

## Memorandum

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Christine Kudija, Principal Planner

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**DATE:** May 24, 2021

**SUBJECT:** City of Artesia, Mixed-Use Overlay Zone, Traffic Memorandum

### Project Understanding

The City of Artesia (City) has contracted with Willdan to prepare environmental documents to amend the Artesia Municipal Code to establish a Mixed-Use Overlay (MU-O) Zone in 3 Overlay Zone Areas. These Zone Areas are generally located along Pioneer Boulevard, Artesia Boulevard and South Street. The MU-O areas will rezone from LMI (Light Manufacturing/Industrial) and CPD (Commercial Planned Development) to CG (Commercial General). The adoption of the MU-O zone will provide consistency for all parcels, by establishing additional development standards, allowable uses, and requirements for conditional use permits.

Based on Willdan Planning analysis, there are 559 parcels identified to be designated with the MU-O combining zone, totaling approximately 224 acres. There are 20 parcels, totaling 5.69 acres, proposed to be rezoned from LMI to CG. There are 21 parcels, totaling 32.7 acres, proposed to be rezoned from CPD to CG, eliminating the CPD zone.

The proposed overlay zone would allow retail establishments, restaurants, service and professional uses, and condominium development as permitted uses. Implementation of the MU-O zone has the potential to increase the total nonresidential building square footage by 7,814,272 square feet. Total new residential units could result in the maximum development of 14,101 total new residential units. Of this number, 11,280 units (80%) were assumed to be part of a mixed-use project, with the potential that an additional 2,820 residential units could be constructed, that would not be a part of a mixed-use project (i.e. a separate housing development with no commercial uses).

The General Plan Final EIR assumed development pursuant to the 2030 General Plan would total 416,017 square feet of nonresidential development and 338 additional residential units. Because full implementation of the MU-O zone, at maximum intensity and density, would exceed the 2030 General Plan assumed development for both nonresidential and residential land uses, the City will place a cap on development in the Overlay Zone Areas. The cap would be in place until such time as the General Plan, and accompanying General Plan EIR, are amended. The cap would apply to the entire area and is not meant to be a cap within an individual Overlay Plan Area. It is anticipated that the cap will be adjusted as the General Plan is amended, to allow further development in compliance with the amendments.

Most potential growth in the City is located within the Overlay Plan Areas; therefore, this project has been analyzed utilizing a cap that would provide for the growth analyzed in the 2030 General Plan EIR, 416,017 square feet of nonresidential development and 338 additional residential units. Amendments to the General Plan, or a new General Plan, will be required once the 2030 development growth projections have been met.

### **Vehicle Miles Traveled (VMT) Discussion**

Based on our discussions with Willdan Planning and the Project Understanding, the overall General Plan build-out does not change with the proposed development of the MU-O Zone. There is no net change in the nonresidential building square footages or residential units. The MU-O Zone allows for an increased density of nonresidential and residential uses, but the overall General Plan build-out remains the same. As such, the VMT for the General Plan build-out would not change and there is a possibility that the VMT would be reduced with the increased density and mixed-use development opportunities in the MU-O Zone.

This Traffic Memorandum has been prepared to respond to question “b” in the Transportation section of the Initial Study checklist:

Would the project: b) Conflict or be inconsistent with the CEQA Guidelines § 15064.3, subdivision (b) (*Criteria for Analyzing Transportation Impacts*)?

The appropriate response to this question is “No New Impact/No Impact”. This response is based on the “no net change” in the overall General Plan build-out. The analysis of VMT for this project has been completed on a qualitative basis (§ 15064.3(b)(3)) for the following reasons:

- There is no net change in the allowable square footages of land uses from the City’s General Plan build-out. The MU-O Zone allows for rezoning from LMI and CPD to CG which increases only the density of nonresidential (CG) and residential uses in the MU-O Zone.
- There is no accurate way to determine the future development mix within the MU-O Zone. Future development combinations would require following the City’s development standards, allowable uses and requirements for conditional use permits but what the actual mix of uses in future developments will be is unknown.
  - Within the MU-O Zone, future developments are limited to the maximum allowable 416,017 square feet of retail, restaurant, service and professional uses.
  - Developments would also be limited to the maximum allowable 338 additional residential units within the MU-O Zone.
- It is anticipated that the opportunity of the increased density of mixed-use developments within the MU-O Zone will reduce the VMT along these roadway corridors.



## **Conclusion**

The preparation of the environmental documents for the MU-O Zone is a macro-analysis of the General Plan build-out and the impacts of land use changes within the MU-O Zone. The macro-analysis cannot accurately determine the VMT impacts with the many variables involved: commercial development type (retail, restaurant, service or professional uses) with or without residential development as well as the overall size of the development. Future developments will need to determine VMT impacts based on the development size and mixed-use. However, developments with a mixed-use of commercial and residential will likely find some reduction in VMT.

