of Norwalk Urban Water Management Plan).*

*“Natural recharge to the Central Basin includes surface infiltration of precipitation and applied water (such as landscape irrigation), subsurface inflow from the surrounding mountains (referred to as mountain-front recharge), through the Los Angeles and Whittier Narrows and along the boundary with the Orange County Basin, and through stormwater percolation at the spreading grounds and unlined portions of rivers. Sources of artificial recharge include recycled water, imported water, and stormwater” (page 3-9, 2020 City of Norwalk Urban Water Management Plan).*

The Central Groundwater Basin Judgment limits the amount of groundwater each party can extract annually (i.e., the Allowed Pumping Allocation, or APA). Both water companies would continue to be subject to the groundwater extraction limitations imposed by the Central Basin Judgment.

By implementing the NPDES, WQMP, CalGreen water conservation requirements, and other water conservation techniques, the redevelopment of the existing uses on the site to new, more water-efficient development will help recharge the Basin more effectively. Therefore, the development associated with implementing the proposed Arkansas Street Specific Plan Project would not substantially deplete water supplies. Therefore, the project will have a **less than significant effect** on water facility expansion, directly, indirectly, or cumulatively.

#### 11700 Arkansas Street Project

The City of Norwalk (Norwalk Municipal Water System) and Liberty Utilities Water will provide water to the site. Buildings 3, 4, 5, 6, 7, 8, and 9 will connect to the existing 8-inch water main in Pioneer Boulevard through a proposed line along the northern property boundary of the El Pollo Loco property served by Liberty Utilities Water. Buildings 1, 2, and 10 will be connected to the existing 8-inch water main in Arkansas Street, served by The City of Norwalk. Liberty Utilities Water provided a “will serve” letter for the project on November 16, 2020. The City of Norwalk provided a “will serve” on December 15, 2020.

Therefore, the project will have a **less than significant effect** on water facility expansion, directly, indirectly, or cumulatively.

#### Wastewater Treatment

See also response Section X above and XIX c) below for additional information.

#### Arkansas Street Specific Plan Project

As stated in Section 5.12 – Utilities and Service Systems of the Environmental Impact Report for the General Plan Update (page 5.12-14), “*The additional development accommodated under the proposed General Plan Update would increase water demand within the City, thus, requiring the construction of new local water facilities and/or expansion of existing facilities. Hydraulic modeling of the Artesia System supply capacity and storage capacity has shown that improvements would be required to meet the projected demands through the year 2030. Future developments would be required to make all improvements necessary to extend water service to the development site, including any service upgrades. The City of Artesia is situated in the middle of a highly built-out and urbanized region. The Artesia is bordered by the cities of Norwalk and Cerritos. Given that an extensive water distribution system exists within Artesia, as well as the built-out nature of the surrounding cities, it is not anticipated that construction of new water facilities or expansion of existing facilities would cause significant environmental effects. Notwithstanding, through the City’s development review process, and in consultation with GSWC, future projects would be evaluated to determine the need for water*

*system improvements and the conditions for their establishment and operation, including any necessary CEQA compliance. Moreover, the Community Facilities and Infrastructure Element has identified as Goals to serve a diverse range of community needs, and encourage efficient use of community facilities and provide adequate maintenance. To this end, all future development would be subject to compliance with the Policies and Policy Actions outlined above, which would ensure future development would result in less than significant impacts involving construction of water treatment facilities and/or expansion of existing facilities.”*

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update.

Through implementing the CalGreen Building Code, the City’s Water Conservation Ordinance, and the City’s Water Efficient Landscaping Ordinance, wastewater continues to be reduced through the design of newer construction.

The incremental increase in density and intensity proposed under the Arkansas Street Specific Plan is insignificant compared to the General Plan 2030 Update. Therefore, the impact is **less than significant**.

#### 11700 Arkansas Street Project

C&V Consulting, Inc. prepared a Sewer Area Study to determine and show:

- The capacity of the existing sewer segments from the proposed development site to the Los Angeles County Sanitation District (LACSD) maintained trunk sewers.
- The existing sewer facility will adequately service the proposed development.

The analysis included all tributary flow to the sewer system from the proposed development connection to the local sewers maintained by the Los Angeles Department of Public Works to the LACSD trunk line downstream of the proposed development. All tributary area within the study area has been developed.

The proposed project is located within the jurisdictional boundaries of Los Angeles County Sanitation District No. 2. The proposed sewer system will be gravity fed and flow towards the local sewers maintained by the Los Angeles Department of Public Works located along Alburdis Avenue, which conveys to the Gridley Road Interceptor Sewer and connects to the Gridley Road Interceptor Sewer, the Districts’ Trunk Sewer Outfall “C” Unit 8E.

The existing sewer pipes were analyzed per Los Angeles County Public Works Sanitary Sewer Procedural Manual for depths, sizes, grades, and capacities. For the analysis, data were obtained from corresponding Sewer As-Built plans and sewer atlas map in Appendix C of the Sewer Area Study (Appendix 13).

After thorough analysis, it was determined the existing sewer system in the study area has a peak discharge flowrate of 0.9410 cfs with a flow depth of 6.82 inches for Reach 10 at the downstream District sewer system's 20" FRP pipe. The cumulative flow is determined to be at a 24% full capacity for the 20" pipe with a depth of flow at a 34% capacity ( $d/D=0.34$ ). Other Reaches that exceeded critical half-flow depth includes Reach 5E ( $d/D=0.51$ ), 7A ( $d/D=0.60$ ), 8A ( $d/D=0.55$ ), 8B ( $d/D=0.55$ ), 9A ( $d/D=0.56$ ), 9B ( $d/D=0.56$ ). Refer to Appendix B of the Sewer Study (Appendix 13) for calculations and tabulated results. Although The Reaches have exceeded the critical half depths, the most depreciated capacity segment per tributary flow is 7A's 10" pipe segment, which calculates to operate at 68% full flow capacity, and the total project effluent contributes 8.7% to the cumulative flow. Therefore, it was concluded that the overall existing sewer system downstream has sufficient capacity for the proposed development. The project will have a **less than significant** effect on directly, indirectly, or cumulatively expanding wastewater facilities.

#### Storm Water Drainage

##### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update. The incremental increase in density and intensity proposed under the Arkansas Street Specific Plan is insignificant compared to the General Plan 2030 Update.

Per Response X) a), the project must comply with Chapter 7 – Storm Water Management and Discharge Control of the City's Municipal Code, City of Artesia WQMP, and the MS4 permit. Therefore, the projects will be designed for compliance with existing federal, state, and local water quality laws and regulations pertaining to water quality standards, ensuring a **less than significant impact** on stormwater drainage facility expansion directly, indirectly, or cumulatively.



## Electric Power

### Arkansas Street Specific Plan Project

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update. The incremental increase in density and intensity proposed under the Arkansas Street Specific Plan is insignificant compared to the General Plan 2030 Update.

Therefore, the projects proposed under the Arkansas Street Specific Plan will not require or result in the relocation or construction of new or expanded electric power, which could cause significant environmental effects beyond what was planned under the General Plan 2030 Update. Therefore, the project will have a **less than significant** effect on electric power expansion.

### 11700 Arkansas Street Project

Southern California Edison (SCE) provides electric power to the site. The project will remove the lines crossing the site providing power to El Pollo Loco and re-routing power to El Pollo Loco from the lines along Pioneer Boulevard. An SCE plan is currently in the works for this project. The re-routing of the lines will not impact the consumers or the project site.

SCE has committed to providing service to the planned uses of the General Plan, and this project is consistent with the City's General Plan 2030. The project will not require or result in the relocation or construction of new or expanded electric power, which could cause significant environmental effects. Therefore, the project will have a **less than significant** effect on electric power expansion.

## Natural Gas

### Arkansas Street Specific Plan Project

Southern California Gas provides gas for the project area. Per the General Plan 2030, Southern California Gas has indicated they can service the General Plan area through buildout. Since the Arkansas Street Specific Plan Project is generally consistent with the General Plan 2030, Southern California Gas will be able to service the project area.

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred and the land is not being used effectively. Under the General Plan 2030 Update, the area is

planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update. The incremental increase in density and intensity proposed under the Arkansas Street Specific Plan is insignificant compared to the General Plan 2030 Update.

Therefore, the projects proposed under the Arkansas Street Specific Plan will not require the relocation or construction of new or expanded natural gas infrastructure, which could cause significant environmental effects beyond what was planned under the General Plan 2030 Update. Therefore, the project will have a **less than significant** effect on electric power expansion.

#### 11700 Arkansas Street Project

The project will not utilize natural gas. Gas lines will be pulled to the property line in the event the live/work units need gas for the businesses in the future. The project will not require or result in the relocation or construction of new or expanded natural gas facilities power, which could cause significant environmental effects. Therefore, the project will have a **less than significant** effect on natural gas facility expansion.

#### Telecommunications Facilities

##### Arkansas Street Specific Plan Project

Charter/Spectrum will provide phone and cable service for the Arkansas Street Specific Plan Project area. As projects are proposed, they will get the needed “will serve letters” from Charter/Spectrum to provide services.

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update. The incremental increase in density and intensity proposed under the Arkansas Street Specific Plan is insignificant compared to the General Plan 2030 Update.

Therefore, the projects proposed under the Arkansas Street Specific Plan will not require or result in the relocation or construction of new or expanded telecommunications facilities, which could cause significant environmental effects beyond what was planned under the General Plan 2030 Update. Therefore, the project will have a **less than significant** effect on electric power expansion.

### 11700 Arkansas Street Project

Charter/Spectrum will provide phone and cable service for the project. Lines in the street will be protected in place. Therefore, the project will have a **less than significant** effect on telecommunication facility expansion.

### Summary

As noted above and in the responses in Sections X and XIX b) above, the project will have a **less than significant impact** directly, indirectly, or cumulatively, on the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, for the construction or relocation of which could cause significant environmental effects.

- b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?**

See also response Section X above for additional information.

### Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The Arkansas Street Specific Plan Area is served by two different water purveyors, the City of Norwalk and Liberty Utilities Water. According to the City of Norwalk 2020 Urban Water Management Plan June 2021 Public Draft, pages ES-2 – ES-3, *“It is required that every urban water supplier assesses the reliability to provide water service to its customers under normal, dry, and multiple dry water years. MWD’s 2015 Integrated Water Resources Plan update describes the core water resource strategy, which will be used to meet full-service demands at the retail level under all foreseeable hydrologic conditions from 2025 through 2045. Furthermore, MWD’s 2020 UWMP finds that MWD is able to meet full service demands of its member agencies with existing supplies from 2025 through 2045 during normal years, single dry years, and multiple dry years. As for groundwater supplies, the Basin remained stable and APA remained the same throughout the recent drought. As a result, groundwater supply continues to be a reliable source into the future. The City is therefore capable of meeting the water demands of its customers in normal, single dry, and multiple dry years between 2025 and 2045, as illustrated in Tables 3.14 to 3.20 on pages 3-35 to 3-41.”*

As stated in the Liberty Utilities – Park Water 2020 Urban Water Management Plan, page 7-18, *“Liberty Utilities’ water system has experienced a prior five consecutive year drought with no limitation to its water supplies. However, the cost of those water supplies may have increased based on the mix of supplies which are used. Liberty Utilities has the ability to enact varying water shortage levels (see Chapter 8) to help educate its customers and provide an economic incentive for the retail customers to reduce their water consumption.”*

The incremental increase in density and intensity proposed under the Arkansas Street Specific Plan is insignificant compared to the General Plan 2030 Update. City Ventures has obtained “Will Serve Letters” for the 11700 Arkansas Street Project from Liberty Utilities and the City of Norwalk. Therefore, the project will have a **less than significant impact** on water supply availability to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years on wastewater facility expansion, directly, indirectly, or cumulatively.

- 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?**

See also response Section X and XIX a) above for additional information.

Arkansas Street Specific Plan Project

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update.

As stated in Section 5.12 – Utilities and Service Systems of the Environmental Impact Report for the General Plan Update (page 5.12-14), *“The additional development accommodated under the proposed General Plan Update would increase water demand within the City, thus, requiring the construction of new local water facilities and/or expansion of existing facilities. Hydraulic modeling of the Artesia System supply capacity and storage capacity has shown that improvements would be required to meet the projected demands through the year 2030. Future developments would be required to make all improvements necessary to extend water service to the development site, including any service upgrades. The City of Artesia is situated in the middle of a highly built-out and urbanized region. The Artesia is bordered by the cities of Norwalk and Cerritos. Given that an extensive water distribution system exists within Artesia, as well as the built-out nature of the surrounding cities, it is not anticipated that construction of new water facilities or expansion of existing facilities would cause significant environmental effects. Notwithstanding, through the City’s development review process, and in consultation with GSWC, future projects would be evaluated to determine the need for water system improvements and the conditions for their establishment and operation, including any necessary CEQA compliance. Moreover, the Community Facilities and Infrastructure Element has identified as Goals to serve a diverse range of community needs, and encourage efficient use of community facilities and provide adequate maintenance. To this end, all future development would be subject to compliance with the Policies and Policy Actions outlined above, which would*

*ensure future development would result in less than significant impacts involving construction of water treatment facilities and/or expansion of existing facilities.”*

The incremental increase in density and intensity proposed under the Arkansas Street Specific Plan is insignificant compared to the General Plan 2030 Update. Therefore, the impact is **less than significant**.

#### 11700 Arkansas Street Project

C&V Consulting, Inc. prepared a Sewer Area Study to determine and show:

- The capacity of the existing sewer segments from the proposed development site to the Los Angeles County Sanitation District (LACSD) maintained trunk sewers.
- The existing sewer facility will adequately service the proposed development.

The analysis included all tributary flow to the sewer system from the proposed development connection to the local sewers maintained by the Los Angeles Department of Public Works to the LACSD trunk line downstream of the proposed development. All tributary area within the study area has been developed.

The proposed project is located within the jurisdictional boundaries of Los Angeles County Sanitation District No. 2. The proposed sewer system will be gravity fed and flow towards the local sewers maintained by the Los Angeles Department of Public Works located along Alburdis Avenue, which conveys to the Gridley Road Interceptor Sewer and connects to the Gridley Road Interceptor Sewer, the Districts' Trunk Sewer Outfall "C" Unit 8E.

The existing sewer pipes were analyzed per Los Angeles County Public Works Sanitary Sewer Procedural Manual for depths, sizes, grades, and capacities. For the analysis, data were obtained from corresponding Sewer As-Built plans and sewer atlas map in Appendix C of the Sewer Area Study (Appendix 13).

After thorough analysis, it was determined the existing sewer system in the study area has a peak discharge flowrate of 0.9410 cfs with a flow depth of 6.82 inches for Reach 10 at the downstream District sewer system's 20" FRP pipe. The cumulative flow is determined to be at a 24% full capacity for the 20" pipe with a depth of flow at a 34% capacity ( $d/D=0.34$ ). Other Reaches that exceeded critical half-flow depth includes Reach 5E ( $d/D=0.51$ ), 7A ( $d/D=0.60$ ), 8A ( $d/D=0.55$ ), 8B ( $d/D=0.55$ ), 9A ( $d/D=0.56$ ), 9B ( $d/D=0.56$ ). Refer to Appendix B of the Sewer Study (Appendix 13) for calculations and tabulated results. Although The Reaches have exceeded the critical half depths, the most depreciated capacity segment per tributary flow is 7A's 10" pipe segment, which calculates to operate at 68% full flow capacity, and the total project effluent contributes 8.7% to the cumulative flow. Therefore, it was concluded that the overall existing sewer system downstream has sufficient capacity for the proposed development. The project will have a **less**



than significant effect on directly, indirectly, or cumulatively expanding wastewater facilities.

- 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?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

The projects proposed under the Arkansas Street Specific Plan would revitalize an area of incongruent uses where maintenance has been deferred and the land is not being used effectively. Under the General Plan 2030 Update, the area is planned for light industrial and mixed-use commercial and residential development. The proposed Specific Plan will change the designation to mixed-use commercial and residential development, increasing the existing housing inventory by 92 dwelling units, the population by 331 persons, and will decrease the non-residential floor area by approximately 718 square feet from what was planned under the 2030 General Plan Update.

Solid Waste Flow <sup>1</sup>					
Land Use	Solid Waste Flow Rate (lb/du/day) or (lb/tsf/day)	Existing Conditions			Solid Waste Flow (Tons per Year) <sup>2</sup>
		DU	Acre	Square Feet	
Existing General Plan					
Commercial	13.00			18,478	43,839.05
Light Industrial	62.50			20,974	239,234.69
Single-Family	12.23	4 <sup>3</sup>			8.93
High-Density Residential	10.00	3 <sup>3</sup>			5.48
TOTAL					283,088.15
Proposed Specific Plan					
Commercial	13.00			38,734	251.95
High-Density Residential	10.00	99			180.66
TOTAL					432.61
Notes:					
1. lb/du/day = Pounds Per Dwelling Unit Per Day; lb/tsf/day = Pounds Per Thousand Square Feet Per Day from Table 5.12-13 of Section 5.12 – Utilities and Service Systems of the Environmental Impact Report for the General Plan Update.					
2. Numbers have been rounded.					
3. Residential Units are based upon the CEQA Buildout Analysis (Table 3 of this review).					

*Table 36 - Solid Waste Flow*

CR&R Incorporated (CR&R) will provide trash collection. Republic Services transports solid waste to local transfer stations for recycling, with the non-recyclable waste disposed of at local landfills. With the implementation of the City's and CR&R recycling programs, the City continues to divert waste from the landfill.

The State of California requires that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020. Programs like green waste, glass, aluminum, paper, cardboard, and commercial organic recycling, will help the City, and this project will reduce the solid waste taken to the landfill.

The requirement for construction/demolition waste is one of the recycling programs mentioned above. The project will generate construction/demolition waste (CDW) as well as ongoing domestic waste from the residential uses on-site, creating an incremental increase in demand for solid waste service systems and landfill capacity. It is presumed that construction waste would be comprised of concrete, metals, wood, landscape, and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50% and has a long-term compliance goal of 70%. CDW associated with the project will be recycled to the extent practicable, with the remainder sent to a landfill.

The project will be required to comply with Article 2 – Recycling Requirements for Construction and Demolition Sites of Title 6 – Sanitation and Health of the AMC. The purpose of Article 2 is to reduce landfill waste compliance with state and local statutory goals and policies.

The projects proposed under the Arkansas Street Specific Plan will reduce the amount of solid waste created over that currently planned under the General Plan 2030. Between the mandates for reductions in what is sent to the landfills and the fees to offset the demand on the landfill, landfill capacity is available now to accommodate this project and will be available in the future. The project will have a **less than significant impact** on landfills directly, indirectly, and cumulatively.

e) **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

Federal, state, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to assure adequate landfill capacity through mandatory reductions in solid waste quantities (for example, through recycling and composting of green waste) and the safe and efficient transportation of solid waste. The project will comply with all regulatory requirements regarding solid waste, including AB 939 and AB 341. AB 939, administered by the California Department of Resources Recycling and Recovery, required local governments to achieve a landfill diversion rate of at least 50 percent by January 1, 2000, through source reduction, recycling, and composting activities. Moreover, AB 341 increased the minimum solid waste diversion rate to 75 percent in 2020. Such regulations will apply to this project, and compliance is mandatory. Further, mandates set forth by the CALGreen Code aim to reduce solid waste generation and promote recycling and diversion design and activities, to which this project is required to comply. There will be **no impacts**, directly, indirectly, or cumulatively, regarding compliance with federal, state, and local statutes and regulations related to solid waste.

**Mitigation:** None

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XX. WILDFIRE –</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, <b>Would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk, or that may result in temporary or ongoing impacts on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Sources:</b> 1. City of Artesia <a href="#">General Plan 2030</a> 2. City of Artesia <a href="#">General Plan 2030 Environmental Impact Report</a> , July 28, 2010 3. <a href="#">Title 9 – Planning and Zoning</a> 4. CalFire <a href="#">FHSZ Viewer</a> , accessed April 22, 2022				

a) **Substantially impair an adopted emergency response plan or emergency evacuation plan?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

As stated in Section IX Hazards and Hazardous Materials f) above, the project will have access off Arkansas Street. These existing streets are within the City's established street system. The project will not alter the current circulation pattern in the project area. Emergency access and evacuation routes will be unaffected by the project.

Construction activities may temporarily restrict vehicular traffic. Temporary changes to the existing roadway network require the approval of the City of Artesia and notification to all emergency responders. Pursuant to **MM HAZ-7**, the preparation of a Traffic Control Plan to the specifications and approval of the City of Artesia will ensure temporary traffic impacts from construction will maintain adequate access for emergency vehicles and evacuation procedures during construction. In addition, pursuant to **MM HAZ-8**, the city Planning Department will consult with the Police Department to disclose temporary closures and alternative travel routes to ensure adequate access for emergency vehicles.

The 11700 Arkansas Street Project provides adequate emergency vehicle access, including street widths and vertical clearance on new streets. For both projects, implementing federal, state, and local laws and regulations in the project's construction will ensure a **less than significant impact with mitigation** on adopted emergency response or evacuation plans.

- b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

In addition to response Section IX g) above, the project site is fully developed in an urbanized area of the City. Slopes do not surround the project site, nor will the project create slopes or other factors that exacerbate wildfire risks. The site is not located in a Fire Hazard Severity Zone, as noted by the CalFire Fire Hazard Severity Zone Viewer. The project will replace the existing development with new residential and commercial buildings to be built to the latest Building and Fire Codes.

The project will have **no impact** on exposing project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

- c) **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk, or that may result in temporary or ongoing impacts on the environment?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

The project site is fully developed in an urbanized area of the City. It will not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or result in temporary or ongoing environmental impacts. As such, the project will have **no impact** directly, indirectly, or cumulatively.

- d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

Arkansas Street Specific Plan Project & 11700 Arkansas Street Project

In addition to response IX g) above, it is noted that the project site is fully developed in an urbanized area of the City along a local street and a major arterial, Arkansas Street and Pioneer Boulevard. Therefore, the project will have **no impact**, directly, indirectly, or cumulatively, as it is not expected to have a wildland fire on-site and will not expose people or structures to significant risk from flooding or landslides as a result of a post-wildfire.

**Mitigation: MM HAZ-7 and MM HAZ-8**

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE –</b>				
<b>Would the project:</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<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 project, and the effects of probable future projects.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

*Arkansas Street Specific Plan Project & 11700 Arkansas Street Project*

**Biological Resources**

In Section IV (Biological Resources), it is noted that the Open Space and Conservation Sub Element of the General Plan 2030 notes the limit biological resources inventory in the City, page OS-8, “*Biological resources include natural and altered biotic habitats (vegetative communities and corresponding wildlife habitat), as well as associated flora and fauna.*”

*The City of Artesia is highly urbanized and landscaped with mostly non-native species. No rare or endangered plant or animal species have been identified within the City. There are no significant natural habitats in the City. Wildlife species present in the City are typical of any disturbed, highly urbanized setting and are not considered rare, endangered, or threatened.*



*The City is also devoid of wetland and riparian habitat. The City's most significant plant resources are imported trees and ornamental plants. While these offer only limited biological value, they do contribute to the aesthetic and historical character of the City.*

Therefore, new projects will not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animals. Therefore, the Arkansas Street Specific Plan Project and the 11700 Arkansas Street Project will have **no impact** on biological resources.

#### Cultural & Tribal Resources

As described in Section V (Cultural Resources) and Section XVIII (Tribal Cultural Resources), the project would not impact any known historic, archaeological, or paleontological resources. The Gabrieleño Band of Mission Indians - Kizh Nation has identified the area as a tribal cultural resource, and mitigation measures **MM TCR-1** through **MM TCR-3** are proposed as possible resources could be encountered at subsurface levels during ground-disturbing construction activities. To reduce potential adverse effects to post-review discoveries during project implementation, procedures for inadvertent discovery of resources will be implemented through mitigation measures **MM CUL-1**, **MM CUL-2**, **MM TCR-1**, **MM TCR-2**, and **MM TCR-3**.

- 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 project, and the effects of probable future projects.)?**

The project could cumulatively add to the impacts of aesthetics, air quality, cultural resources, energy, greenhouse gas emission, hazards & hazardous materials, hydrology/water quality, noise, paleontological resources, public services, recreation, and transportation, tribal cultural resources, and utilities/service systems. However, the project is generally consistent with the City's General Plan 2030 Update. As the Specific Plan has been written and the 11700 Arkansas Street Project has been designed, the cumulative impacts have been mitigated to a less than significant impact. As such, cumulatively considerable impacts associated with the project would be **less than significant with mitigation** incorporated (**MM AES-1**, **MM AES-2**, **MM CUL-1**, **MM CUL-2**, **MM HAZ-1 – MM HAZ-8**, **MM NOI-1 – MM NOI-9**, and **MM TCR-1 – MM TCR-3**). The project does not have impacts that are individually limited but cumulatively considerable.

c) **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Direct and indirect environmental effects on human beings were analyzed in the following sections: aesthetics, air quality, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, land use and planning, noise, population/housing, public services, recreation, transportation, and utilities/services systems. As found in the discussion of each relevant section, there are no potential impacts that cannot be fully mitigated to less-than-significant levels. Furthermore, the project would comply with all applicable federal, state, and local policies and regulations. The project would not result in environmental effects that would cause substantial adverse effects on human beings, and impacts would be **less than significant with mitigation**. With the implementation of **MM AES-1, MM AES-2, MM GEO-1, MM GEO-2, MM HAZ-1 – MM HAZ-8, and MM NOI-1 – MM NOI-9**, impacts can be mitigated to less than significant.